

**Notice of a public meeting of  
Executive**

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

**Date:** Thursday, 18 November 2021

**Time:** 5.30 pm

**Venue:** The George Hudson Board Room - 1st Floor West Offices (F045)

**A G E N D A**

**Notice to Members – Post Decision Calling In:**

Members are reminded that, should they wish to call in any item\* on this agenda, notice must be given to Democracy Support Group by **4:00 pm on Monday, 22 November 2021.**

\*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent, which are not subject to the call-in provisions. Any called in items will be considered by the Customer and Corporate Services Scrutiny Management Committee.

**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. Minutes**

(Pages 3 - 20)

To approve and sign the minutes of the last two Executive meetings, held on 30 September and 14 October 2021.

### 3. **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 Tuesday, 16 November 2021.**

To register to speak please visit [www.york.gov.uk/AttendCouncilMeetings](http://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. Contact details can be found at the foot of this agenda.

### **Webcasting of Remote 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](http://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](http://www.york.gov.uk/COVIDDemocracy)) for more information on meetings and decisions.

### 4. **Forward Plan** (Pages 21 - 26)

To receive details of those items that are listed on the Forward Plan for the next two Executive meetings.

### 5. **My City Centre Strategic Vision - Adoption of Vision and Next Steps** (Pages 27 - 210)

The Corporate Director of Place to present a report which seeks approval for an aspirational 10 year vision for York city centre, developed through extensive public engagement and stakeholder involvement.

### 6. **Strategic Reviews of City Centre Access and Council Car Parking** (Pages 211 - 552)

The Corporate Director of Place to present a report which sets out the outcomes of the Strategic Reviews of City Centre Access and Council Car Parking commissioned by the Executive in November 2020, and recommends the adoption of the associated action plans.

- 7. Consideration of Changes to the City Centre Traffic Regulation Order** (Pages 553 - 1116)  
The Corporate Director of Place to present a report that considers the future operation of the footstreets, which are those streets that are pedestrianised streets during certain hours in the city centre.
- 8. Dial & Ride: Funding and Delivery Arrangements** (Pages 1117 - 1150)  
The Director of Transport, Environment and Planning to present a report which details options for the procurement of York's Dial & Ride services versus a grant funding model for the existing provider, York Wheels, following expiry of the current funding arrangements for York Wheels.
- 9. York Railway Station Gateway - Project Update and LNER Funding & Development Agreement** (Pages 1151 - 1250)  
The Corporate Director of Place to present a report which provides an update on progress on the design and delivery of the York Railway Station Gateway Scheme, including funding status, delivery of the works packages, land acquisition and legal agreements with strategic project partner, LNER.
- 10. Recommissioning of Carers Support Services** (Pages 1251 - 1286)  
The Director of Prevention and Commissioning / Corporate Director of People to present a report which seeks approval to recommission the Carers Support Services for adults and young people, via an open tender exercise, in line with the principles of the Care Act 2014, the NHS long term plan, and the council's Contract Procedure Rules.
- 11. Refresh of York's Parish Charter** (Pages 1287 - 1298)  
The Director of Customer and Communities to present a report which presents the outcome of a review undertaken of the charter between City of York Council and the 31 parish and town councils within the York local authority area, and seeks approval for a revised Charter.

**12. Merger of York Coroner Area with North Yorkshire County Council Coroner Areas** (Pages 1299 - 1350)

**Areas**

The Director of Governance to present a report which seeks approval to submit a business case to the Ministry of Justice and Chief Coroner requesting permission to merge the existing City of York Council coroner area and the North Yorkshire County Council coroner areas into one area, in order to improve the resilience and efficiency of the service.

**13. 2021/22 Finance and Performance Monitor 2** (Pages 1351 - 1388)

The Chief Operating Officer to present a report which sets out details of the council's overall finance and performance position for the period from 1 April 2021 to 30 September 2021, together with an overview of any emerging issues.

**14. Capital Programme - Monitor 2 2021/22** (Pages 1389 - 1402)

The Chief Finance Officer to present a report which sets out the projected outturn position of the 2021/22 capital programme, including any under/over spends and adjustments, along with requests to re-profile budgets to/from current and future years.

**15. Treasury Management Mid-Year Review and Prudential Indicators 2021/22** (Pages 1403 - 1416)

The Chief Finance Officer to present a report which provides an update on Treasury Management activities for the period 1 April 2021 to 30 September 2021.

**16. Urgent Business**

Any other business which the Chair considers urgent under the Local Government Act 1972.

*\*Note: the draft reports relating to Agenda Items 5, 6 and 7 were considered at the meeting of the Customer & Scrutiny Management Committee on 8 November 2021. Comments from that meeting will follow in a supplement to this agenda.*

## Democratic Services Officer:

Name: Fiona Young

Contact details:

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- E-mail – fiona.young@york.gov.uk

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 własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی میا 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/coronavirus-test-and-trace), or, [Order coronavirus \(COVID-19\) rapid lateral flow tests - GOV.UK \(www.gov.uk\)](https://www.gov.uk/order-coronavirus-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

- Please do not arrive more than 10 minutes before the meeting is due to start.
- 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

If you develop coronavirus symptoms during a Meeting, you should:

- 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

If you receive a positive test result, or if you develop any symptoms before the meeting is due to take place, **you should not attend the meeting.**

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City of York Council

Committee Minutes

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Meeting	Executive
Date	30 September 2021
Present	Councillors Aspden (Chair), Ayre, Craghill, Cuthbertson, D'Agorne, Runciman, Smalley and Waller
Apologies	Councillor Widdowson
In Attendance	Councillor Kilbane

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**33. Declarations of Interest**

Members were asked to declare at this point in the meeting any personal interests not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests, that they might have in the business on the agenda. No additional interests were declared.

**34. Exclusion of Press and Public**

Resolved: That the press and public be excluded from the meeting should any discussion arise on Annexes A, B and C to Agenda Item 9 (Haxby Station – Update and Land Acquisition) on the grounds that they contain information relating to the financial or business affairs of any particular person (including the authority holding that information). This information is classed as exempt under Paragraph 3 of Schedule 12A to Section 100A of the Local Government Act 1972 (as revised by the Local Government (Access to Information) (Variation) Order 2006).

**35. Minutes**

Resolved: That the minutes of the Executive meeting held on 26 August 2021 be approved and then signed by the Chair as a correct record.

### **36. Public Participation**

It was reported that nine people were registered to speak at the meeting under the Council's Public Participation Scheme.

Cllr Webb spoke on Agenda Item 6 (Preparations for Welfare Winter Planning and Support), in relation to school holiday hunger. He welcomed the provision of any support for vulnerable children but warned against relying on the government's Holiday Activities programme, which was not suitable for all children's needs.

Tom Franklin spoke on Agenda Item 8 (York Outer Ring Road Phase 1 Dualling), as Chair of York Green Party, suggesting that the scheme be deferred for further information about its effect on carbon emissions, safety measures for pedestrians and cyclists, and how it would reduce traffic in the city centre.

Ben Storey spoke on Item 8, as the manager of Web Adventure Park York, expressing concern about the safety of visitors and staff, especially those without cars, and the operation of the business during works on the scheme.

Cllr Melly spoke on Item 8, stating that the scheme had not been properly undertaken as part of a city-wide action plan and that rather than providing an 'upgrade' to the transport route it would lead to increased traffic, pollution and vehicle speeds.

Hughie Ferguson spoke on Item 8 in relation to the Wigginton Moor / Haxby Road section, criticising aspects of the consultation and stressing the need for proper safety measures along the route.

Mark Corrigan spoke on Item 8 on behalf of the British Horse Society, seeking a controlled crossing at the B1363 approach in order to ensure the safety of both horses/riders and pedestrians.

Lorna Marchi spoke on Item 8 on behalf of businesses and residents to the north of the Wigginton Road junction, highlighting the need for a crossing at this point and better provision for pedestrians, cyclists and noise mitigation.

Andy Shrimpton spoke on Item 8 on behalf of York Cycle Campaign, stating that all evidence suggested dualling would

ultimately increase congestion as well as affecting safety and that measures were needed to increase active travel.

Cllr Doughty spoke on Item 8 as Ward Member for Strensall, noting that some residents had first heard of the proposals 3 days ago and highlighting concerns about the position of the crossing in this area, the number of traffic lights on the route, and lack of information on reduction of journey times.

**37. Forward Plan**

Members received and noted details of the items that were on the Forward Plan for the next two Executive meetings at the time the agenda was published.

**38. Preparations for Welfare Winter Planning and Support**

The Director of Customer and Communities presented a report which reviewed the provision of nationally and locally funded welfare support available to financially vulnerable residents and families during the coming winter months while the effects of covid were still being felt across the city.

The report set out proposals to address school holiday hunger in the short term and food poverty in the longer term. Members were asked to consider the funding of free school meal (FSM) vouchers during the October half term and the ongoing policy direction and funding for the provision of holiday FSM vouchers during the 2021/22 academic year, given the lack of direct funding from government. It was suggested that the longer-term policy be referred to Scrutiny for consideration. Approval was also sought for proposals to use funding from the York Financial Assistance Scheme (YFAS) covid reserve to help those residents most affected by the pandemic, as detailed in paragraphs 33-40. Options in respect of the proposals in the report were set out in paragraph 41, the recommended options being B(ii), C(i) and D(i).

Members welcomed the report, noting that the situation required longer term support from government. In response to comments made under Public Participation, it was stressed that the council was doing all it could, including working with partners, and not relying solely on the Holiday Activities fund.

- Resolved:
- (i) That the continued impacts of the pandemic on financially vulnerable members of York's communities as many government covid welfare schemes come to an end, and the full range of activities planned by the council and partners to support residents during the forthcoming winter, be noted.
  - (ii) That the £1m covid emergency funding identified by the Executive at the start of the pandemic, and how this has been distributed, be noted.
  - (iii) That, in relation to holiday Free School Meal vouchers, £150k funding from the York Financial Assistance Scheme Emergency Fund reserve be approved to cover the school holidays in the current financial year to February Half Term (excluding the week at Christmas covered by Holiday Activities and Food Programme Funding) [Option B(ii)].
  - (iv) That the subject of school holiday food provision be referred to the Children, Education & Communities Policy and Scrutiny Committee for them to consider the effectiveness, impact and funding of the voucher scheme alongside other grassroots community-based provision and other schemes to address the impact of food poverty; this work could also inform further formal responses back to the Department for Education. [Option C(i)]
  - (v) That approval be given to fund the following schemes for one year from existing YFAS emergency funds as outlined in paragraphs 34-39 and 41 of the report:
    - Early Support Fund, at an additional cost of £20k;
    - Early intervention for residents in debt, at a cost of £35k;
    - £100% Digital York Project Co-ordinator, at a cost of £23,220.[Option D(i)]

Reason: To acknowledge the ongoing financial impacts of the pandemic on residents, recognise the ending of a number of related government support schemes,

consider mitigations and increase awareness of developing council plans to support residents in debt and in difficulty meeting their day to day living expenses.

**39. Endorsement of York and North Yorkshire Road Safety Partnership: Safer Roads Strategy**

The Director of Transport, Planning and Environment and the Head of Transport presented a report which sought endorsement of a strategy, developed with partners, to be used as a framework for the delivery of road safety interventions in the city.

The draft strategy, attached at Annex A to the report, incorporated changes made to address comments made by the Executive Member for Transport on the importance of active travel. Comments by partners on prioritisation of resources would be progressed through the review of the governance processes outlined in paragraphs 28-29 of the report. Consultation on the detailed approach to addressing road safety concerns in the city would take place as part of the Local Transport Plan development.

Members were invited to consider whether to:

- Endorse the strategy, as recommended (Option 1);
- Endorse the strategy with comments to be addressed in the final version subject to approval by partners (Option 2);
- Reject the strategy (Option 3).

Resolved: (i) That the York and North Yorkshire Road Safety Partnership: Roads Strategy at Annex A to the report be endorsed. [Option 1]

Reason: To ensure the effective coordination and delivery of road safety measures and initiatives across the city.

(ii) That officers be directed to review the proposed processes and governance arrangements to ensure that the road safety concerns of local residents and councillors are adequately addressed in the prioritisation of resources across the partners.

(ii) That authority be delegated to the Corporate Director of Place (in consultation with the Director of Governance or her delegated officers) to take such steps as are necessary to enter into the resulting agreement.

Reason: To ensure that appropriate mechanisms are in place to allocate road safety resources to local priorities.

**40. York Outer Ring Road (YORR) – Phase 1 Dualling – Evaluation of the Consultation Process and Resolution to Submit a Planning Application**

The Director of Environment, Transport & Planning and the Major Transport Projects Manager presented a report which provided details of the evaluation of the consultation process carried out last autumn on the proposed YORR Phase 1 dualling scheme, recommended modifications to the scheme, and sought approval to submit a planning application based on the revised scheme design.

The consultation had resulted in over 3,500 comments from residents and stakeholders. 79% supported the scheme proposals, but concerns had been expressed about facilities for pedestrians and cyclists in some locations, as well as the noise and environmental impacts of the scheme. The full report on the consultation process was attached as Annex A. Proposed revisions to the scheme as a result of the consultation analysis were shown in the plans at Annex B.

In presenting the report, officers highlighted that 90% of the scheme funding was external and would have had to be returned had a business case not been brought forward. In response to issues raised under Public Participation, they confirmed that:

- A number of these matters were addressed in the report, including the safe layout of controlled crossings, carbon emissions (paragraphs 50-51) and cycle infrastructure design (paragraph 35); the latter would go through a detailed design process.
- 44% of respondents to consultation thought that the route and crossings would encourage active travel.
- Pegasus crossings would be provided at the North Lane / Malton Road bridle path; officers had also offered to liaise with Mrs Marchi on a controlled crossing.

- The comments regarding the effect of the scheme on overall congestion were beyond the scope of this report.
- Officers had tried to address the late notice highlighted by Cllr Doughty and had visited the residents concerned.
- There was flexibility regarding the location of the crossing on Wigginton Road.
- The issue of journey times had been addressed in previous reports.

Resolved: (i) That the general progress on the YORR Phase 1 Dualling Scheme be noted.

(ii) That the outcome of the public engagement process be approved.

Reason: To confirm that Members have been informed of the decisions set out in the report, and for consideration in future decision-making.

(iii) That the proposed revisions shown in Annex B to the report be accepted, and that the design changes listed below be approved to be taken forward in a planning application:

- a) The provision of pedestrian and cycle crossing facilities at the junction of Wigginton Road with the A1237 to improve safety and access for active travel around the roundabout and to link into local services and amenities located north east of the intersection.
- b) The provision of a safeguarded route for a future 1.1km length of orbital pedestrian/cycle route from Strensall Road junction to Monks Cross roundabout.
- c) Diversion of Bridleway no. 4 at Huntington and provision of a Pegasus Crossing at Monks Cross junction.
- d) Design and development amendments regarding noise and environmental mitigation. (These modifications to the consulted scheme have been made as a matter of course since the engagement process).

- e) Realignment of dualling from land to the north of the existing carriageway to the south side extending in a north westerly direction from Little Hopgrove roundabout for approximately 750m.

Reason: To enable a design freeze so that the scheme can be finalised in order to maintain programme and progress to the next stage.

(iv) That approval be given for the project team to submit a planning application based on the revised scheme attached at Annex B, and that authority be delegated to the Director of Transport, Environment and Planning to agree any minor amendments that may be required to the design which have a minimum cost impact, noting in particular the flexibility available regarding the position of the Wigginton Road crossing facilities, as highlighted at the meeting.

Reason: To enable submission of the planning application, in order to seek planning approval and maintain progress on the programme.

#### **41. Haxby Station – Update and Land Acquisition**

The Director of Environment, Transport & Planning presented a report which provided an update on progress towards a proposed new railway station in Haxby, and sought approval to add the Haxby Station project to the council's capital programme and to acquire the freehold interest of a plot of land in Haxby to assist in delivery of the project.

A funding bid for a 75% contribution towards the new station had been submitted to the Department for Transport (DfT) in June 2020, based on an assumption that it would be located on a site near the previous station (Site 1). An alternative location (Site 2) had now been identified which had some advantages over Site 1. The precise location of Site 2 was identified in exempt Annex A, as discussions on its potential purchase were still ongoing.

At the request of the DfT, an appraisal of the two sites had been undertaken by the council and Network Rail (NwR). A report

would be brought to Executive on 14 October to seek a formal instruction to NwR on which site to progress. In the meantime, it was recommended that the purchase of the Site 2 land be progressed, as it could be utilised for other purposes or sold even if not selected as the station site.

Members welcomed the report and the progress made towards providing a faster, more sustainable travel route to Haxby.

Resolved: (i) That the progress made to date concerning a potential new rail station at Haxby be noted.

(ii) That the addition of the Department for Transport grant of £400k to progress the Haxby Station project be approved, that the scheme be included in the Capital Programme 2021/22 and that authority be delegated to the Director of Place (in consultation with the Director of Governance or her delegated officers) to take such steps as are necessary to enter into the resulting agreement.

(iii) That approval be given to acquire the freehold interest comprising 6.8 acres of land within the area of Haxby, as detailed in exempt Annex A, and to establish a budget of £250k to fund the purchase and associated acquisition costs.

(iv) That approval be given to vire £250k from the Highways budget to fund the land purchase.

(v) That authority be delegated to the Corporate Director of Place, in consultation with the Executive Member for Transport, to take such steps as are necessary to complete the purchase once all due diligence has been satisfactorily conducted on the land.

Reason: To afford City of York Council the best opportunity to progress this project and present the strongest case possible to Central Government (the Department for Transport and the Treasury) for their anticipated grant of funding to enable the full delivery of a new rail station at Haxby.

### **Chair's Comments**

The Chair noted that this was the last Executive meeting to be attended by Amanda Hatton, Corporate Director of People, who was leaving the council. On behalf of Members, he thanked Amanda for her work at York, and wished her well in her new role in Edinburgh.

Cllr K Aspden, Chair

[The meeting started at 5.35 pm and finished at 7.30 pm].

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Meeting	Executive
Date	14 October 2021
Present	Councillors Aspden (Chair), Ayre, Craghill, D'Agorne, Smalley, Waller and Widdowson
Apologies	Councillors Cuthbertson and Runciman
In Attendance	Councillor Kilbane

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#### **42. Declarations of Interest**

Members were asked to declare at this point in the meeting any personal interests not included on the Register of Interests, or any prejudicial or disclosable pecuniary interests, that they might have in the business on the agenda.

Cllr Waller declared a prejudicial interest in Agenda Item 5 (Minute 46 refers), as a governor of York High School and Westfield Primary School. He left the room during consideration of that item and took no part in the debate or decisions thereon.

#### **43. Public Participation**

It was reported that there had been 3 registrations to speak at the meeting under the Council's Public Participation Scheme, all in relation to Agenda Item 4 (Housing Delivery Programme Update).

Cllr Fenton spoke as Chair of the Housing and Community Safety Policy & Scrutiny Committee. He thanked officers and the Executive Member for engaging with the Scrutiny recommendations, as referred to in paragraph 70 of the report, and welcomed the approach to affordable homes.

Cllr Pavlovic spoke as Vice Chair of the same Scrutiny Committee and as Opposition Spokesperson. He also highlighted the recommendations of the Scrutiny review, and went on to state that there was a need to acknowledge the severity of the housing crisis in York and provide genuinely affordable housing in the city.

Christopher Rainger spoke on behalf of the Fishergate, Fulford & Heslington Local History Society. He urged Members to retain all the existing houses on Ordnance Lane as a heritage asset that would enhance the scheme, noting that they could be refurbished and made more energy efficient, like similar houses in the area.

**44. Forward Plan**

Members received and noted details of the items that were on the Forward Plan for the next two Executive meetings at the time the agenda was published.

**45. Housing Delivery Programme Update**

The Director of Housing, Economy & Regeneration presented a report which outlined progress on the Housing Delivery Programme since the last report to Executive on 22 October 2020 (Minute 48 of that meeting refers), and sought approval to submit a planning application for Ordnance Lane and Hospital Fields Road site.

The Programme aimed to deliver over 600 new homes in York, with a minimum 40% of these being affordable housing tenures such as social rent and shared ownership. To date it had attracted grant funding of over £7.5m and was expected to deliver more than 100 affordable homes by the end of 2021. Progress made since last October on Phases 1, 2 and 3 of the Programme was summarised in paragraphs 10-13 of the report, and the financial position was detailed in paragraphs 24-26. Site maps and images of completed and proposed building works were attached at Annexes 1-6.

The Executive Member for Housing & Safer Neighbourhoods welcomed the report, highlighting the quality and sustainability of the new developments, the level of affordable housing, and the amount of community engagement in the Programme. In response to matters raised under Public Participation, she welcomed the involvement of Scrutiny, noting that some houses at Lowfield had been prioritised for key workers and that there were plans to work more closely with Housing Authorities, including at York Central. Regarding Ordnance Lane, officers confirmed that retaining the buildings referred to, which were in poor condition, would constrain the site layout and reduce the number of homes.

- Resolved:
- (i) That approval be given to submit a planning application to deliver new homes, community and flexible commercial spaces at the Ordnance Lane and Hospital Fields Road site.
  - (ii) That it be noted that an outline business case has been developed and that this will be refined and brought before Executive post planning permission, to allocate a construction development budget to the project, transfer the general fund part of the site into the HRA through appropriation, and agree the procurement of a construction partner.
  - (iii) That the grant offer of £2.64m under the Brownfield Land Release Fund be accepted to support projects at Ordnance Lane, the former Tang Hall Library site, and Chaloners Road Garage Court, and that approval be given to:
    - use up to £700k of this allocation for the Ordnance Lane project to undertake utility works on site and prepare a tender pack to procure a contractor to undertake enabling works; and
    - put the enabling works contract out to the market, with the contract signed after the business case for the whole site redevelopment has been approved by Executive.
  - (iii) That an additional £500k be allocated from the Housing Delivery Programme capital budget in order to undertake detailed design work at the Ordnance Lane and Hospital Fields Road site in conjunction with the submission of the planning application and completion of the financial business case for this site.
  - (iv) That a grant application be submitted to Homes England to support the delivery of additional Shared Ownership affordable homes on the Ordnance Lane and Hospital Fields Road site.
  - (v) That the lessons learned on Phase 2 projects within the programme, and the progress and

approach to projects which may form part of Phase 3 of the programme, including continuing use of the high standards defined in the 'Building Better Places' design manual as the set of objectives for the Housing Delivery Programme, be noted.

(v) That the progress made on bringing forward proposals for the community-led redevelopment of the former Tang Hall Library and the Morrell House site for housing be noted, and that approval be given to dispose of the former Tang Hall Library and Morrell House sites on long leases for the purpose of enabling construction/delivery of community housing, on condition that any such disposal is made at or above its open market valuation and is subject to a deliverable business case provided from community housing organisations.

(vi) That authority be delegated to the Director of Housing, Economy & Regeneration (in consultation with the Chief Finance Officer, Executive Member for Housing, Executive Member for Finance & Performance and the Director of Governance or her delegated officers) to take such steps as are necessary to negotiate and complete the disposal of the sites.

Reason: To progress with the construction, rental and sale of much needed new homes in York set within healthy and sustainable neighbourhoods.

**46. School Capital Works at Millthorpe and Manor Schools to Accommodate the Expected Demand for Pupils Places from within the Schools' Catchment Area by September 2022**

The Assistant Director, Education and Skills, presented two reports, which provided details of capital work needed to create additional accommodation at Millthorpe School and Manor CE Academy to address current accommodation pressure and meet an expected temporary 3-year demand for pupil places in the Millthorpe catchment area and in the West of York Secondary Planning Area (SPA West), and sought approval for funding to undertake the work.

Three options were presented in respect of each school, as detailed in paragraphs 14-40 of the Millthorpe report and paragraphs 13-37 of the Manor report and summarised below:

**Option 1** – do nothing. This was not recommended, as the needs of pupils and staff could not be met within the existing buildings.

**Option 2** – create additional teaching space only. This was not recommended, as this would not address the issue of circulation around the buildings and the associated risks to safety.

**Option 3** - provide additional teaching & circulation space, at a cost of £1.9m for Millthorpe School and £1.1m for Manor CE Academy. This was the recommended option.

The Leader read out the comments of the Executive Member for Children and Education, who strongly supported the recommended option in each case.

Resolved: (i) That, in respect of Millthorpe School, Option 3 be approved, and that £1.9m be allocated by grant agreement from the Basic Needs Fund to South Bank Academy Trust for capital works to create additional teaching and circulation space at the school.

(ii) That authority be delegated to the Assistant Director, Education and Skills in consultation with the Director of Governance (or her delegated officers) to take such steps as are necessary to enter into the resulting grant agreement.

Reason: to create the space needed to address current accommodation pressure and fulfil the expected demand for a temporary 3-year bulge of pupil places from within the catchment area of Millthorpe School by September 2022.

(iii) That, in respect of Manor CE Academy, Option 3 be approved and that funding of £1.1m from the Basic Needs fund (with a proportion to be recouped from S106 monies in relation to the Civil Service housing development) for capital works to the Academy by grant agreement to Hope Sentamu Learning Trust.

(iv) That authority be delegated to the Assistant Director, Education and Skills in consultation with the Director of Governance (or her delegated officers) to take such steps as are necessary to enter into the resulting agreement.

Reason: To create the space needed to address current accommodation pressure and fulfil the expected demand for a temporary 3-year bulge of pupil places in the SPA West area (excluding the Millthorpe catchment area) by September 2022.

#### **47. Highways Infrastructure Asset Management Plan**

The Corporate Director of Place and the Head of Highways & Fleet presented a report which sought approval to introduce a strategic approach to the asset management of York's highway network.

This approach involved the introduction of a Highways Improvement Asset Management Plan (HIAMP), and a new Highways Safety Inspection Manual (HSIM), as attached at Annexes A and B to the report. The HIAMP provided an integrated framework for the delivery of highways maintenance services across the city's road and footway network and would become a live and working document. Both documents followed good industry practice as promoted by the UK Road Liaison Group.

In response to questions, officers confirmed that all roads would continue to be maintained, although a limited budget meant that full re-surfacing would be subject to prioritisation.

The Executive Member for Transport welcomed the new approach, which aimed to secure an efficient and effective system and keep roads in a safe condition. Members agreed a minor amendment to the HSIM to include reports / complaints from ward councillors as issues that might lead to enhanced inspection frequency.

Resolved: That the introduction of a highways management framework, including implementation of the Highways Infrastructure Asset Management Plan and the Highways Safety Inspection Manual, be approved, subject to the addition of the words '*and*

*ward councillors'* to the end of section 2.3.3(b) of the Manual.

Reason: To ensure delivery of all highway maintenance services in an efficient and cost effective manner.

Cllr K Aspden, Chair

[The meeting started at 5.30 pm and finished at 6.35 pm].

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**Forward Plan: Executive Meeting: 18 November 2021**

**Table 1: Items scheduled on the Forward Plan for the Executive Meeting on 9 December 2021**

Title and Description	Author	Portfolio Holder
<p><b>Provision of Affordable Homes on New Developments Scrutiny Review Final Report</b></p> <p><b>Purpose of Report</b> To present the findings of a scrutiny review into affordable homes on new developments.</p> <p>Executive will be asked to: note the findings of the scrutiny review and approve the recommendations within the final report of the Housing &amp; Community Safety Policy &amp; Scrutiny Committee.</p>	Rachel Antonelli	Executive Member for Housing & Safer Neighbourhoods
<p><b>City of York Planning Policy Housing Delivery Action Plan</b></p> <p><b>Purpose of Report</b> To present a Housing Delivery Action Plan, required of the council via the National Planning Policy Framework 2021, which considers the Housing Delivery Test housing requirement and outlines an action plan for those areas that the council is able to influence and which can support housing delivery.</p> <p>Executive will be asked to: approve the Housing Delivery Action Plan and support its implementation across the council.</p>	Alison Cooke	Executive Member for Economy and Strategic Planning / Executive Member for Housing & Safer Neighbourhoods
<p><b>Occupational Health Provision</b></p> <p><b>Purpose of Report</b> To seek permission to re-procure an Occupational Health Provision for the council.</p> <p>Executive will be asked to: agree to procure an occupational health provision effective from June 2022 and delegate to the Chief Operating Officer power to select the appropriate procurement route and award the contract to the successful bidder.</p>	Kay Crabtree	Executive Member for Finance & Performance

Title and Description	Author	Portfolio Holder
<p><b>Securing the Future of the Bootham Park Hospital Site</b></p> <p><b>Purpose of Report</b> To set out the terms negotiated with NHS Property Services Limited, their preferred development partner Enterprise Retirement Living Limited and the York Teaching Hospital NHS Foundation Trust to help secure the future of the former Bootham Park Hospital site, with proposals to deliver the benefits identified during extensive public including access to the parkland and provision of pedestrian and cycle access through the site to link with the route through to Scarborough Bridge.</p> <p>Executive will be asked to: authorise the establishment of a set of legal Agreements and Leases in order to secure the desired outcomes identified by citizens and stakeholders during extensive public engagement in 2018 and 2019.</p>	Nick Collins	Executive Member for Finance & Performance
<p><b>Haxby Station – Site Selection</b></p> <p><b>Purpose of Report</b> To consider the potential sites for a new Haxby Station and recommend a single preferred site to be taken forward for further development.</p> <p>Executive will be asked to: approve a preferred single site to take forward for further development as the potential location of the new Haxby Station.</p>	Richard Holland	Executive Member for Transport
<p><b>Housing Energy Efficiency Programme Update – Utilising Grant Funding to Deliver Additional Retrofit works</b></p> <p><b>Purpose of Report</b> To update Members on the outcome of the Sustainable Warmth Fund Application and agree the next steps to ensure that residents affected by fuel poverty are supported. The report will also provide an update on works to reduce carbon emissions within the housing sector in York and the sub-region and current projects delivering energy efficiency improvements across all housing tenures, as well as presenting opportunities for utilising additional grant funding to deliver further retrofit</p>	Michael Jones	Executive Member for Housing & Safer Neighbourhoods

Title and Description	Author	Portfolio Holder
<p>works to reduce carbon emissions, reduce fuel poverty and increase the warmth, comfort and health of our homes, contributing to the ambition of York being carbon neutral by 2030.</p> <p>Executive will be asked to:</p> <ul style="list-style-type: none"> <li>- note the progress of the current Housing Energy Efficiency Programme and the award of Local Authority Delivery funding;</li> <li>- receive an update about the Sustainable Warmth Competition to support private residents access energy efficiency grants;</li> <li>- note the submission of a grant application to BEIS under the Social Housing Decarbonisation Fund and approve use of the HRA funding to deliver retrofit works to the lease energy efficient council homes;</li> <li>- approve the procurement of new delivery partners to undertake energy efficiency works and to agree the MOU with the UN for York to become an International Centre of Excellence on higher Performance Buildings.</li> </ul>		

**Table 2: Items scheduled on the Forward Plan for the Executive Meeting on 13 January 2022**

<b>Title and Description</b>	<b>Author</b>	<b>Portfolio Holder</b>
<p><b>Future Libraries Investment Programme</b></p> <p><b>Purpose of Report</b> To provide an update on the Council’s investment programme into Libraries, including proposals for investment based on public consultation and the Explore vision for libraries and archive services.</p> <p>Executive will be asked to:</p> <ul style="list-style-type: none"> <li>- approve the capital expenditure for the programme against each project;</li> <li>- approve related property matters that are part of the projects solutions offered;</li> <li>- approve the procurement of building contracts;</li> <li>- approve lease arrangements between partners involved.</li> </ul>	Andrew Laslett	Executive Member for Culture, Leisure & Communities
<p><b>National Reforms to the NHS and Impact on the Council</b></p> <p><b>Purpose of Report</b> To consider a report on local work within the NHS to plan for the changes and work within CYC to assess the implications for the Council.</p> <p>Executive will be asked to note the progress report and consider some of the options for the York Health and Care System and the implications for the Council.</p>	Sharon Stoltz	Executive Member for Health & Adult Social Care

**Table 3: Items Slipped on the Forward Plan**

<b>Title &amp; Description</b>	<b>Author</b>	<b>Portfolio Holder</b>	<b>Original Date</b>	<b>Revised Date</b>	<b>Reason</b>
<b>Haxby Station – Site Selection</b> <i>See Table 1 for details.</i>	Richard Holland	Executive Member for Transport	18/11/21	9/12/21	To enable all legal processes to be finalised.

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**Executive****18 November 2021**

Report of the Corporate Director of Place  
Portfolio of the Executive Member for Economy & Strategic Planning

**My City Centre Strategic Vision – Adoption of Vision and Next Steps****Summary**

1. This report sets out an aspirational 10 year vision for York city centre, which has been developed through extensive public engagement and stakeholder involvement. The strategy defines ‘*a long term social, environmental and economic strategic vision for a sustainable future for York city centre*’, which responds to the changing nature of the high-street, and immediate impacts of the Covid pandemic, which present both challenges and opportunities for the city centre.
2. The vision seeks to put local residents and families at the heart of the future of the city centre, ensuring vibrant community use of the city centre throughout the day, week and year, to support businesses and drive social and cultural activity. The vision seeks to achieve this by creating a sustainable, attractive place and offer, and establishing a policy and regulatory environment within which businesses can thrive and adapt.
3. The vision proposes a range of actions which are designed to improve the centre – these actions are aspirations at this stage, as opposed to firm commitments, and a delivery strategy shared and owned by key stakeholders and setting out next steps to realising the vision will be brought back to the Executive for approval.
4. The report sets out the engagement outcomes; the strategic vision document for adoption; and the next steps for delivery of the vision. The transport and access issues relating to the city centre are set out separately in the accompanying Strategic Review of City Centre Access, which is also the product of extensive consultation, and forms a separate complementary report to this same meeting of the Executive. The vision also has important relationships with decisions on the future of the city

centre footstreets that is also being considered at the same meeting, and the upcoming economic and climate change strategies.

## Recommendations

The Executive is asked to:

- 1) Approve the My City Centre Strategic Vision (as set out in Annex 1), and adopt as a guide to investment in the centre, inform policy decision and as a material consideration in planning (where relevant).

**Reason:** *To establish a long term social, environmental and economic strategic vision for a sustainable future for York city centre, and ensure that decisions are made in accordance with this vision.*

- 2) Instruct officers to prepare a delivery strategy for the vision, by working with partners including the project Stakeholder Group, which will be brought back to a future Executive meeting

**Reason:** *To establish a means for delivering the vision, establish roles and responsibilities with partners, and prioritise the actions contained within the vision*

## Background

5. The My City Centre Project was commissioned by Executive in August 2019, with the aim:

*“To engage the public and stakeholders to develop a long term social, environmental and economic strategic vision for a sustainable future for York city centre”*

6. Following project scoping, procurement of consultancy support and establishment of a project Stakeholder Group of key city partners to guide the process, a first round of engagement commenced on 2 March 2020. However, in response to Covid the project and engagement was officially paused on 3 April 2020, and staff were redeployed to pandemic response activity, including developing and implementing the one year Covid-19 Transport and Place Strategy. After a year’s pause and as the city moved out of the emergency response phase, in April 2021 the

Executive Member for Economy and Strategic Planning approved the recommencement of the project, and engagement was re-launched in late May 2021.

7. Since that time, officers have engaged with communities, stakeholders and businesses to shape and develop the draft vision for the city centre. This has included using a variety of tools to broaden and deepen engagement, and deploying technical expertise and insight on key issues from within the Council, partner organisations and the Stakeholder Group, who have provided essential contributions and steer to the project. The vision has been prepared by officers on the basis of this activity, and further tested and refined through a further round of engagement. The vision focusses on creating a place where people feel safe in an attractive, sustainable and vibrant city centre environment for local residents (and families in particular) in the first instance, in order to support growth and change, provide footfall for business, and allow the city to flourish.

## Consultation

8. The My City Centre project has been shaped through extensive public and stakeholder consultation throughout its lifetime. This has followed the innovative 'My' approach to engagement developed at Castle Gateway and continued at other development projects such as York Central. This approach seeks to broaden and deepen project involvement through staged activity:

**1 Build a brief:** *Use a variety of engagement tools to gain an understanding of a diverse range of people's needs and ideas. Make these ideas and differing perspectives visible.*

**2 Explore Challenges:** *Cultivate an open public debate about complex issues. Share and explain challenges, decisions and compromises throughout.*

**3 Make change together:** *Build ongoing networks to retain involvement, as well as long term community influence in decision-making, design and delivery*

During 2021 consultation rounds, the ongoing pandemic has challenged our ability to engage in person. However, this had led to innovation in the ways in which we engage and has expanded the reach of our

engagement through new uses of online and digital platforms, as set out from paragraph 10 below.

9. The first round of consultation, undertaken for around a month to April 2020 (prior to the pandemic pausing the project), was comprised of both online project space (questionnaire, website and social media), and physical presence at pop-up city centre locations, alongside interactive display stands in libraries and council offices. The project was also presented to and discussed at a wide range of stakeholder and interest groups. Key findings from this engagement have been incorporated and created the baseline position on which the restarted project has been based. A summary of the engagement and insight flowing from it was made publically available and is presented at Annex 2.
10. Following the project recommencing in April 2021, further engagement was undertaken over 10 weeks between May and July, re-framing the discussion through analysis of the new city centre challenges and opportunities resulting from the pandemic. This engagement was broad-based, covering a wide variety of issues by theme, with a focus on understanding (and encouraging debate around) how people used and interacted with the city centre both before and during the pandemic, and how they anticipated using the city centre post pandemic. The engagement included a strong curated social media presence, a Facebook live Q&A debate with key partners, and virtual meetings with a range of stakeholders. A summary of the approach and findings is provided in the Open Brief at Annex 3.
11. On the basis of these two preceding rounds of engagement, a draft vision was then prepared by officers with the involvement of the project Stakeholder Group. This draft vision was then tested with the public through a further three week consultation between September and October 2021, structured to secure specific feedback on the draft vision content. The vision draft presented as part of this took the form of a core vision statement, with eight thematic areas sitting beneath this – each with a suite of potential city centre actions. Quantitative and qualitative feedback on the actions was sought through online and physical questionnaire. The findings of the engagement are set out at high level at paragraph 16 below, and summarised in more detail at Annex 4.
12. Over 5,000 contributions to the vision development were made over the three rounds of engagement, including almost 1,000 questionnaire responses in the most recent stage to test the draft vision. We have engaged with the public across a wide range of platforms, from pop-up

events and interactive consultation stands in early stages, through use of the council's Our City publication (received by all households) and interest group attendance, to social media videos and animations, wide press coverage and the interactive Facebook live Q&A event. The project Stakeholder Group (see Figure 1 below for composition) have been instrumental to the development of the vision.

**Figure 1: My City Centre Stakeholder Group Composition**



## My City Centre Vision

13. The My City Centre Strategic Vision has been drafted to set out a bold and ambitious framework for the city's development over the next 10 years. The vision is designed to be a clear and easy to digest summary of how we see the centre changing over this time, and what the council and its partners can encourage, facilitate and collectively deliver to make the centre strong, vibrant and sustainable. The actions set out in the vision are intended to be practical, measurable and achievable - capable of delivering tangible beneficial change in the city centre. However, in being bold the vision remains at this stage an aspirational one, with the support of partners and external funding required to deliver the full ambition, and important next steps are set out later in this report to translate the vision from aspiration in to reality. Given the ongoing uncertainty around the economic and societal impacts of the pandemic (such as the degree to which home-working will continue to predominate

in some sectors) it is also proposed that the vision be reviewed in the near-term future, notionally set at 3 years, to ensure that the assumed trends on which it is based have materialised. This will help to ensure it remains effective and relevant throughout the remaining 10 year period.

14. The strategic vision is framed around a Core Vision Statement (pg. 3 of Annex 1), which sets out the central premise that people are key to maintaining the success of the city centre, and that it should ultimately serve the needs of our local residents. If the city centre is a great place for our residents and communities, then the tourists that support our economy, jobs and local businesses will always follow and in turn support the services and events from which our residents benefit and enjoy. By influencing how and when the city is used, and adapting the built environment, we can create a safe, welcoming and vibrant city centre, which a wide range of people want to spend time in at all times, and create the right conditions for responsive businesses to grow and adapt; for city living to develop; and for cultural and social activity to flourish.

Beneath the Core Vision Statement, eight individual themes are identified, each with a suite of specific actions which the Council and partners could implement in order to deliver the core vision. These are set out in the graphic at figure 2 below, and discussed briefly following, with more detail contained in the Annex 1 Vision Statement itself.

**Figure 2: My City Centre Vision, Summary Graphic**



15. 1 Family Friendly City Centre

The first theme sets out measures to put families at the heart of a reimagined city centre, removing barriers that have been identified by residents, and creating attractions and facilities to draw local families into the centre and create a more exciting, welcoming and nurturing environment for people of all ages.

2 Events Experiences & Investment in Public Spaces

This theme seeks to focus new investment in to improve existing city spaces, squares and streets whilst reinvigorating the city's events programme and broadening its appeal, and supporting and improving the market offers in the city.

3 An Attractive City Offer at All Times

This element focuses on improving how attractive the centre is in the early evening during the week when it has traditionally been quieter, and encourage new home workers to visit the city after work to offset the economic impacts of the loss of office workers from the centre. This will also look to build on the popularity of outdoor café culture that has developed during the pandemic and post restrictions. We also seek to manage some of the more negative impacts on the city centre at busier times such as weekend evenings and set clear behavioural expectations of those visiting our city.

4 Making Tourism Work for York

Acknowledging the huge benefits that tourism brings in supporting our economy and sustaining our city centre, this section sets out measures designed to harness the positive benefits for our residents and communities and reduce, offset and mitigate any negative impacts.

5 Embracing Our Riversides

In this section we set out ways in which we will make sure our rivers are part of everyday life in the city, opening up new access routes and riverside environments and exploring their use as transport corridors, whilst also focusing on river safety.

6 City Centre Community which is Welcoming for All

A focus on living in the city centre – the opportunities to create new city living and ensure the facilities and services that our city centre communities need to thrive exist. We also set out how the centre can be improved for a diverse range of communities and people to access it

conveniently, and how we plan to improve safety for all in the busy city centre.

### 7 Thriving Businesses and No Empty Buildings

Within this section we set out measures designed to support businesses in the centre, allow them to grow and adapt, whilst also promoting more temporary uses and making better use of vacant buildings.

### 8 Celebrating Heritage and Making Modern History

Acknowledging how the city has always adapted and changed over time, here we consider how we balance our heritage environment with the needs of a successful 21<sup>st</sup> century city that supports the modern lifestyles of our communities, and how we can better use the city's history to support an exciting and culturally rich experience.

The individual measures across these eight themes set out aspirational actions which the council could take, working with partners, to realise the core vision. These actions will need further work and commitment to translate them into reality.

## **Feedback on the draft vision**

16. The most recent round of engagement in September 2021 was structured to allow direct feedback on the core vision statement, the themes, and each specific action. The draft vision had very strong approval across the 983 questionnaire returns, with 82% of people agreeing with the vision statement (of which, 51% strongly agreed), and 66% agreeing that the vision reflects the city centre which people want York to become. All of the 39 proposed actions set out in the vision were supported by a majority of respondents, and most had very high levels of support - the average proportion supporting or strongly supporting the actions was 78%, and median 81%. Across the individual actions, only four had fewer than 60% of respondents in support or strong support, and even here the approval ratings were between 55-58%. The full consultation outcomes and findings are summarised at Annex 4.
17. As well as quantitative feedback, respondents were invited to suggest any improvements or omissions from the vision. These suggestions have been reviewed by the project team and a suite of changes made to the updated vision document at Annex 1. Many of these changes are a reworking of existing content, incorporated into detailed wording, though some are more significant. The more significant changes are summarised below:

- Creation of green space in city centre, including publicly accessible green roofs – (new action 2B)
- Strengthened narrative on responding to the negative impacts of the evening economy and expected behaviours of those visiting the city (updated action 3D)
- Affordability for residents of parking, businesses, city attractions – (new action 4D and updated action 2F)
- Include references to environmental quality improvements in rivers, and community ownership/ volunteering associated with riversides (updated action 5D).
- Strengthen the promotion of housing in the city centre at (updated action 6A)
- Include approach to providing 'Safe Spaces' and improving personal safety in city spaces (new action 6C)
- Support to allow businesses to operate more sustainably (new action 7B)
- Further support for the Independent business sectors (new action 7C)

18. The final document including these changes and presented at Annex 1 represents an ambitious and bold tangible vision for the city centre's future. The vision has strong support and is shared with key city partners, shaped by extensive community and stakeholder involvement, and based on collaboration throughout the delivery stages of the project and beyond. The vision provides a strong basis for the co-ordination of activity, direction of resources, and preparation of bids for competitive funding programmes. The vision is both broad and ambitious in scope, and whilst the full ambition will require significant additional external resources to deliver in full, it provides a blueprint, framework and narrative to leave the city and its partners best placed to secure that funding. Following the adoption of the vision, it is proposed that a delivery strategy be prepared and brought back to Executive for approval.

## **Delivery Strategy**

19. It is essential that the vision remains a live document, which is adapted as trends change, reviewed to measure progress and success, and crucially with a clear delivery plan to ensure the vision is translated in to tangible outcomes to support the success of the city centre. The vision is not a council document, it is owned by the city as a whole – its partners,

business and communities. Many of the measures, particularly regulatory changes to create the right environment for success, sit with the council, but there are significant strands which will need to be delivered in partnership or directly with other key stakeholder. To focus this activity and ensure the vision becomes a reality it is proposed to develop a shared delivery strategy with partners which will be brought back to Executive for approval at a future meeting.

20. The delivery strategy will be co-designed with key partners and establish clear realistic routes to realising the vision actions, it will:
  - Provide additional detail on the vision actions where relevant.
  - Define a delivery route for individual actions, including quantifying resource requirements at high level, setting out potential funding sources, identifying approvals and consents, and establishing future engagement approach.
  - Set out the priority actions within the suite as a whole, establish broad timescales for delivery, sequencing of activity where relevant, and relationships with wider strategies and projects.
  - Outline the roles and responsibilities of the council and existing partners across the suite of actions, identify potential additional partners where appropriate.
  - Articulate outline governance structures for projects related to individual actions, and for the programme as a whole.
  - Establish an approach to the marketing and dissemination of the vision as whole to the public, stakeholders and potential city investors/ occupiers.
  
21. The delivery strategy will be prepared by officers, working with the project's stakeholder group and other partners. The delivery strategy will also include monitoring and evaluation approach, defining measurable outcomes for the actions, means and frequency of monitoring, and establishing in more detail the overall vision review mechanism (nominally envisaged to be undertaken around 3 years from inception).
  
22. As already noted, the comprehensive vision represents a bold ambition with significant resource requirement and a need for co-ordinated efforts with partners to deliver. Given the scope of the vision, external funding will be essential to deliver the full ambition. Whilst the recent application through the Levelling Up Fund was unsuccessful in the first round of allocations, we will continue to explore funding opportunities for specific elements of the vision, including submitting in future Levelling Up Fund

rounds and in the region's devolution discussions. Following adoption of the delivery strategy, and where individual projects flowing from the vision actions are council led, they will be incepted through the standard corporate project management approach, and have resources allocated to them, through further Executive approvals.

## **Options**

23. Option 1 – to accept the recommendations in the report, adopt the vision and instruct the additional work to produce a delivery strategy.
24. Option 2 – to request further work from officers on the vision document (to include or not include additional engagement activity) and receive a future report on a revised vision and delivery approach.
25. Option 3 – to adopt the vision but not instruct officers to prepare the associated delivery strategy.

## **Analysis**

26. Option 1 is the preferred option – the vision has been prepared through extensive engagement, is strongly supported by the public, and is considered to represent the best approach to ensuring the ongoing vibrancy and vitality of the city centre. The proposed delivery strategy is an essential step in ensuring that we are able to realise the actions within the vision.
27. Option 2 – the current draft vision has been informed by extensive engagement and shaped by a strong stakeholder group, with the technical expertise of council officers. It is considered unlikely that the vision would significantly benefit from further work, and there is a risk that this would result in over-consultation or be considered prevarication by the public. There is a pressing need to implement the recommendations of the vision given the ongoing changes to our highstreets and communities, and the vision will ensure we are well placed in forthcoming funding opportunities and programmes. Additionally, there is a review mechanism built into the vision approach, to deal with future change and circumstances.
28. Option 3 – the draft vision sets out a complex and extensive suite of actions designed to improve the city centre, and requiring the input and

involvement of a wide range of partners. It is considered unlikely that key elements of the vision content would be realised without the coordinating influence of a delivery strategy, and therefore this option would ultimately result in a reduction in overall project benefits, and undermine the resource already committed to the project to date.

## **Council Plan**

29. The proposed vision has a very strong relationship with the Council Plan as amended May 2021:

Well Paid Jobs and an Inclusive Economy: The vision seeks to provide a vibrant city centre with good footfall at all times, which will help businesses to thrive and adapt, supporting employment. The vision seeks to maintain a sustainable tourism draw, which also supports employment – particularly in lower wage sectors which are an integral part of an inclusive economy. The vision also seeks to improve pay and conditions in this sector. The vision seeks to create a supportive regulatory environment for businesses to grow, and create a more nurturing environment for temporary uses, whilst making better use of existing buildings for commercial purposes.

Greener & Cleaner City: The vision proposes the greening of city centre public spaces and environmental improvements to our rivers, as well as setting out an approach to sustainable technologies and historic buildings to give clarity and encourage improvement. By facilitating a diverse range of activity into the city centre, the vision will promote sustainable living patterns, with less need for longer journeys. Transport related components of the vision are dealt with separately in the Strategic Reviews of Access & Parking, which also deals with the Getting Around Sustainably aspects of the vision.

Good Health & Wellbeing: As well as proposing green spaces in the centre, which improve physical and mental health, the vision encourages a wide range of uses into the city centre, to complement the retail and leisure uses which predominate, through a range of planning and business rates based measures. These uses could include more community and health based facilities. The vision also proposes specific actions to make the city centre more accessible, and more usable for those older members of our communities and those with dementia.

Safe Communities & Culture for All: The vision proposes specific measures including the creation of 'safe spaces' and improving personal

safety in the city centre for the benefit of all. The vision proposes the cultural activation of key city centre spaces and improvement of our cultural events offer, encourages new cultural attractions in the centre, and recommends we explore a 'live heritage' app to enrich people's experience of visiting the centre and appreciate of the city.

#### Creating Homes & World Class Infrastructure

The vision seeks to facilitate more city living, as well as the provision of those services and amenities which those residents of the city centre are most in need of. The vision proposes major investment in our existing city centre public spaces in order to create a world class setting for the city, and improve accessibility, functionality and amenity.

#### A Better Start for Children & Young People

The vision proposes the creation of a more family friendly city centre, where the attractions, amenities and experiences are improved for all. The provision of play equipment in the centre is a core part of the vision, alongside actions such as improving events and exploring a live heritage app, which are designed to improve and enrich young people's interactions with the centre. Looking at 'safe spaces' is another important element of the vision, and something which flowed out of direct engagement with the Youth Council.

An Open and Effective Council: The My City Centre project was formulated partly in response to the specific concerns of residents around issues such as tourism and evening economy impacts, and has been developed through an open, transparent, wide-ranging and inclusive engagement approach following the 'My' principles set out in the report. Delivering this shared community vision will help to overcome those challenges and capitalise on those opportunities which have been identified by residents and stakeholders as most important to them.

### **Implications**

30. All relevant implications of the proposals have been considered.

- **Financial**

The adoption of the My City Centre Strategic Vision in itself has no direct financial implications. There are however a number of improvements to the city centre attached to the vision. Whilst it is not necessarily the council's responsibility to deliver all these improvements there will be an expectation that the council takes the lead on a number of the improvements.

There are a number of budgets that can support these improvements both internally and externally funded e.g. Highways, Active Travel and across public realm services. The action plans that are proposed to come forward will need to be fully costed considering the levels of budget available.

- **Human Resources (HR)**

No significant implications

- **One Planet Council / Equality & Diversity**

An Equality Impact Assessment of the vision is included at Annex 5. In line with the Equalities Act 2010 requirements, an Equality Impact Assessment will also be required for individual projects flowing from the vision 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**

No significant implications

- **Information Technology (IT)**

No significant implications

- **Property**

We will utilise our property assets to support the delivery of the Vision and further engage and work with other city centre property stakeholders to further the delivery of such.

- **Other**

No other significant implications

## **Risk Management**

31. The principal risks associate with the project at this stage are reputational and 'non-delivery' or 'opportunity cost' related, given the project stage, which is the adoption of a high level vision.
32. There is a risk that having engaged extensively and raised expectations amongst the public, the vision is not ultimately realised. This would also result in the decline of the city centre as a hub for commercial social and cultural activity. The risk of not delivering the vision is mitigated by the strong partnerships and relationships formed throughout the project's development, and the detailed and robust delivery strategy which is proposed to be brought back to the Executive.

33. Delivery of the vision is contingent in part on the securing of external funding. The first associated bid to the first round of the government's Levelling Up Fund was unsuccessful. However, there are future funding rounds to follow, and discussions on devolution priorities are ongoing and will be framed around the vision. Ultimately having a clear and approved vision with public and stakeholder buy in represents the best opportunity to secure external funding and leverage private sector investment.
34. There is a risk that in the immediate aftermath of the pandemic's most severe impacts, we have not anticipated the longer term behavioural and economic impacts, and the 10 year vision therefore becomes less effective than hoped. These risks are mitigated through the review mechanism built into the project, and currently notionally set at year 3 of the vision.
35. Finally there is also a risk that the any vision misreads public opinion. Given the extensive and protracted engagement, using the 'My' principles set out in the report, this risk is considered highly unlikely, though we propose that individual projects flowing from the vision are further tested and refined through public consultation as part of our corporate approach to project management – giving further opportunities for influence and insight at delivery stage.

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**Report Approved**  **Date** 4.11.2021

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**Wards Affected:**

All

**For further information please contact the author of the report**

**Background Papers:**

29.08.2019 Executive Committee. Agenda Item 29: My City Centre Project - Establishing a Strategic Vision for York City Centre

27.4.21 Decision Session of the Executive Member for Economy & Strategic Planning. Agenda Item 44: Engagement Strategy - Economic Strategy, Skills Plan and My City Centre

**Annexes**

- Annex 1: My City Centre Vision
- Annex 2: 2020 Consultation Insight Report
- Annex 3: My City Centre Open Brief 2021
- Annex 4: My City Centre Sep 2021 Draft Vision Consultation Summary
- Annex 5: Equalities Impact Assessment

**List of Abbreviations Used in this Report**

Q&A: Question and Answer

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# My City Centre Draft Vision

# Introduction

The My City Centre project establishes a 10 year strategic vision for the centre of York, which will be shared and owned by the council, partners, stakeholders and local communities. The vision has been shaped through a wide series of engagement exercises, designed to reach as broad an audience as possible, and sets out a series of objectives, priorities and aspirations for the centre, which will allow York city centre to adapt, grow and thrive.

The vision is bold and ambitious, with tangible outcomes in the short term and longer term aspirations for the future. To achieve the full ambition of the vision will require strong commitment of both the council and partners and through the securing of external resources and private investment. However, having a clear vision will leave the city best placed to secure any funding that becomes available.

Once approved and adopted the vision will be owned by our stakeholders and communities, and a delivery plan will be produced in partnership with those stakeholders setting out how the vision will be realised.



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## Core vision statement:

A city centre everybody wants to be a part of

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This 10 year vision for the city centre comes at a time of significant flux, where the impacts of the communications revolution, changing consumer behaviours, the Covid pandemic and climate change are combining to bring about unprecedented change. As these trends are at a national and global scale, the focus of the council and our partners has to be on how we respond, contribute and adapt at a local level. These changes also bring opportunities as well as challenges, but the key to maintaining the long term success is to create a thriving, flexible city centre that benefits from the positives and minimises the negative impacts. This is particularly important for York, where the city centre is a huge driver of our economy, and where vibrancy will be a determining factor in retaining and attracting not just visitors and businesses, but residents also, as quality of place rather than job location becomes more of a deciding factor in where people choose to live.

The determining factor in creating vibrancy and the ability of our city centres and high streets to adapt to these global changes is people. People create the noise, soul and life of a city, and crucially the captive audience for businesses to thrive. In order to support our local economy we must continue to support the vision of a city centre people want to visit, stay and enjoy at all times of the day and year. **People, or footfall, is the key to a successful place.** When footfall and vibrancy drop, towns and cities can enter a vicious circle where people are less likely to use them, fewer services and shops can be supported, vacancies rise and employment falls. Conversely, a vibrant and popular place will attract people and support shops and services for our residents. Clearly places can become too popular, but by influencing how and when the city centre is used, and adapting key spaces, we can manage this better and optimise the benefits for all, particularly our residents.

Our core premise is that a **vibrant city centre, which a wide range of people want to spend time in across the day and night, will create the right conditions for responsive businesses to grow and adapt, for city living to develop, and for cultural and social activity to flourish.** York is an amazing place that people want to visit, and tourism is a key component of our economy. But first and foremost our city centre exists to serve the needs of our residents. By focusing our vision on ensuring the city centre is in the best place it can be for our residents and communities that live here, the visitors that support the economy and sustain our shops, markets, restaurant and jobs will follow.

The My City Centre Vision will create the environment for all of this to happen through eight key themes:

# My City Centre:

A vibrant, environmentally sustainable city centre, where a wide range of people want to spend time, live and work. A place where business thrives, sustainable communities grow, and a varied cultural and social life flourishes.

## 1. Family friendly city centre

- » A. Create exciting new play spaces in the city centre
- » B. Use open space for cultural & family activities
- » C. Encourage venues and spaces that are used by people of all ages
- » D. Improve toilet provision and facilities
- » E. Improve information on city events for residents
- » F. Provide more covered and indoor spaces to spend time in all weather
- » G. Support new experience based attractions in the centre

## 2. Events, experiences & sustainable investment in public spaces

- » A. Invest in public space, squares and our shopping areas
- » B. Greening the city centre
- » C. Spread the location of events better throughout the city's spaces
- » D. Focus the city's events programme across a wide range of offers that have broad & inclusive appeal
- » E. Improve digital & physical signposting of events
- » F. Make it simpler, cheaper and less disruptive to put on events in the city, and support more community led events
- » G. Explore opportunities to support and improve our thriving permanent and temporary markets with Make it York

## 3. An attractive city offer at all times

- » A. Support businesses and family-friendly activity in the early evening
- » B. Create a family friendly environment in the early evening, particularly midweek
- » C. Support outdoor eating and café culture in the city centre
- » D. Manage and minimise any issues caused by the important night time economy, including through the securing of purple flag status

## 4. Making tourism work for York

- » A. Develop a strategy with Make it York which ensures that the essential tourism sector is sustainable, and targets those visitors who respect our city
- » B. Allow visitors to make voluntary financial contributions which offset their impact and support our communities through a 'York Gift' scheme
- » C. Improve the quality of jobs in the tourism sector
- » D. Provide targeted priority measures for residents over visitors

# My City Centre:

A vibrant, environmentally sustainable city centre, where a wide range of people want to spend time, live and work. A place where business thrives, sustainable communities grow, and a varied cultural and social life flourishes.

## 5. Embracing our riversides

- » A. Better celebrate the historic, cultural and environmental benefits of our two rivers, and provide riverside spaces and links for local communities
- » B. Lobby and bid for government funding to enable the creation of new riverside walkways at Coney Street and Castle Gateway, and progress a new Ouse footbridge
- » C. Improve river corridors as sustainable travel routes to and through the centre
- » D. Promote living well with water to manage flooding impacts & ensure river safety

## 6. A safe city centre community, which is welcoming to all

- » A. Create a city centre where residents can live in successful confident communities
- » B. Improve services, open spaces and facilities for residents
- » C. Improve the safety of the city centre for all users
- » D. Improve accessibility through a wide range of measures including more dropped kerbs, improved surfaces and seating and better facilities for disabled people
- » E. Embed dementia and autism friendly standards into public spaces
- » F. Achieve World Health Organisation charter status for age friendly city
- » G. Create a welcoming and accepting city centre for all

## 7. Thriving businesses and no empty buildings

- » A. Ensure city centre businesses are able to thrive & adapt through a supportive regulatory environment & creating a city centre people want to visit
- » B. Support businesses to improve operational sustainability
- » C. Support our independent businesses
- » D. Facilitate temporary uses in empty buildings & spaces through business rates and business support where possible, and by lobbying government for a flexible & reformed rates system
- » E. Encourage re-use of the under-used upper floors of buildings through planning support and business rates approach
- » F. Support tours and experiences to explore historic empty buildings

## 8. Celebrating heritage and making modern history

- » A. Recognise the huge changes facing city centres, and the role of planning in allowing buildings to adapt for modern uses
- » B. Support the re-use and re-purposing of historic buildings and spaces to avoid them becoming redundant or under-used
- » C. Provide more planning flexibility for the types of uses that most benefit residents and the city
- » D. Provide more early support for planning applications.
- » E. Explore an interactive 'living heritage' app to allow the public to engage live with the historic city around them

## I. Family friendly city centre

### Core Principles:

Families are a key part of a vibrant and well-balanced city centre, bringing footfall, activity, social interaction and spend. Feedback tells us that whilst the city is a popular destination for visiting families, some local residents use it less than they would like to. The reasons for this range from affordability, a lack of suitable facilities and attractions, and an unwelcoming atmosphere at certain times. Our proposed response set out below delivers more to attract people of all ages, including local families into the centre, as well as improving facilities. This will in turn also benefit visitors to the centre. Managing and improving behaviours at busy times is also addressed in themes 3, 4 and 6.

### A. Create exciting new play spaces in the city centre

**IA: Play and Active Leisure:** The city centre contains no children's play spaces, with Rowntree Park, Navigation Road, Haxby Road and Lower Priory St being the nearest facilities. There are opportunities to work with partners to integrate dynamic innovative play spaces within the city's existing open space and public realm. This doesn't have to mean traditional playgrounds. Spaces could be designed to use existing buildings, and play off the city's unique heritage character. Smaller play-spaces spread across the centre could spread benefits and impacts. Key development and regeneration sites could be designed with integrated play, and planning contributions could help to fund them elsewhere. Appropriate active leisure uses such as outdoor table tennis and small courts could also be incorporated. Spaces would be designed to minimise potential misuse in the evening, and designed and located to avoid impact on residential areas.



## B. Use open space for cultural & family activities

**IB: Cultural and Family Activity in Open Spaces:** Bringing open spaces to life through cultural activity already happens in events such as Jorvik, and the Railway Museum's plans for York Central will set an exciting benchmark which could be replicated elsewhere to make best use of space, and improve learning outcomes. The city fabric is a fantastic backdrop to draw more people into events, enrich with activity and celebrate diversity (whilst also preserving space for quiet contemplation in the city). We will work with cultural partners to deliver more of this activity (particularly at quiet times – see 3B) and make sure that spaces have the infrastructure to allow it to happen. We can explore the use of city spaces to showcase outdoor art, and draw on the city's UNESCO creative arts status.

## C. Encourage venues and spaces that are used by people of all ages

**IC: Venues and Spaces for all Ages:** Innovative multi-purpose community spaces have a broad inter-generational appeal due to the range of services they offer, community interest, and diversity. Venues such as Spark:York have successfully brought this approach to the city centre and we will encourage more of these types of spaces in the centre, and ensure they are accessible to all.

## D. Improve toilet provision and facilities

**ID: Improve Toilets and Facilities:** Toilets are essential facilities, and a lack of appropriate provision (including fully accessible toilets and those with changing facilities) can prevent some from using the centre. We will undertake a review of provision across all sectors to ensure there are clearly signed fit-for-purpose, publicly available facilities in the city centre at all appropriate times. We will work with public and private partners, as well as reviewing our own assets in the city centre area, and seek funding such as through the current 'Changing Places' programme. Provision of other family friendly facilities such as more accessible parking, rest spaces, changing and breastfeeding facilities, and buggy parking can also be explored further.

## E. Improve information on city events for residents

**IE: Improve Event Information:** Whilst there are many providers of information on events and activities for families in the centre, local families feel that this information be improved to a wider audience. We will explore ways to work with existing and new partners to improve the availability of information and promote events, both online and physically, and will signpost to these resources from our own websites and online media presence. This can include both advance and 'on the day' information, and be provided in multiple formats, also including information around accessibility for those with disabilities. We can design the approach to better target residents, and those who live in a wider area but use the city (such as commuters etc.)

## F. Provide more covered and indoor spaces to spend time in all weather

**IF: Covered & Indoor Spaces:** The open spaces and parks of the city are well used through the summer months, but there are limited spaces for families to get out of winter weather when using the centre. Facilities such as Sheffield's Winter Gardens, covered markets, food courts and arcades prove popular elsewhere, and could increase footfall and activity. We will explore ways to make this type of provision (including in connection with **IA**) in a way which is sensitive to York's historic context.

## G. Support new experience based attractions in the centre

**IG: Experience Based Attractions:** Experience-based attractions appeal across the generations and have more recently found their place amongst the high street. Escape rooms, axe-throwing, mini-golf and more are now a regular feature of the city centre. We will support and encourage more of these uses, particularly where they provide facilities that are attractive for residents as well as visitors. Attractions which focus on the city's historic assets, cultural activity, creative arts (including UNESCO status) or promote diversity as part of their offer will be particularly encouraged.



## 2. Events, experiences & sustainable investment in public spaces

### Core Principles:

The city's squares and streets frame an astonishing wealth of heritage and activity, but poor quality pavements and spaces are in need of improvement in many places. Events are and will continue to be a key part of York's character and identity, an attractor of visits to the centre, and driver of economic activity. However they can also be disruptive at times due to their location and are perceived to target visitors and niche interests, with a need to target residents and create a broader appeal. Parts of Shambles Market have enjoyed a resurgence over the pandemic, with the 'shop local' movement, and trialling of dining and events in the evening. We need to explore how markets can continue to improve and evolve with Make it York.

### A. Invest in Public Space squares and our secondary shopping areas

**2A: Invest in Public Space:** Investing in well-designed new and improved spaces to create world class public realm would enhance footfall and spend (encouraging private investment), create flexible spaces better able to accommodate a range of activities, and improve the setting of our unique heritage. Amenity, environmental resilience and accessibility (see **6C**) should be at the fore in designing spaces. Spaces can also be designed to complement the changing high street uses, and incorporate more permanent open air seating.

### B. Greening the city

**2B: Greening the City:** The city centre has few green open spaces, but those it has are cherished and well used. Green space offers opportunities for quiet contemplation, community activity, leisure and active travel, as well as having environmental importance in promoting biodiversity, better managing water, solar shading and carbon sequestration. We will incorporate green spaces wherever appropriate as part of the investment in public spaces set out at 2A, and will explore supporting the provision of a network of publically accessible green rooves as part of development proposals within the city.

## C. Spread the location of events better throughout the city's spaces

**2C: Spreading Events throughout the City:** Most large events are currently concentrated in Parliament St, which can cause disruption to businesses, residents and visitors. Spreading events through the city, and having trail-based approaches can reduce impacts, whilst spreading the benefits of more managed footfall to more businesses. Some existing city buildings are not in use for large portions of time and could play a role, and exciting new spaces are proposed at the Castle and Eye of York, York Central, and new and improved spaces in the Minster Neighbourhood Plan. Ensuring the infrastructure to facilitate events is designed in to these spaces will mean it is easier and cheaper for them to take place at all times of the year.

## D. Focus the events programme across a wide range of offers that have broad and inclusive appeal

**2D: Refocus the Events Programme:** Whilst events have always been intended to appeal to both visitors and residents, there is a broad perception in feedback that they are often aimed at tourists. The pandemic has also brought about the loss of several popular events from the city's programme. Working with partners, we will seek to develop a more inclusive events programme, with a broader appeal (alongside specific interests), and a focus on events which capture the imagination of local residents and celebrate diversity. Medium sized live music venues within the city centre will be very strongly supported.

## E. Improve the digital and physical signposting of events

**2E: Signposting Events:** Feedback from local residents points to poor information on events in the City, so we will explore improving both physical advertising and online information (see IE also).



## F. Make it simpler, cheaper and less disruptive to put on events in the city, and support more community led events

**2F: Simplifying Event Operation & Community-Led Events:** As York's spaces have not necessarily been designed specifically for events, these can take longer to set up, be more resource intensive to manage, and costly to operate. This results in more disruption, restricts operators, and reduces choice affordability and diversity of events. Newly designed spaces can be properly configured for events, and appropriate infrastructure (loading, services etc.) provided. Existing spaces can be improved in terms of layout and fixed services to allow events to take place. Provision of permanent structures such as canopies in a sensitive and appropriate manner will also be explored.

Providing spaces in this way could allow more grass-roots community-led events which would provide more for local residents and encourage social interaction, sustainability and cultural experiences. Partners could promote these opportunities to the community, manage an overall programme of these events, and provide logistical and other support to these groups.

## G. Explore opportunities to support and improve our thriving permanent and temporary markets with Make it York

**2G: Support & Improve Our Markets:** Shambles market is popular with both residents and visitors and operates 7 days a week. The pandemic served to highlight the importance of the market for residents buying groceries, and temporarily extending operating hours to the evening for food drink and events also proved popular. However Covid also served to highlight the congested space, and traders having to take stock in and out daily can be disruptive. Working with Make it York and traders, we can explore opportunities to further improve the market, with the objectives of increasing popularity, vibrancy, hours of operation and flexibility of the space, as well as making markets simpler and more efficient to operate. An affordable offer for residents should form part of the markets ongoing appeal, and enhance its role as a small business incubator.





### 3. An attractive city offer at all times

#### Core Principles:

Working patterns have changed dramatically through the pandemic and have yet to settle, the absence of city workers has been keenly felt by businesses in the centre throughout this period, and many have adapted operating models in response - some permanently. The city has also traditionally been very busy at the weekend, with the behaviour of some visitors identified by some as stopping them using the centre at these times. Our ambition is to manage the city better at these busy times, whilst encouraging residents and visitors to also visit in quieter periods through providing a family friendly and welcoming environment with plenty to do.

#### A. Supporting businesses and family-friendly activity in the early evening activity

**3A: Support the Early Evening Economy:** With more remote working, spend from workers at lunchtimes and post work will reduce, and with the high street experience changing, more leisure based uses are being identified in the city. We are keen to support both leisure and retail, alongside cultural attractions, to grow their offer in the early evening to provide a family-friendly and attractive offer for residents and visitors.

#### B. Create a family friendly environment in the early evening, particularly midweek

**3B: Vibrant Midweek Early Evening:** This has traditionally been a quieter time in the City, and presents an opportunity to grow the centre's offer with a range of activities, attractions and a café culture as part of a mixed retail and leisure offer. Projects which help deliver theme 1 Family Friendly objectives would be particularly supported. Incentives for local residents (see action 4D) could be targeted to this time to optimise impact.

### C. Support outdoor eating and café culture in the city centre

**3C: Outdoor Eating & Drinking:** The expansion of pavement cafés have been an essential part of the sector's response to lockdown. We will develop a permanent approach to outdoor eating & Café culture which can create a vibrant atmosphere whilst managing accessibility and amenity impacts, and maintaining a high quality city centre environment.



### D. Manage and minimise issues created by the important night time economy, including through the securing of purple flag status

**3D: Night Time Economy Impacts:** Many people fed back that the city can be unwelcoming at times in the evening and weekends as groups enjoy our bars and pubs. In the compact city centre, these behaviours prevent some from visiting. We will strengthen the work of multi-agency safety partnerships to better manage behaviours on the ground, and implement recommendations flowing from the current Purple Flag application. We will explore ways to improve city spaces and connections to reduce impacts, and (aligned with action 4A) focus our tourism messaging on considerate and positive behaviours when visiting our city.

## 4. Making tourism work for York

### Core Principles:

Tourism is a core part of the York's economy, supporting many businesses and jobs, particularly for those who are more deprived, and those who rely on the flexibility of part time employment. Without visitors to the city we would also struggle to sustain the wide variety of shops and facilities which residents benefit from. Tourism does create impacts too though - the sector tends to be less well paid, and there is a sentiment in feedback that more facilities and amenities are directed to visitors than to residents. We want to rebalance our relationship with tourism, to bring greater benefits and reduce some of the negative impacts caused by a minority who don't respect our city.

### A. Develop a strategy with Make it York which ensures that the essential tourism sector is sustainable, and targets those visitors who respect our city

**4A: Sustainable Tourism Strategy:** Working with Make it York we would develop a tourism strategy with associated marketing and promotion plan which seeks to maintain and grow pre-pandemic volumes of tourism but improves the benefits and reduces any negative impacts. This could be by attracting visitors who would stay longer, have more cultural emphasis to their trips, enjoy the wider region, and promote the city as a family destination.

### B. Allow visitors to make voluntary financial contributions which offset their impact and support our communities through a 'York Gift' scheme

**4B: York Gift Scheme:** Irrespective of the sustainable tourism strategy at 4A, trips to the city will still have impacts on the fabric, environment and amenity of the City for residents. We will explore a sensitive package of voluntary measures to allow visitors to contribute financially to their impacts. This could range from simple tap and pay at spaces and attractions, or voluntary contributions in bars and restaurants). Funds could be used to deliver measures set out in this vision, to maintain the city, to provide facilities for residents, or to support employees in the tourism sector.

## C. Improve the quality of jobs in the tourism sector

**4C: Improve Tourism Employment:** Working with operators in the sector we could seek to directly support those who work in tourism, through a coordinated set of actions to improve pay, supporting the key components of the good business charter, or coordinated skills and employability training for those working in tourism.

## D. Provide targeted priority measures for residents over visitors

**4D: Resident priority:** We will explore ways to make accessing the city centre's facilities amenities and businesses more affordable and/or accessible for residents of the city or local area in comparison to visitors from further afield. This could be through measures such as reduced transport costs, resident business loyalty schemes (including reinvention of the York Card), or priority access to services and facilities.



## 5. Embracing our riversides

### Core Principles:

The Ouse and Foss are a defining characteristic of the city centre, being a determining factor in the founding of the city, and have had a formative influence on the urban form throughout its development. The city's use of the rivers has changed over time from trade and commerce and industry to modern day leisure, and climate change is affecting how the rivers are managed and interact with the city. The city centre turns its back on the rivers and presents a huge lost opportunity to celebrate and enjoy these spaces. Our ambition is to redefine the rivers to create high quality spaces and routes which contribute fully to the city's unique sense of place, whilst also ensuring river safety and protecting ecology.

### A. Better celebrate the historic, cultural and environmental benefits of our two rivers, and provide riverside spaces and links for local communities

**5A: Celebrate Our Rivers:** We can actively pursue, and require private developments to establish, a better relationship with the rivers, and establish new and improved amenity spaces & access, better views & building settings, green spaces, safer environments and more opportunities for recreation & leisure.

### B. Lobby and bid for government funding to enable the creation of new riverside walkways at Coney Street and Castle Gateway, and progress a new Ouse footbridge

**5B: Create New Connections:** We will deliver a new riverside park and pedestrian cycle bridge over the Foss as part of the Castle Gateway scheme, and support the walkway project between City Screen and Ouse Bridge as part of the proposed Riverside Quarter development on Coney Street. We will also continue to explore plans for a pedestrian bridge over the Ouse at North Street Gardens and City Screen. All of these projects would be delivered with world class new and improved open space and facilities, and would provide sustainable transport improvements.

## C. Improve the river corridors as sustainable travel routes to and through the centre

**5C: River Corridors for Sustainable Travel:** We can look beyond the city centre to improve the river corridors and encourage walking, cycling and other active transport, for example those being made as part of the York Central scheme. Safe, attractive and direct routes will connect to and through the city centre.

## D. Promote living well with water to manage flooding impacts & ensure river safety

**5D: Living well with water:** We will continue to work with partners, including the Environment Agency, police and Canal and Rivers Trust to embed the infrastructures and behaviours which can best manage flooding and river safety. We can explore improving the environmental condition of the rivers, including through working with community and voluntary organisations.



## 6. A safe city centre community, which is welcoming to all

### Core Principles:

The city centre is home to around 8,000 people. As sustainable city living continues to be supported and grow, we must ensure that these residents have the resources and facilities to live happy successful lives. We must also invest in place to ensure that the centre is a safe, welcoming and accessible space, to ensure its continued vibrancy.



### A. Create a city centre where residents can live in successful and confident communities

**6A: Successful, Confident City Centre Communities:** New sustainable city living opportunities will be supported and encouraged, and housing will be directly developed by the council and partners. Affordable housing requirements will help to ensure diversity and vibrancy of city communities, and a mixture of housing to meet the needs of all generations will be promoted – from families to young professionals and older people. We will also explore opportunities to provide new community facilities and services in the centre as mixed-uses become more viable.

### B. Improve services, open spaces and facilities for residents

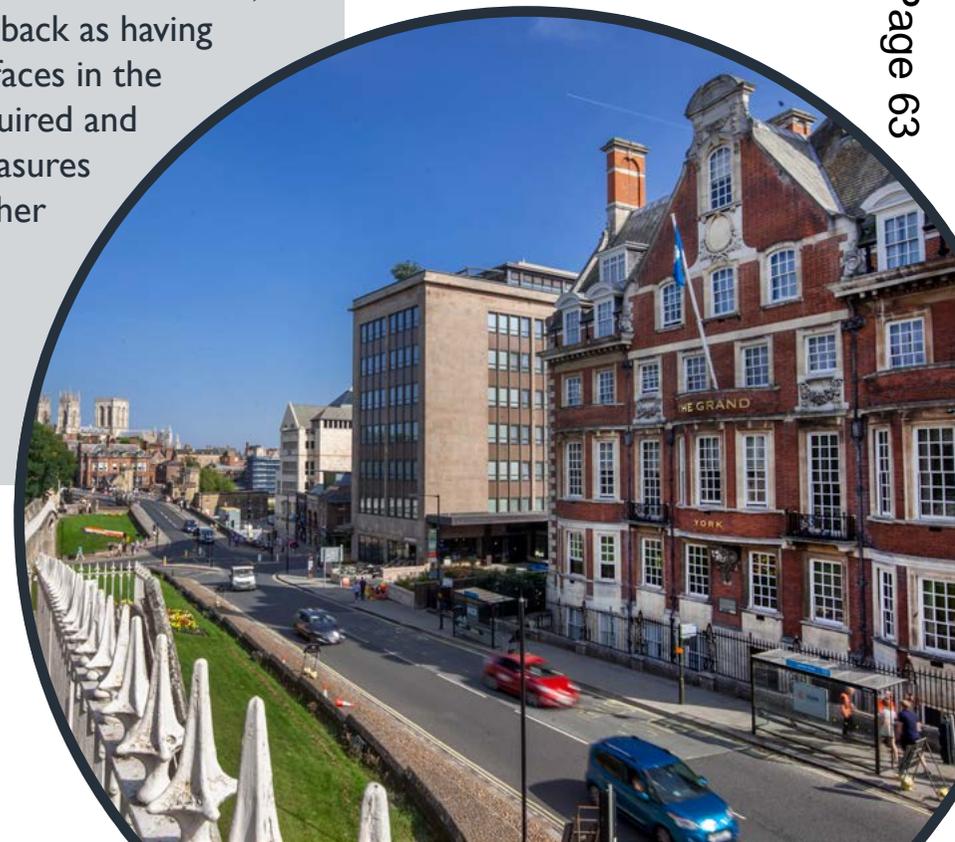
**6B: Services, Open Spaces & Facilities:** These are essential components of any successful community, but challenging to provide in the centre where space is constrained and at a premium. We can invest in place (see 2A) to make existing spaces fit for purpose, attractive, and more flexible and multi-functional. We are creating exciting new city spaces in the Castle Gateway, York Central and regeneration schemes such as the Riverside Quarter (see 5B), which can also provide high quality new public open spaces like the proposed riverside walkway. A range of services were highlighted in engagement as being beneficial to local and visiting communities, with free to use activities (such as museums and libraries), health services and food shops receiving broadest support. We can support proposals for these uses, and explore business rates incentives to encourage new provision (see more detail at 7B & C).

## C. Improve the safety of the city centre for all users

**6C: Improving City Centre Safety:** A city centre that is safe for all users, and perceived as such, will encourage more people to visit, and improve the user experience. Engagement highlighted the safety concerns of some, particularly in the evening and for women. Working with partners and city centre users, we will support development of the Women's Night Safety Charter planned with Safer York, undertake an audit of city centre spaces to identify improvements, embed better standards of design in new and improved spaces, and look to facilitate a city wide network of 'safe spaces' for young people to rely on.

## D. Improve accessibility through a wide range of measures including more dropped kerbs, improved surfaces and seating, and better facilities for disabled people

**6D: City Centre Accessibility:** The quality of surface treatments across the city is highlighted in engagement as an issue for many, particularly those with mobility issues. Parliament Street, Pavement, Colliergate and Goodramgate were identified particularly in feedback as having poor surfaces. As part of investing in public space (2A) we can improve surfaces in the city, provide dropped kerbs (and raised crossings/ level surfaces) where required and appropriate, and deliver new facilities such as seating and refuges. These measures would enhance the city's physical appearance and accessibility. These and other improvements are set out in the Strategic Review of City Centre Access. Interventions here (and in 6E & 6F) would be co-designed through engagement with the specific communities of interest, and online mapping of city spaces to make information available on specific aspects is to be explored.



## E. Embed dementia & Autism friendly standards into spaces

**6E: Dementia & Autism Friendly City:** As a complex historic city, York can be challenging to navigate for the neuro-diverse and those with dementia and autism. Measures related to wayfinding, space legibility and distinctiveness can all help make friendlier spaces, and safe spaces as referenced at 6C can help. Building on the work of the York Dementia Action Alliance, we can undertake an audit of the city centre to recommend improvements, and embed dementia and autism friendly standards into all new and improved public spaces.

## F. Achieve World Health organisation charter status for age friendly city

**6F: Age Friendly City:** The council is already working towards 'Age Friendly' status, using the World Health Organisation's 'Age Friendly Statements' to check how we are currently performing. Actions set out elsewhere in the vision (6C, 1C & 1D in particular) would help to make the centre a more Age Friendly place, and the Strategic Review of City Centre Access considers the needs of specific age related communities of interest. We can also ensure that all investment in space (2A) is designed to age friendly standards and best practices.

## G. Create a welcoming and accepting city centre for all

**6G: Welcoming & Accepting City:** We want York to be a place which is welcoming and accepting to all, and we will benefit from this by being more vibrant, culturally rich and diverse. We can help achieve this objective through our marketing and branding approaches (4A), and by reflecting these values in our physical city centre improvements wherever possible (for example street art at 3D).

## 7. Thriving businesses and no empty buildings

### Core Principles:

The nature of the high street is changing fundamentally and rapidly, and it takes significant investment in time and resource (and exposure to risk) for landowners and businesses to adapt their assets in response to this change. We want to create a city centre where vibrant mixed-uses can co-exist, innovation and growth can happen, and the goods and services on offer can respond dynamically to consumer demand. We want to do this in a way which uses the city's existing buildings to best advantage. To achieve all of this, we need to ensure that we create an environment that is flexible, facilitative and responsive, whilst maintaining control over what is important to the city and its communities.

### A. Ensure city centre businesses are able to thrive & adapt through a supportive regulatory environment & creating a city centre people want to visit

**7A: Thriving Businesses:** The starting point for this vision is an acceptance that it cannot influence national change, but rather must create the environment for local business to thrive and adapt through supporting footfall (themes 1 to 6), and streamlining the process that let business and buildings adapt (2E, 3C, themes 7 & 8). Business support will be provided alongside this through the Council's economic development team to more directly support growth & adaptation, with an emphasis on sustainable and green jobs, and local industries.



## **B. Support businesses to improve their operational environmental sustainability**

**7B: Improve the Environmental Sustainability of Businesses:** Working with partners such as York BID and the business community, we can explore ways for businesses in the city centre to improve the environmental sustainability of their business operations, targeting high impact changes and those which most benefit from collective action. We can support and facilitate any changes identified through securing funding for and delivering overarching infrastructure proposals, disseminating best practice, marketing and communicating the approaches to a broader audience, exploring collective purchasing to reduce cost, exploring funding options, and brokering approaches with landlords where they are remote or disengaged.

## **C. Support our independent businesses**

**7C: Supporting the Independent Sector:** York's independent businesses are highly valued by residents and a key part of the city's draw for visitors, establishing a unique character and offer to the centre, and differentiating it from other towns and cities. The UNESCO creative city designation is a key part of this, and the city has a thriving creatives sector who have specific space requirements themselves. The indie sectors contribute significantly to the local economy, with returns also more likely to be reinvested locally, and the business community passionate about the city and its future. Working with key partners such as Indie York, we will explore the best ways to further support this sector, and we will encourage development proposals which provide the types of floor space most suited to this sector.

## **D. Facilitate temporary uses in empty buildings & spaces through business rates and business support where possible, and by lobbying government for a flexible & reformed rates system**

**7D: Temporary Uses:** Temporary meanwhile or 'pop-up' use of buildings and spaces helps to drive vibrancy and economic activity, whilst making more efficient and attractive use of otherwise empty space. Business rates costs and organisational capacity can restrict businesses from operating temporary uses, so we will explore providing tailored business support to this activity, and establishing a fund to offer business rates relief to these operations (business rates following the outcome of the Government review in autumn).

## E. Encourage re-use of the under-used upper floors of buildings through planning support and business rates approach

**7E: Upper floors:** Floors above commercial units are significantly underused, dominated by storage for retail units and empty space. Introducing different and mixed uses to the centre will allow more of this space to be actively used, but conversions of these buildings are complex. We will explore offering a planning clinic to provide advice (where planning was a requirement – see **8C** for more detail), and explore business rates reliefs for occupation (subject to autumn review).

## F. Support tours and experiences to explore historic empty buildings

**7F: Tours & Experiences:** Bringing people into empty spaces through tours and experiences could both enrich cultural and experience based activity and make better use of space. There may also be opportunities in this respect with occupied buildings. We will promote this opportunity to landowners, and include tour providers in the offer of business support at **7D**.



## 8. Celebrating heritage and making modern history

### Core Principles:

The historic nature of York is a key factor in why it is cherished by so many, and a major driver of the city economy - through its role in our identity as a place to live and do business, to the visitors it attracts. Adapting the historic environment to change comes with more complexity, cost and risk than usual, and as the city centre enters a period of significant change, we must ensure that our processes are responsive, and the right balance is struck between preserving what is most important and allowing new life to be breathed into the city.



### A. Recognise the huge changes facing city centres, and the role of planning in allowing buildings to adapt for modern uses

**8A: Planning & Change:** Accelerated by communications technology, the scale, nature and in particular the pace of change currently underway in our city's and highstreets is unprecedented. Our spaces and buildings must respond to this to ensure that they remain in active and sustainable use, and in an ever more competitive world, those least responsive cities will be left behind. These issues should be acknowledged by planning as a Material Consideration to be weighed in the balance in the determination of relevant planning applications within the centre.

### B. Support the re-use and re-purposing of historic buildings and spaces to avoid them becoming redundant or under-used

**8B: Re-use of Historic Buildings:** Historic buildings are costlier and more complex to maintain and adapt (though there can be an important 'heritage dividend' which sees additional value applied to well used and presented historic spaces). To allow investment to take place, commercially productive uses must be found for their spaces. The government has allowed greater flexibility around change of use through 'Permitted Development rights'. Whilst issues with an overly broad approach on this has been identified locally, the re-use and re-purposing of historic buildings and spaces is recognised as a positive to avoid them becoming redundant or under-used. We will also prepare Supplementary Planning Guidance to give greater clarity to landowners on the use of heritage buildings, and in particular sustainable and green technologies in historic buildings.

## C. Provide more planning flexibility for the type of uses that will most benefit residents and the city

**8C: Planning Flexibility for Beneficial Uses:** Where planning permission is still needed to change the use of a historic building, and less than substantial harm is proposed, we will explore a policy which permits greater flexibility for schemes or uses which include those uses that are most beneficial to our communities, for example affordable housing. We will explore further in our delivery plan the establishment of a hierarchy of most beneficial uses to support decision making and influence scheme development, within the parameters set already by the Local Plan.

## D. Provide more early support for planning applications

**8D: Pre-Application Support:** Guidance and advice at a formative ‘pre-application’ stage of working up plans for buildings can save abortive costs and time. Smaller conversions are generally more complex and time consuming with a higher cost per square metre than larger ones – landowners for smaller schemes also generally have fewer resources at their disposal than those for larger schemes. We can explore establishing a planning clinic to help shape small-scale historic building conversion projects in the city centre (prior to planning applications being produced. This could help to streamline and facilitate the process of change in the historic environment.

## E. Explore an interactive ‘living heritage’ app to allow the public to engage live with the historic city around them

**8E: Living Heritage App:** Working with partner organisations and the local digital media economy we could explore the development of an application for the public to engage with the historic city around them in real time on their mobile devices as they navigate the centre. This could allow greater interpretation and engagement with the historic city, driving increased footfall (and contributing to cultural tourism objectives at **4A**, and family friendliness at theme 1), and enriching the visitor and public experience. It could be an additional platform to share the vast array of information held by stakeholders and community organisations, and could include a commons platform for individuals to add their own stories and experiences. Users could filter the information for key phrases or characteristics to generate their own walking tours of the City. The app could also provide links to other local information services.

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## My City Centre: Existing Insight

### 1.0 Introduction

In August 2019 the [Executive](#) approved the My City Centre project, to engage residents and stakeholders to create a strategic vision to respond to the unprecedented challenges and opportunities facing the [city centre](#).

The vision will not create a spatial masterplan, but provide a framework to guide future policy, investment decisions, and funding bids to ensure the long term resilience and vibrancy of York.

Drawing on the successful ‘My Castle Gateway’ engagement programme, the project will use the same strategy of:

- i) Building a brief,
- ii) Exploring Challenges, and
- iii) Make Change Together

### 2.0 Engagement

The original engagement programme was due to run through 2020 as set out below, but this was paused on 3 April as staff were redeployed into the Covid emergency response:

- February to May - 12 week engagement targeting residents, visitors and city centre business/ occupiers
- June/ July - Team to create brief
- August/ September– 6 week engagement to test and share the draft vision



### 2.1 Events/ activities completed

- OurCity, Press release, library distribution (poster info & hard copies survey), email to Parish Councils 16/3
- Web content launched
  - [www.york.gov.uk/MyCityCentreYork](http://www.york.gov.uk/MyCityCentreYork)
  - [www.york.gov.uk/MCCYVision](http://www.york.gov.uk/MCCYVision)

- [www.york.gov.uk/MCCYConversation](http://www.york.gov.uk/MCCYConversation)
- MCC stakeholder group
  - Launch 23/1/2020 Prioritising the challenges, thematic mapping
  - 5/3/20 engagement themes, consultation process, timeline, theme discussion
  - 05/11/20 Zoom workshop to test footstreets proposal pre Exec
- Guildhall Ward Committee 12/02/20
- Indie York 25/02/20
- Property/ Retail Forum 02/03/20
- Dringhouses & Westfield Ward Committee 03/03/20
- CYC staff drop-in at West Offices 09/03/20
- CYC staff drop-in at Hazel Court 11/03/20
- Carers Action Group 11/03/20
- Exhibition at Explore 02/03/20, curtailed by took down 18/03/20
- Pop-up 1 Parliament Street 14/03/20

## 2.2 Events/ activities postponed

- Pop-up 2 St Helens Square 20/03/20
- Disability workshop
- Open session for Members/ members newsletter
- Youth engagement event 22/04/20 postponed (Helen Jarvis-Ong, Shiona March, Jack Woodhams, Charlotte Tomlinson) shared social media posts with Youth Council
- Workshop 23/3 Bill Grimsey, panel AK/TC, Emily Pickard York Mumbler, Andrew Lawson, facilitated by Simon Brereton)
- Touring Exhibition to Burnholme, Acomb, West Offices with staffed drop-in sessions
- LinkedIn group

## 3.0 Feedback

A lot of information was captured during the month that the engagement was open, from a variety of methods including comments walls at the library, meetings, interactive map, survey, pop-up in Parliament street and social media.

### 3.1 Comments walls

We created a 'brick' comments wall to gather 'quick feedback' asking:

- What you love
- What you want to change
- What you would like to do in the future



The results (716 responses), key issues and volume of responses for each element can be seen at:

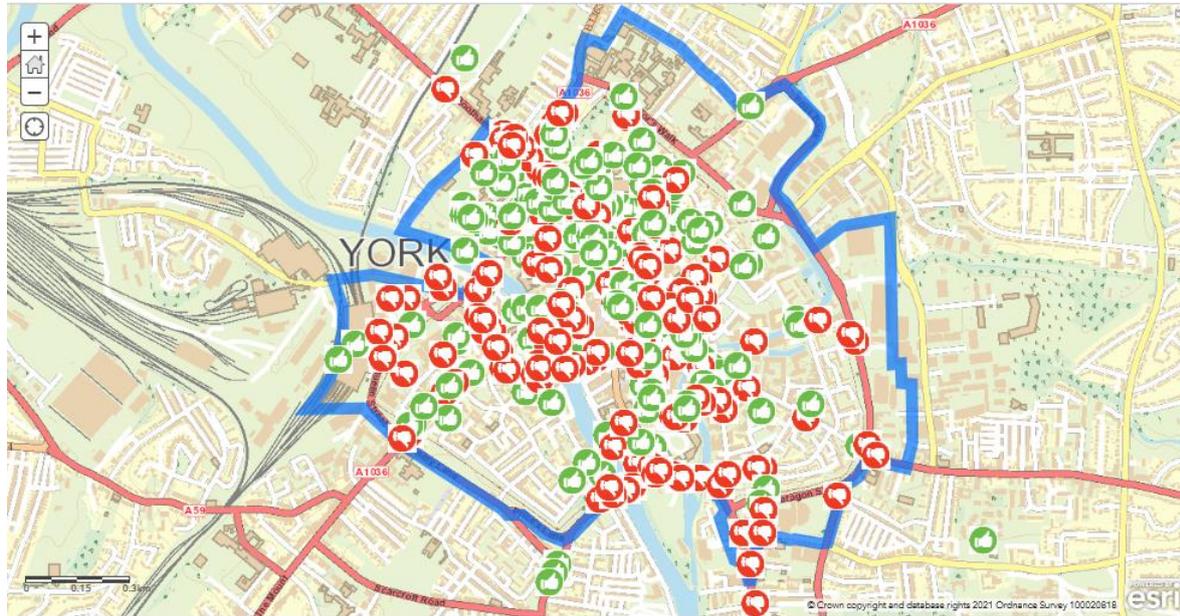
- <https://www.flickr.com/photos/187735781@N02/albums>
- <https://www.flickr.com/photos/187735781@N02/tags>

Headlines from this feedback include:

- **Access** – cycling, car free/ less traffic, footstreets, walk, public transport, parking, deliveries, disabled access, and things that affect people's **journeys** (seating, pavements. toilets)
- **Environment** – appreciation of green space, open space, trees, nature, as well as the need to respond to flooding
- The opportunity of opening up the **rivers** was recognised and welcomed
- Free/ **affordable** events, mix of **housing** including affordable to local people
- Appetite for **events** for residents as well as tourists, build **community**, living above the shops, **family friendly** and play space
- Potential conflicts from **antisocial behaviour**/ drinking culture, empty shops, **rough sleeping**, and general need to **clean** up the streets and provide bins
- Some welcome the world class **tourism** offer, seasonal markets and hospitality, but others are wary of **overcrowding** and feel that **residents** are not always prioritised
- **Appreciation** of heritage, culture, events, experiences, retail, independent businesses, food and drink, and of the human scale, beauty and charm of the city

### 3.2 Interactive Map

The map was available online, and a paper version was also available at the exhibition and at events. 378 Responses were received during March 2020 (Good 174 & Bad 204).



The table below analyses streets with at least 6 entries, but a full database is available for other localities.

STREET	TOTAL	ISSUES
Parliament Street	16	4 good – turn back into a public space/ urban park with seating, centre is buzzing on a Saturday, exciting atmosphere 12 bad – poor paving, difficult to walk on, wasted space, make into a playground like Bremen Germany. Always hired out for commercial use/ to stage events for tourists, doesn't support local economy/ residents, too many markets/ St Nicholas Market disrupts city centre too much, would be best café/ restaurant street. Miss the seating. Trees, bike racks, toilets. Need 2 way cycle track.
Minster Yard/ Gates/ footpath Precentors Court	15	14 good – beautiful, open green space, picnics, Minster makes York distinctive, views 1 bad – full of dross daily
Station Rise/ Road	14	5 good – nice short cut to railway station, council offices and landscaping have a nice feel, new plans look good, nice landscaping, ordered and usable built environment 9 bad – terrible traffic, move short term car park, dangerous/ nasty to navigate on bike, improve cycle links through station, unpleasant, congestion
Coney Street	13	4 good – fantastic views of the river, shops, access land behind shops to live/ visit 9 bad – empty shops, poor state, poor quality shops, unappealing, stag and hen parties, vans midweek, rough sleepers
Piccadilly	13	6 good – Spark amazing, great vibe, brought much needed independent commerce, made dull street more interesting,

		<p>baby group, great incubator for new food options, incredible independent space, great for York</p> <p>7 bad – Spark horrible, will improve when buildings complete</p>
Castle/ Castle Walk/ Castlegate	12	<p>6 good – Castlegate charming street, under appreciated, good for outdoor seating if closed to vehicles. River Foss nice, but potential overlooked. Exciting plans for this area, can't wait.</p> <p>6 bad – shoddy car park, pothole ridden eyesore, difficult to cross on foot, so many good things could replace this car park, could be used better as open green area, get the cars out and clean this area up</p>
St Saviourgate	11	<p>11 bad – Stonebow House developers left land derelict and unsightly, drug dealing, taxi rank, idling vehicles, antisocial behaviour, poor air quality, scruffy, not nice to walk here, need to enforce access only and reduce speed of taxis</p>
Fossgate	10	<p>9 good – independents, keeps improving, favourite part of York, pedestrian friendly footstreet, heritage pub</p> <p>1 bad – ugly buildings being built</p>
High Petergate	9	<p>4 good – great pub, YorBag left luggage</p> <p>5 bad – open to 2 way cycle traffic, lost opportunity, cars too fast in evening for the environment with families and narrow streets</p>
Tower Street	9	<p>2 good</p> <p>7 bad – dangerous approach for cyclists, Cyclists need a cut through system emerging from Tower Street to turn onto Skeldergate Bridge, rather than cycle round the dangerous rat run through Fulford St/ Barbican area.</p>
Museum Gardens	8	<p>8 good – beautiful open space, family friendly, green, great place to relax, need more like this</p>
Goodramgate	8	<p>5 good – fabulous hidden spot and church, would be better if traffic control was enforced</p> <p>3 bad – poor paving, dangerous camber, high kerbs, cars enter during footstreet hours, untidy</p>
Micklegate	8	<p>4 good – Indie shops, quiet street, historical buildings, better since car flow changed, back on the up after years of decline, lovely street</p> <p>4 bad – closure of Bar causing congestion elsewhere, wait ages as pedestrian at lights to cross road, horrid to cycle because of cobbles, alternate traffic free cycle route would be lovely</p>
North Street	7	<p>3 good – river helps to make York an attractive city</p> <p>4 bad – corner dirty/ smells, We turn our back on our rivers. Nowhere else in the world does this. Let's celebrate them and open them up. Floating art installations during non flood season, new pedestrian/cycle bridges, promenades.</p>
Gillygate	7	<p>1 good – could be so much better, best shops in York, traffic and narrow footpaths hold it back</p> <p>6 bad – horrible street, stationary traffic fumes, traffic, air pollution, Footway too narrow</p>
George Hudson Street	7	<p>7 bad – hectic, filthy, unwelcoming, embarrassment to York</p>

### 3.3 Survey

A total of 325 were completed between 2-30 March 2020, mostly online with a smaller number of hard copies completed at the library exhibition. The full survey results for each question are included in Annex C.

Average responses per section of the questionnaire:

- You and the City Centre – 295
- Leisure, Culture and Play – 280
- Economy – 264
- Living & community – 270
- Technology – 237
- Environment and Movement – 244
- Heritage – 305

The feedback from the survey per section is set out below.

#### 3.3.1 About you

Of the 325 respondents, 57% were female and were 42% male.

#### 3.3.2 You and the City Centre

**Connection to York:** 224 respondents lived in City of York Council area, 127 work in York, 65 lived in city centre, 52 said that they visit the city centre for the day, 7 study in York, and 6 visit the city centre for short breaks.

**When do you most often visit the city centre:** Most respondents visited during the day (236 weekday, 225 weekend), compared to during the evening (117 weekday evening, 113 weekend evening).

**How often do you visit the city centre:** 33% visited the city centre more than once a week, 33% visited daily.

**Is this more or less than 5 years ago:** 37% said that this was about the same as their frequency of visits as 5 years ago, whereas 33% said this was less, 29% said this was more often than 5 years ago.

**Which activities have you done in the city centre over the last 12 months (2019-20):** The five most popular activities were shopping (295), eating out (287), spending time in a park or public open space (244), attending theatre/ cinema/ concert (227), evening out in pubs and bars (220), and visiting attractions such as the Minster or museums (214).

**Do you feel welcome in the city centre:** 66% felt welcome, 12% did not.

**Do you feel that the city centre meets your needs:** 43% yes, 39% no.

### 3.3.3 Leisure, Culture and Play

**Which groups do you think York caters for the most:** People visiting for a day out (254), people visiting for a night out (254), out of city residents (148), shoppers (116), students (100), city centre residents (74), families (57), workers (38).

**Are you happy with the leisure and culture offer in York:** 58% were reasonably satisfied, but there is room for improvement, 27% were happy and felt there is a lot to do, and 15% were not happy and felt other cities have more to offer.

Respondents felt that:

	<b>Do you think York is good at?</b>	<b>Do you visit/ use?</b>	<b>Would you like to see improved in York city centre?</b>
<b>Family friendly activities</b>	51%	24%	56%
<b>Public open spaces</b>	41%	46%	59%
<b>Pedestrianised areas</b>	45%	41%	58%
<b>Culture &amp; arts</b>	56%	42%	42%
<b>Food hall/ street food</b>	60%	36%	41%
<b>Places for small and creative business start ups</b>	29%	22%	75%
<b>Gyms, sports &amp; leisure</b>	38%	23%	56%
<b>Museums/ galleries</b>	79%	42%	20%
<b>Cinema/ theatre</b>	81%	49%	13%
<b>Heritage based culture</b>	86%	44%	14%
<b>Music/ dance</b>	30%	22%	70%
<b>Festivals/ events</b>	59%	36%	44%

<b>Digital &amp; creative arts</b>	36%	17%	62%
<b>Shopping</b>	29%	41%	68%
<b>Nightlife</b>	59%	31%	36%

### 3.3.4 Economy

#### What sort of jobs would you like to see more of in the city centre:

Independent retail (262), creative industries (234), tech and digital (177), professional services (115), mainstream retail (90), manufacturing (82), and hospitality and tourism (72).

**Which type of use would you like to see empty space converted into:** Retail start-ups (180), creative space (174), a mix of these answers (155), leisure (120), flats (63) and offices (41).

Respondents felt that:

	Is good for York's economy	Is good for you (do you use or benefit from it?)	Has a positive overall impact on the city centre
York races	95%	20%	23%
Hotels	91%	7%	45%
Other visitor accommodation	90%	7%	39%
Festivals & events	86%	47%	63%
Shambles market	74%	57%	72%
Christmas market	88%	44%	55%
Bars & restaurants	84%	72%	52%
Independent shops	86%	72%	75%
Mainstream shops	81%	67%	49%

**Do you think York city centre is inclusive and affordable:** 52% no, some people feel shut out, 27% yes.

### 3.3.5 Living and community

**Do you think it would be beneficial if more people lived in the city centre:**

49% yes, 21% no.

**What services would the city centre need more of to make it a better place to live:** free to use activities – museums, libraries (218), parks and other open space (217), pedestrianised streets (207), activity along the rivers (201), health facilities (165), food shops (148), education facilities (112).

**What kind of new homes should be provided in the city centre:** mixture (164), affordable homes (138), homes for young people (112), family homes (71), retirement homes (49), no new homes (38).

**What could be done to improve the sense of community in York city centre:** More public seating and conveniences (222), a bigger emphasis on making the centre a community hub (211), more free public space (199), more communal amenities like food halls and roof terraces (167), more space for pop up shops (150), more events (114).

### **3.3.6 Technology**

**How do you connect to the internet in York city centre:** by mobile data (81%), 28% use shop/ café wifi, 21% use CityConnect free wifi, 8% do not connect to the internet.

**What do you use the internet when in the city centre for:** general use (202), social media (171), take and share photos (134), public transport information (129), to find somewhere to eat/ drink/ visit (117), to find your way around (85), online price comparison (55), do not use the internet (25).

**How could digital/ technology improve their experience of York city centre:** Real time information about local transport, cycling and parking (185), promoting events and things to do (179), tell stories of our heritage through virtual reality/ augmented reality (121), a comprehensive business and community app (91), retail offers and promotions (85), 5G coverage (77), help finding your way (76), better use of technology to improve safety (64), none of these (1)

### **3.3.7 Environment & Movement**

**Which areas do you want the council to focus on to meet its climate goals:** Improve sustainable transport like buses and cycle routes (257), explore wider pedestrianisation of the city centre (193), promote low carbon developments through the planning process (188), take action to reduce pollution (187), invest in cycle parking (176).

**How do you travel to the city:** by walking (213), public transport (160), car (144), bike (123), taxi (50), park and ride (42).

### 3.3.8 Heritage

From a choice of nine images for each question, respondents selected three pictures that best represent:

**York's history and heritage (score 202/ 195/ 138):**



**Modern York (scores 134/ 128/125):**



## 3.4 Social Communications

We contracted Social Communications to help us run the engagement and they produced 4 weekly feedback reports throughout March 2020.

### 3.4.1 Social Communications Reports

Headlines from their weekly summary of responses:

- **Anti-social behaviour** - rise of anti-social behaviour linked to visiting groups on party weekends
- **Traffic infrastructure concerns** - debate over the future of traffic and congestion. Respondents are divided over transport infrastructure and a

particularly lively discussion about the future of city centre traffic has emerged. Whereas many participants would like to see a move away from city centre congestion and towards greater investment in public transport, cycling and pedestrian paths, and improving **air quality**, others have requested for more city centre car parking and criticised plans to remove more cars from the road

- Provision of **family friendly** amenities - importance of steering the city centre towards being a family friendly destination, more family friendly amenities such as free activities
- **Affordability** - majority of participants have indicated that the city is unaffordable, citing concerns over house prices, business rates, and transport prices
- Several **residents** expressed feeling like outsiders, with the city centre being tailored to the needs of **tourists** over those who live there
- The **historic significance** of the city centre is the leading factor most admired by respondents, including the Minster and other historic sites. Admiration for heritage and history, and a desire to preserve historic nature of York for future generations.
- **Retail** - greater variety in retail shops, including encouraging a larger number of **independent** outlets on the high street
- Equip the city centre to respond to the council's **climate emergency**
- Improve the **aesthetics** of the city. Suggestions to improve **empty shops** include cuts to business rates.

### 3.4.2 Social Communications Blogs

- Week 2, 13 March, Shaping the future of York City Centre (Annex A)
- Week 3, 20 March, Using Digital to Shape the Future of our City Centre (Annex B)

### 3.4.3 Pop-up 1, Parliament Street Saturday 14/03/20

*Kit: business cards, banners, interactive comments wall, postcard, gazebo*

People listed what they loved, would change, and what they would like to do in the centre in the future.

Feedback included suggestions on supporting independent shops, preserving the valuable heritage of the area, and introducing further family friendly amenities.



### 3.4.4 Social media engagement

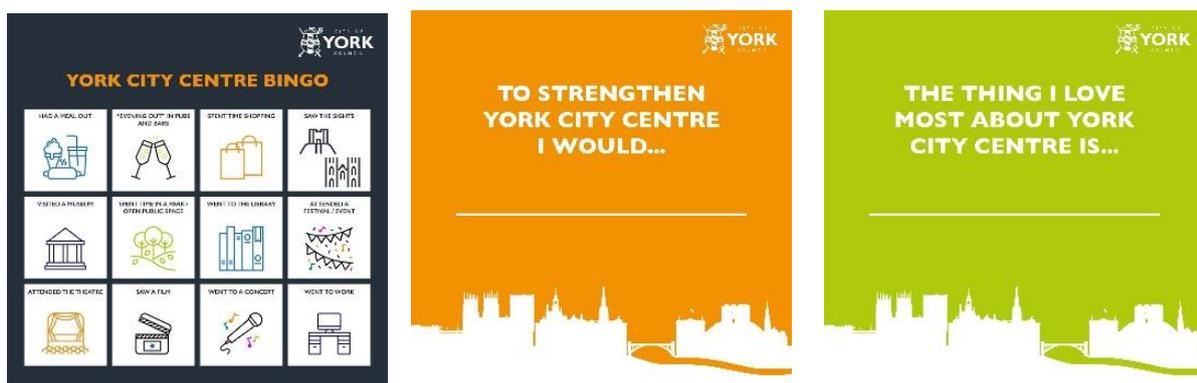
The amount of engagement has been relatively low, but engagement rates particularly on Facebook (12% 30/03/20) showed that people who saw the content were engaging with it.

The audience size and interactions were areas on which Social Communications were aiming to improve via increased targeted social media activity.

We produced a social media toolkit, which was shared with the York 'Head of Communications' group across the city to help build the digital audience.

- Facebook [facebook.com/mycitycentreyork](https://www.facebook.com/mycitycentreyork) (177 followers)
- Twitter [twitter.com/mccyork](https://twitter.com/mccyork) (449 followers)
- Instagram [instagram.com/mycitycentreyork](https://www.instagram.com/mycitycentreyork) (936 followers)

Examples of content including videos:



- video city centre figures <https://twitter.com/i/status/1235558471006924803>
- video interactive map <https://twitter.com/i/status/1237692932574117889>
- video of Parliament Street pop-up feedback <https://twitter.com/i/status/1243516577443651589>

## 4.0 Other insight

This engagement will build on existing insight:

- National trend of high street decline - York retail/ occupancy more successful than national picture (footfall, occupancy)
- Behaviour changes e.g. remote working - attitudes unknown
- Footstreets/accessibility [open brief](#) – mobility considerations (Nov 2020)
- My Castle Gateway, [new public space open brief](#) (May 2020)
- [Our Big Conversation](#) (March 2020 – ongoing)
- Stakeholder conversations through pandemic (eg. BID High Street data, business sector)
- City Centre Access counter terrorism comments (2018, Annex D)

The engagement will benefit from insight gained from linked engagement exercises such as the Strategic Review of City Centre Access & Parking (cycling, deliveries, taxis, blue badge, loading bays, parking – engagement due to take place May/ June 2021).

It will run alongside and complement the conversation shaping three emerging core strategies: Local Transport Plan, Carbon Reduction Strategy and the Economic Strategy, which in turn will deliver the My City Centre vision.

## ANNEX A Social Communications Blog Week 2 13/03/20

### Shaping the future of York City Centre

The future of York City Centre consultation has been up and running for two weeks, and so far over 300 residents and visitors have submitted their views on the opportunities and challenges which lie ahead for the area.

Early responses to the consultation have shown the passion and connection which local residents have with their city centre, and an overwhelming desire to see it overcome the challenges it faces. People have been giving us their views on the environmental, technological, economic and social future of the area, with many already making vital contributions to the discussion.

A clear message which has already come through is the admiration which people have for the heritage and history of the area. Both in online submissions, and at our exhibition event on Saturday, people have been eager to highlight the importance of preserving the historic nature of York for generations to come.

High street shopping, air quality, traffic, and public transport, are some of the issues raised in the early stages of the consultation. Another talking point has been the provision of family friendly amenities. A number of people have noted how important it is to have a city centre which can be enjoyed by all the family. Family friendly amenities and other topics are among some of the issues which we want to explore further at some of our upcoming drop-in events.

On Saturday, the consultation team braved the cold in the first of our exhibition events, but they were met with a warm reception from local residents and visitors. Writing their responses on the interactive comments wall, people listed what they loved, would change, and what they would like to do in the centre in the future. Some people submitted feedback forms and commented on the rich heritage which York has to offer, whilst others made suggestions on how to boost the economic fortunes of the city centre.

Our next drop-in event will take place on Friday (20<sup>th</sup> March) at St Helens Square, and all are invited to attend to help shape the future of the city centre.

In the meantime, the discussion about how to best move the city centre forward is continuing on social media. As people have engaged with one another, ideas have been developed about how to overcome current environmental and retail challenges. You can join in the conversation by following us on Twitter at @mccyork, liking us on Facebook (<https://www.facebook.com/mycitycentreyork/>), or following us on Instagram at @MyCityCentreYork.

Whether it's through social media, on our website, or at one of our exhibition events, please join us as we build our city centre together.

**ANNEX B Social Communications Blog Week 3 20/03/20****Using Digital to Shape the Future of our City Centre**

The future of York City Centre will be shaped by the people who live and visit here. The current climate adds to the challenges which our city centre faces, but as locals and tourists we can come together to help make our city socially and economically fit for the future.

Last weekend we held the first of our city centre drop in events, and our team received a warm reception from residents and visitors. We enjoyed discussing people's ambitions for the city centre and received excellent feedback on our interactive comments wall. Feedback included suggestions on supporting independent shops, preserving the valuable heritage of the area, and introducing further family friendly amenities.

Our priority is to keep people safe, and as such our future public exhibition events have been postponed. Whilst we are disappointed that we won't be able to receive your feedback face-to-face, our consultation will continue to be available online. We're making sure that all of the information that would have been available at our drop-in events, is also available online, to help give people as many ways as possible to provide their feedback.

So far over 300 people have already responded to our online consultation and their comments are proving vital in shaping the future destiny of the city centre. Many people have commented on traffic arrangements, public transport, and equipping the city centre to respond to the council's climate emergency.

To help make the city centre suitable for everyone, we need as many people in York to respond. Please share with your family and friends on social media and encourage them to get involved. Everyone's feedback and views are welcome and could be pivotal in shaping our future.

The discussion about how to best move the city centre forward is continuing on social media. As people have engaged with one another, ideas have been developed about how to overcome current environmental and retail challenges. You can join in the conversation by following us on Twitter at @mccyork, liking us on Facebook (<https://www.facebook.com/mycitycentreyork/>), or following us on Instagram at @MyCityCentreYork.

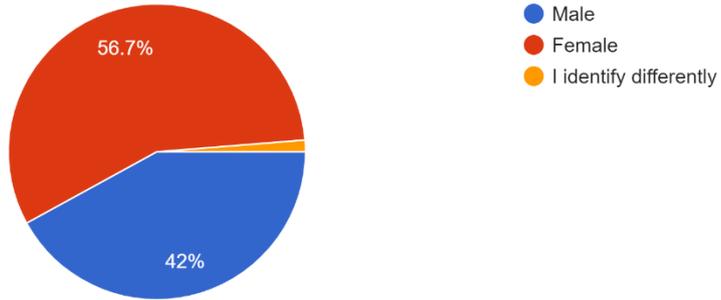
As we work through the challenges of the coming weeks, please join us as we shape the future of our city centre together.

## ANNEX C Questionnaire Analysis

### Section One – About You

Gender

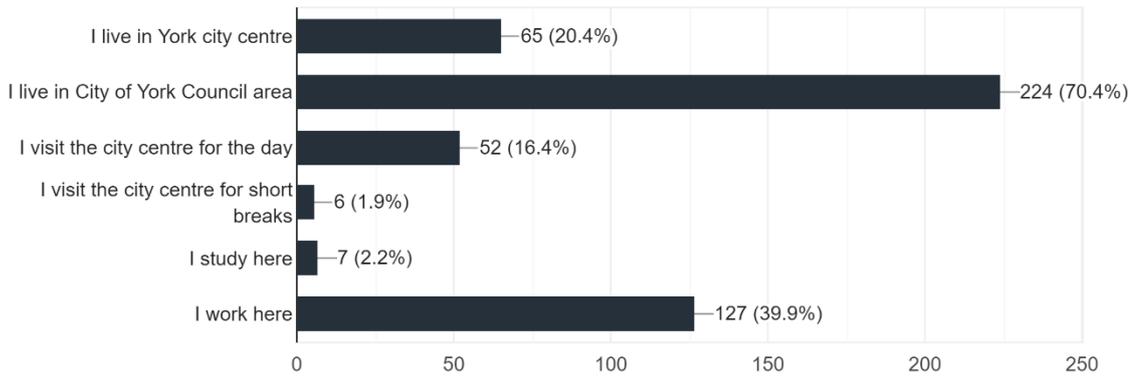
312 responses



### Section Two – You and the City Centre

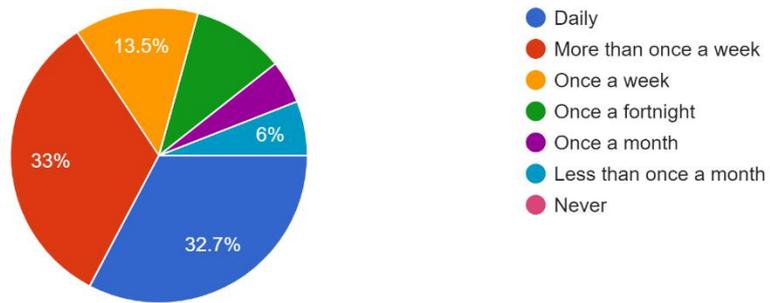
What is your connection to York?

318 responses



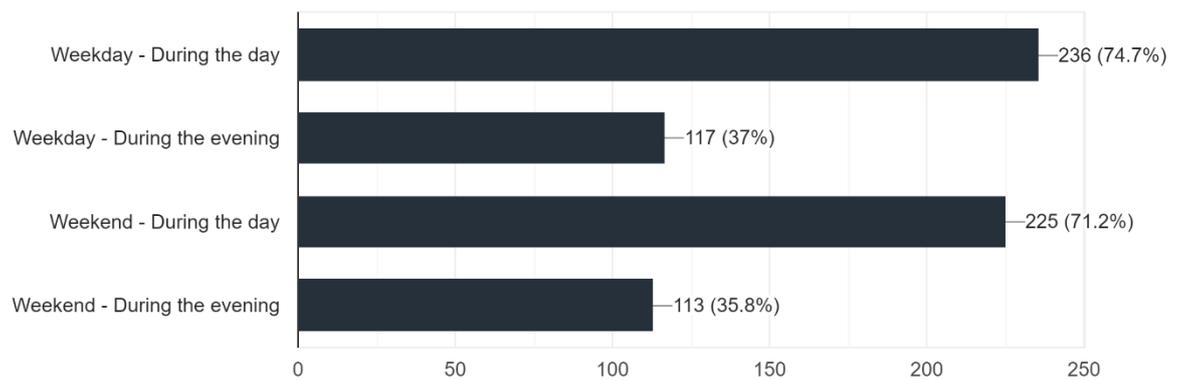
On average, how often do you visit the city centre?

318 responses



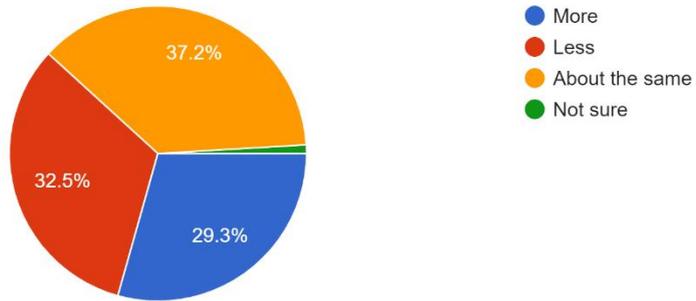
What time of the day do you most often visit the city centre? (tick all that apply)

316 responses



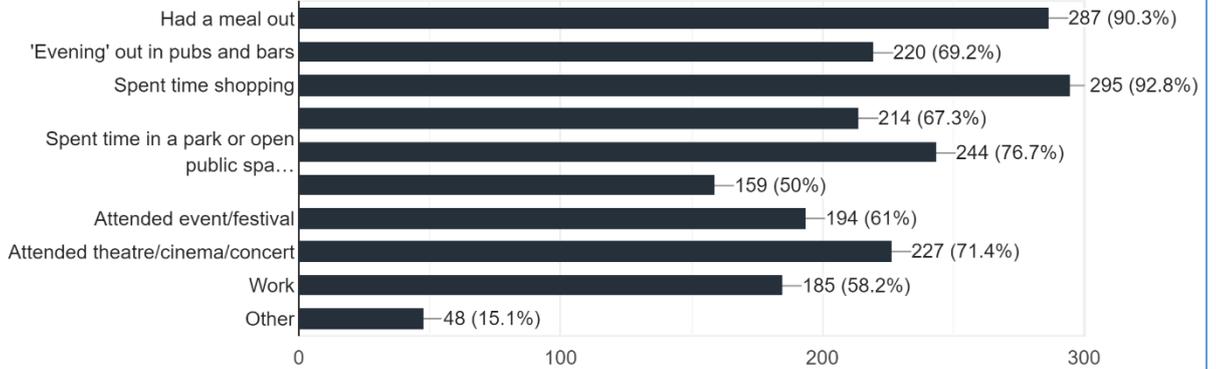
Is this more or less often than 5 years ago?

317 responses



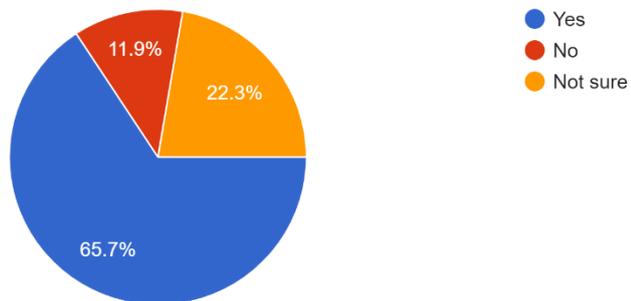
Which of the following have you done in the city centre over the last 12 months? (tick all that apply)

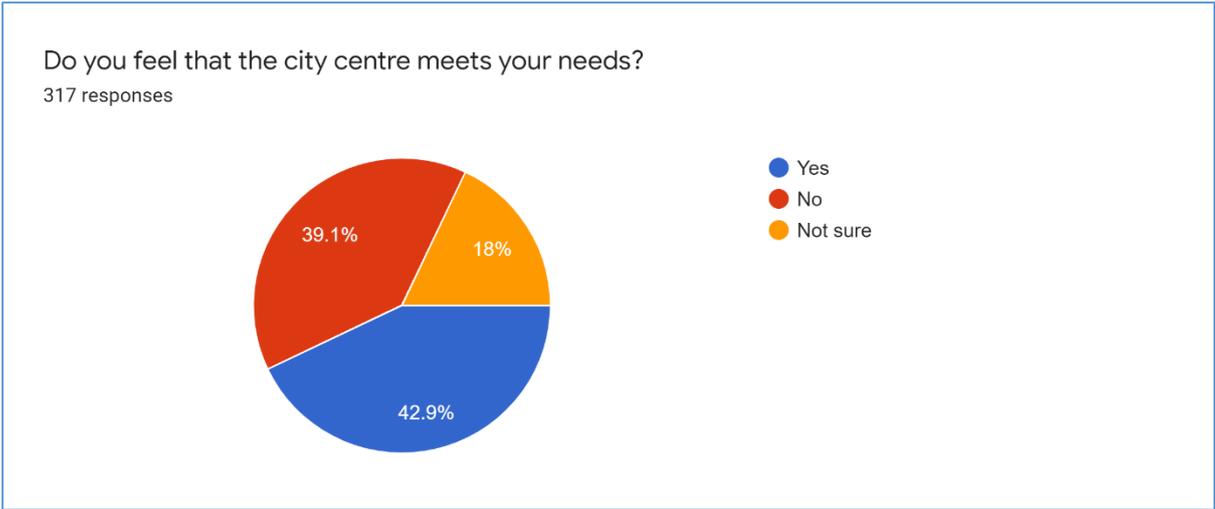
318 responses



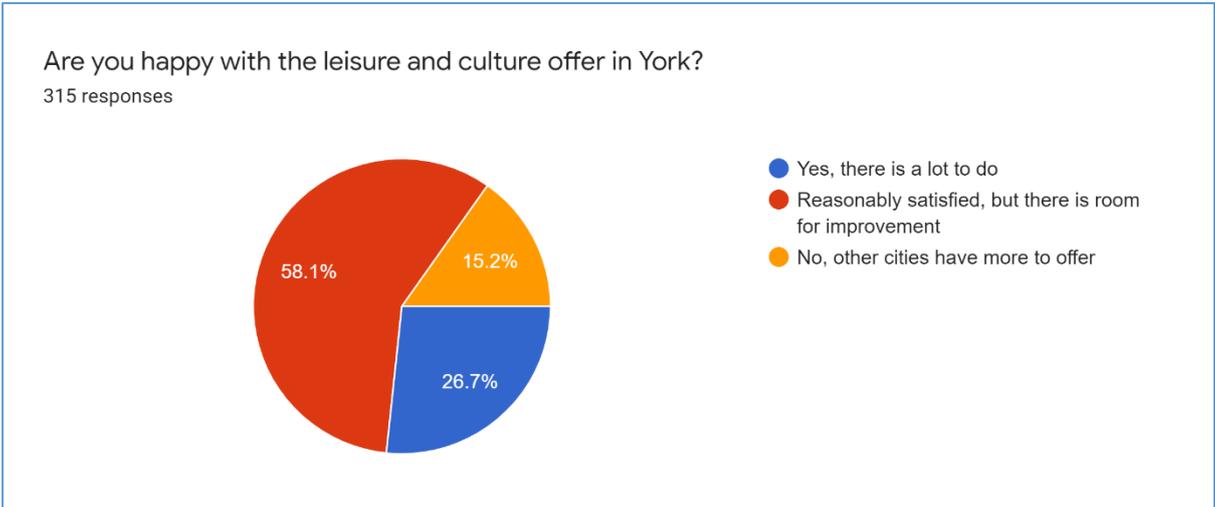
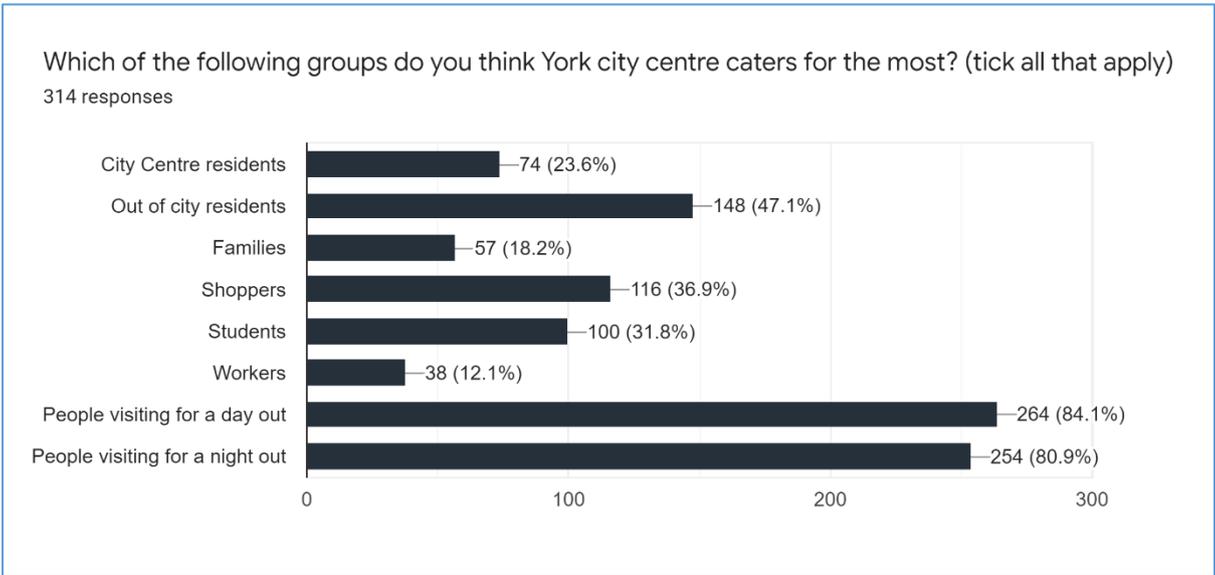
Do you feel welcome in the city centre?

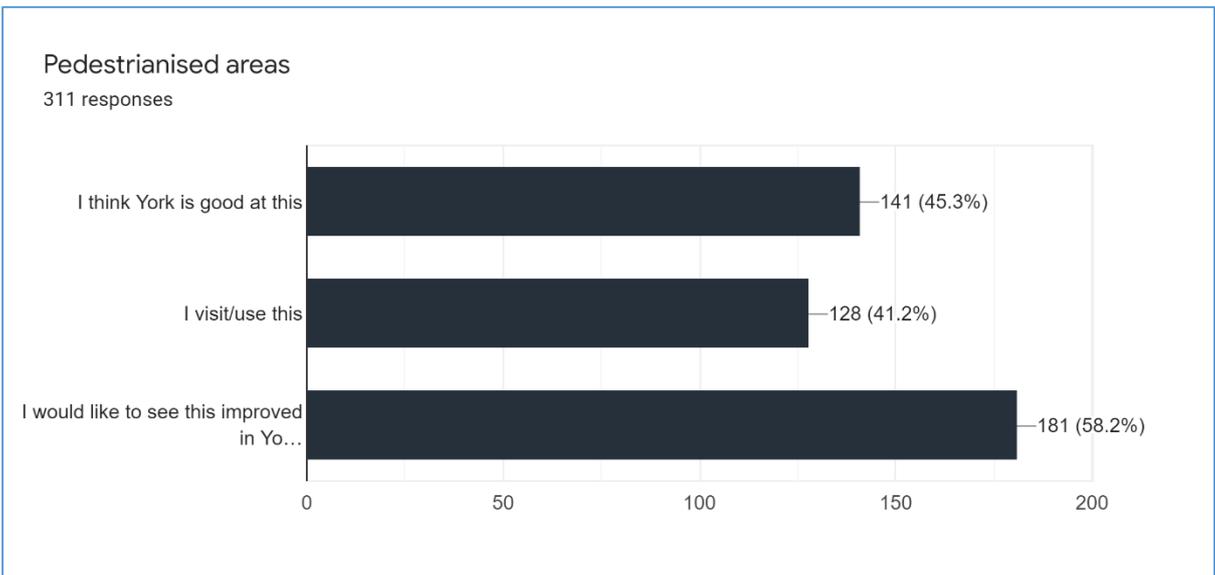
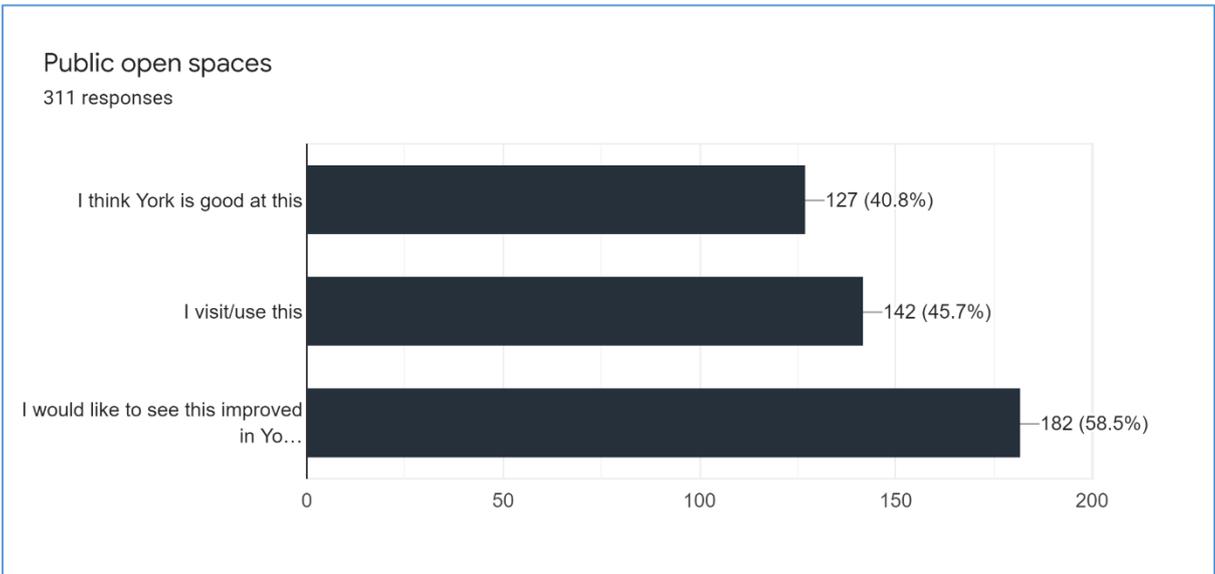
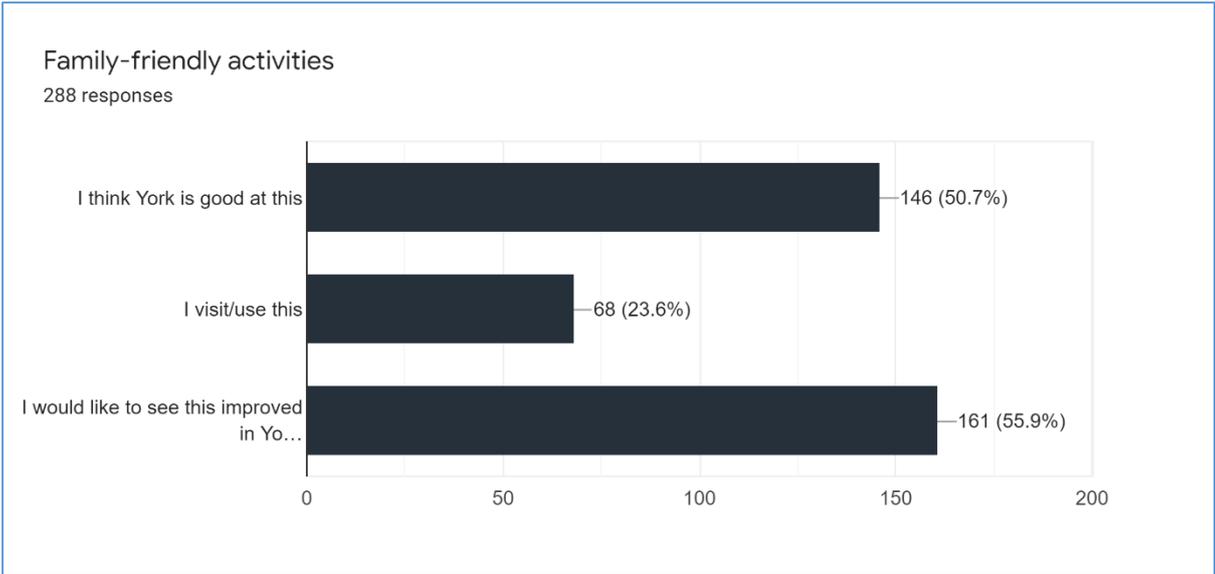
318 responses

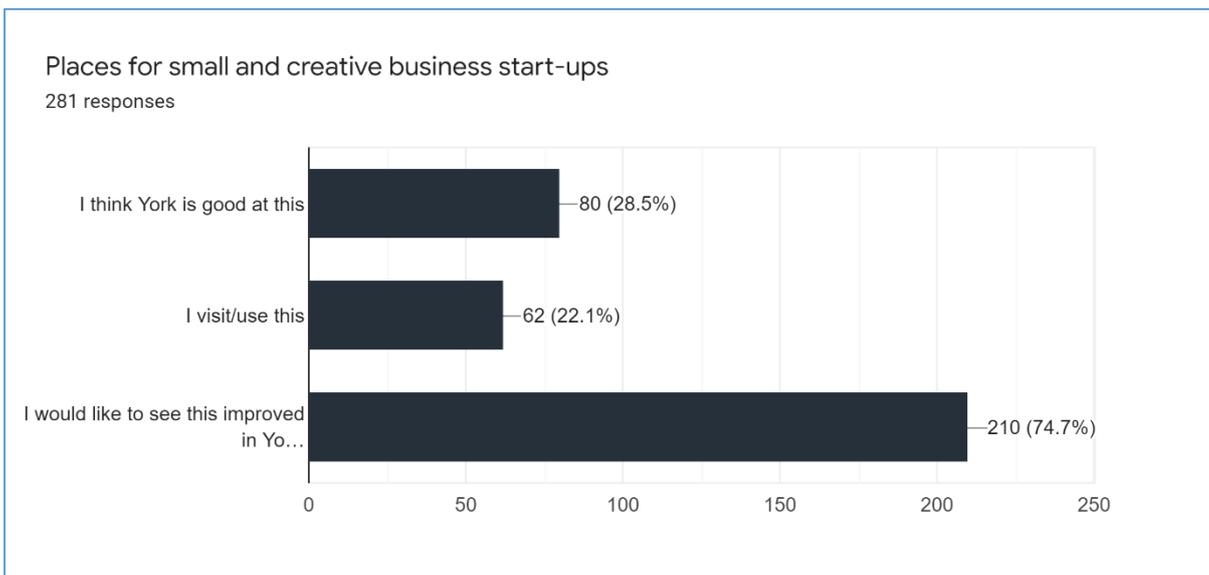
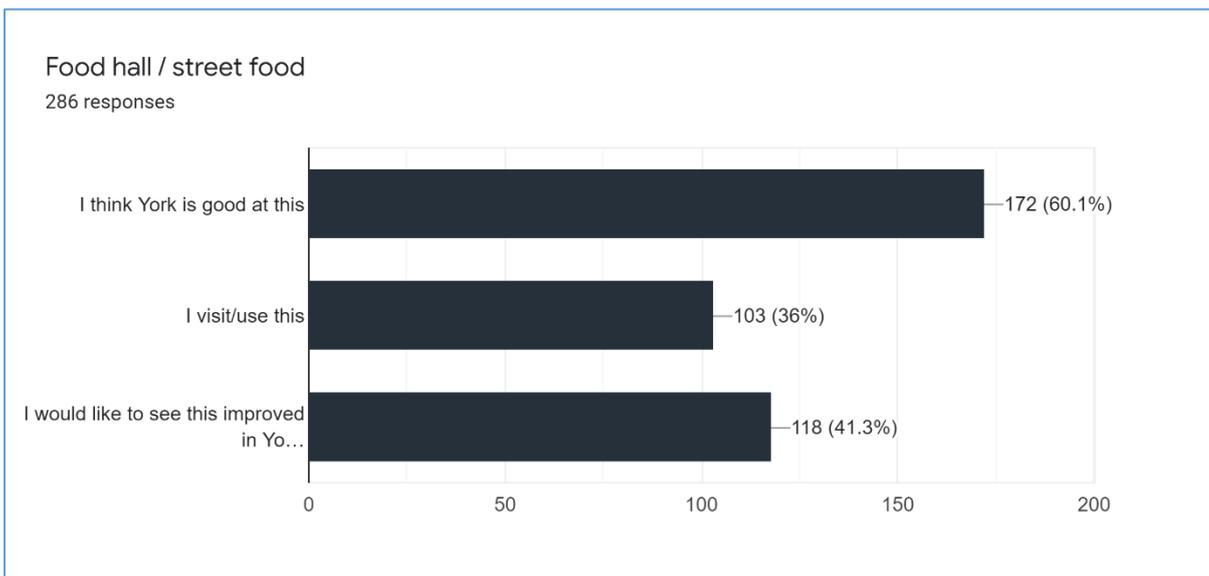
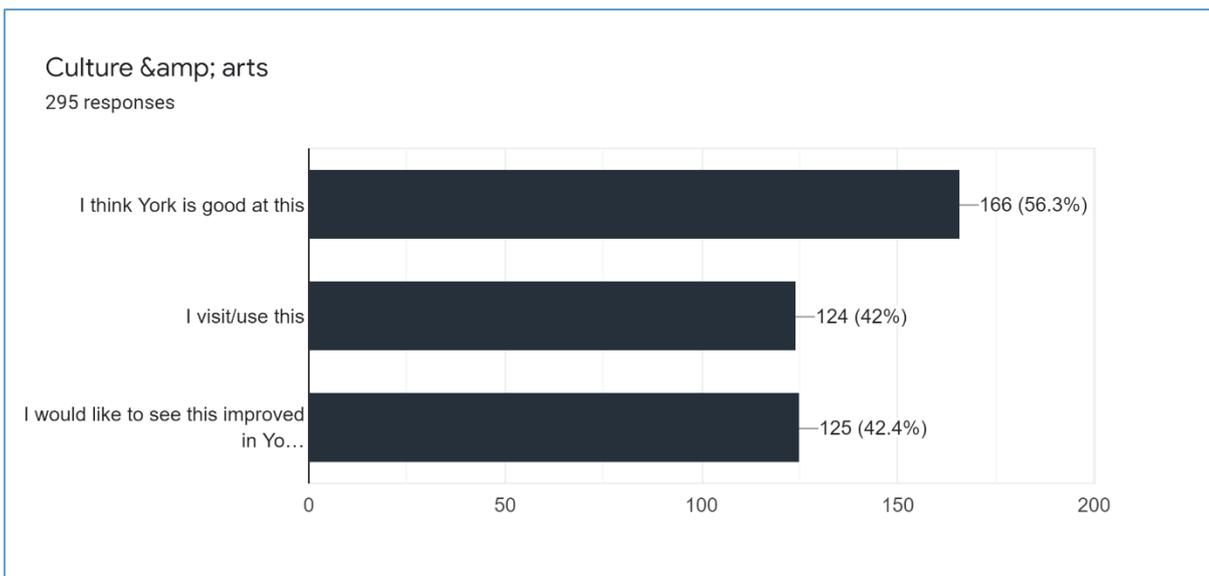


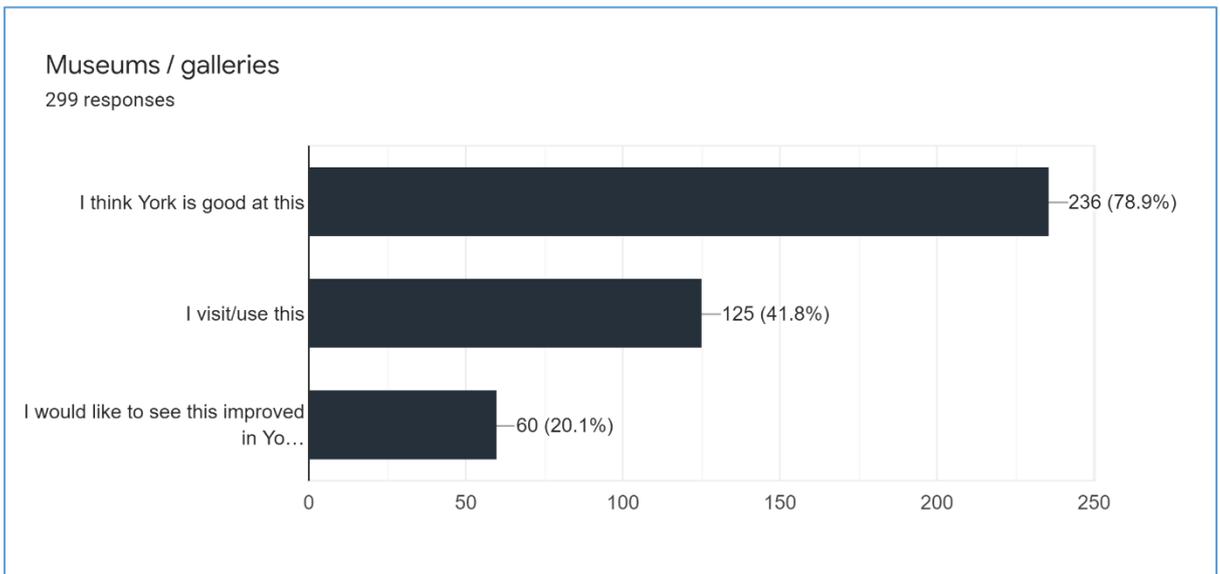
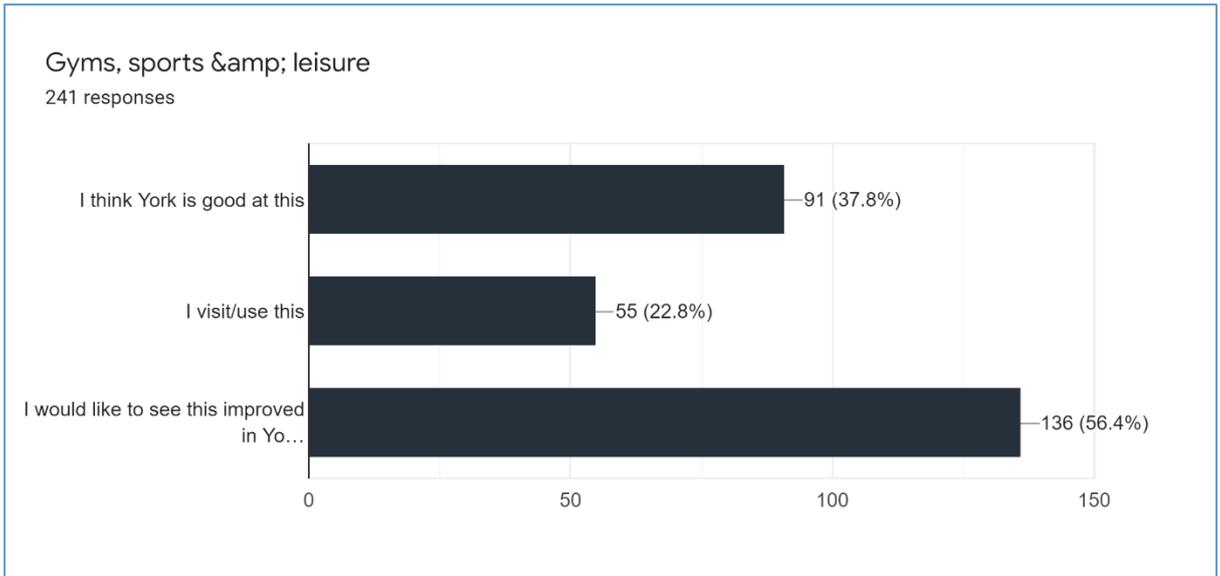


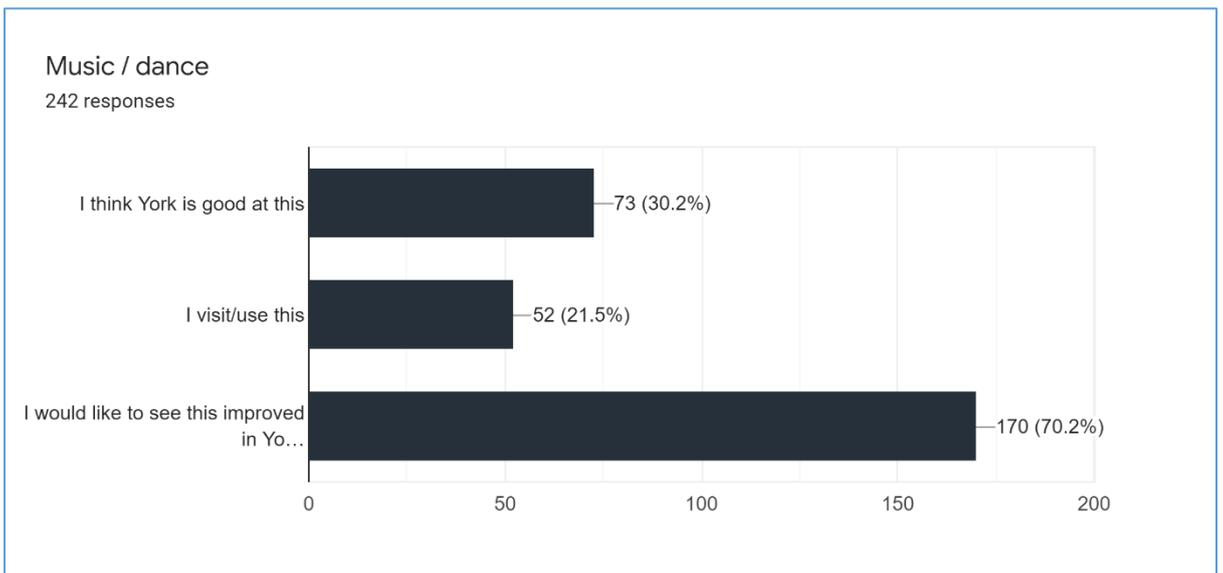
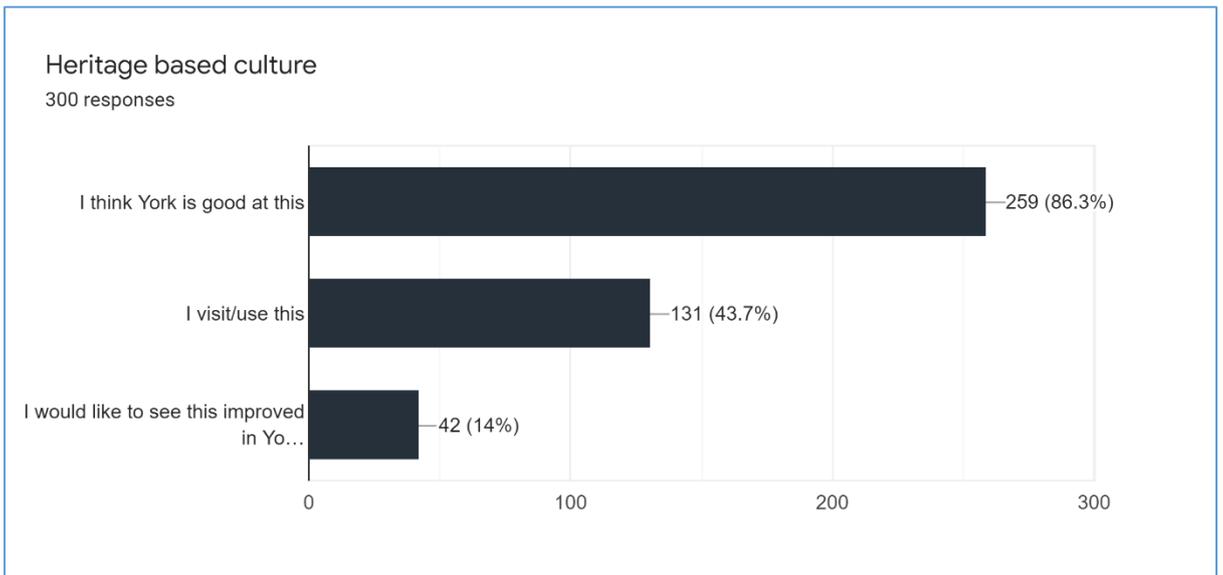
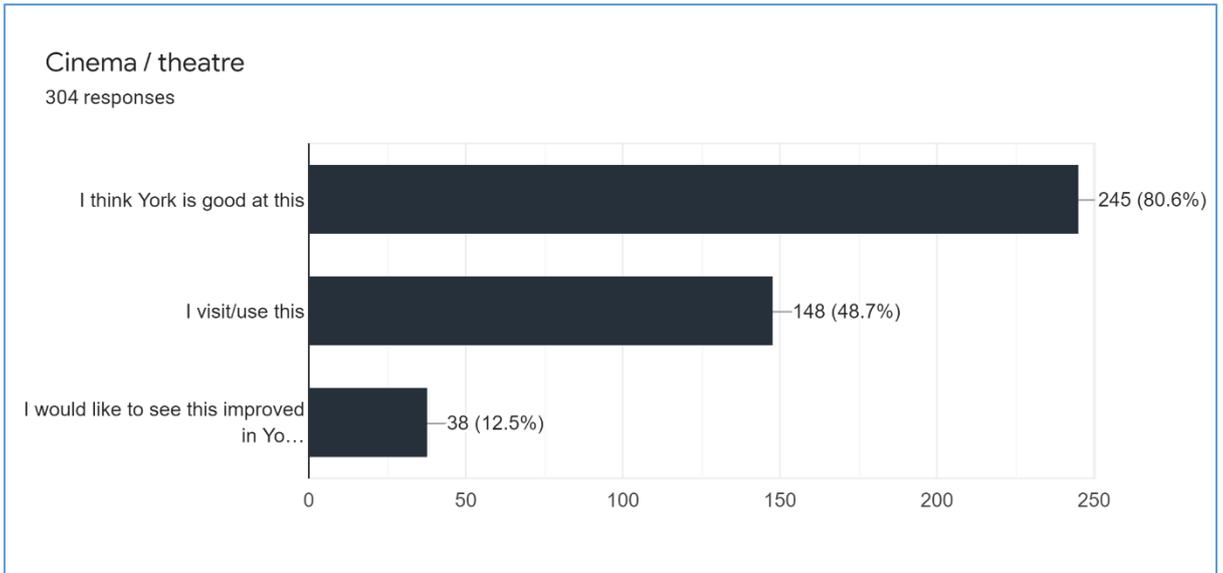
**Section Three – Leisure, Culture and Play**

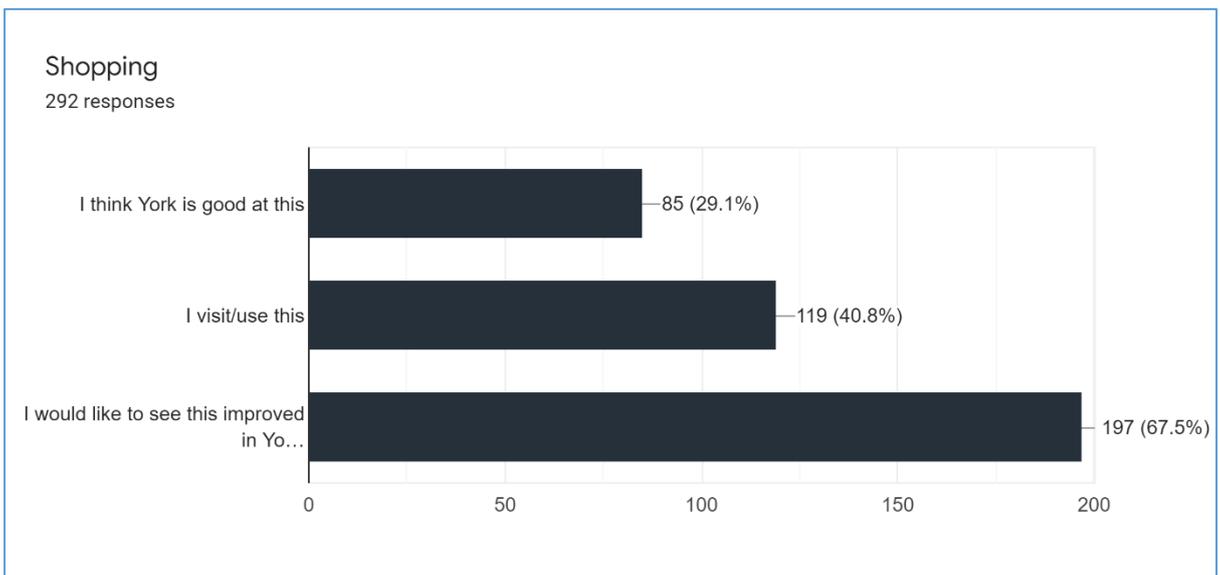
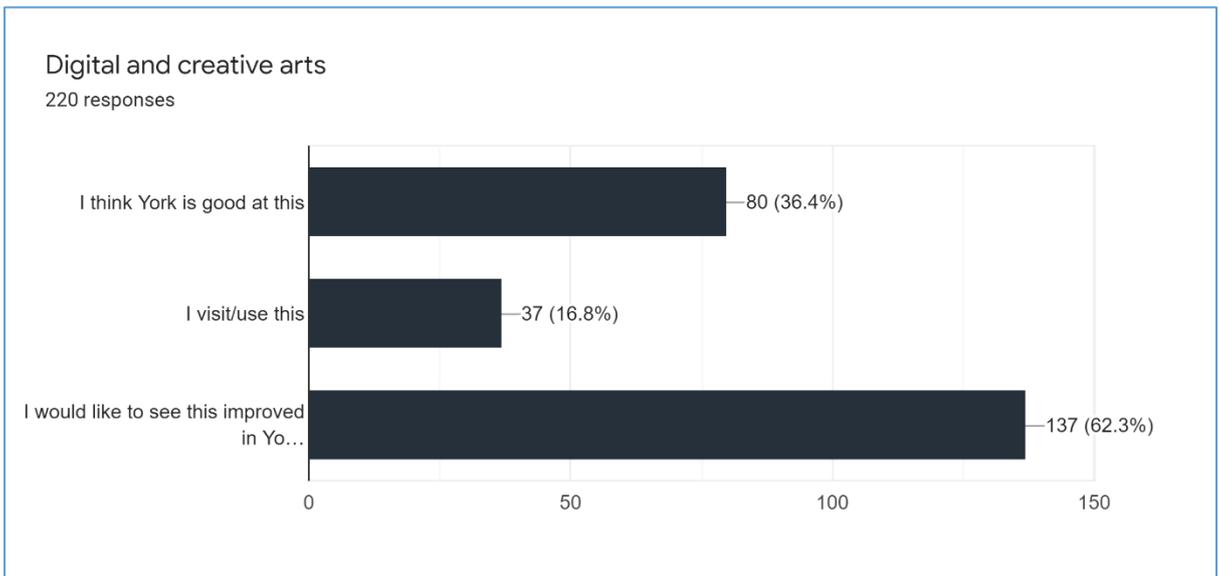
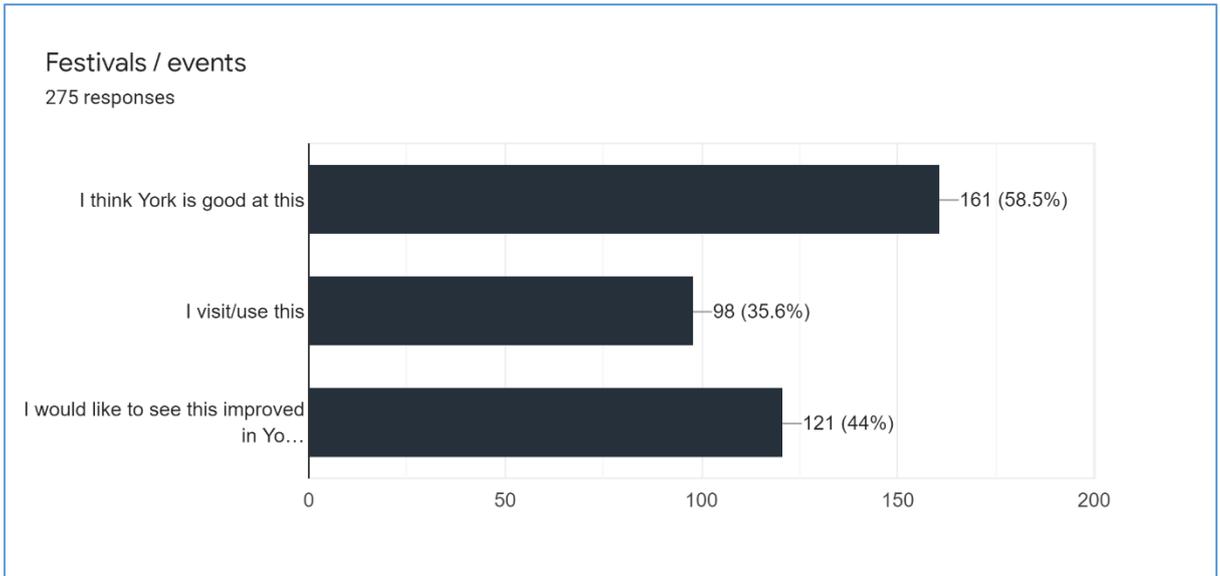


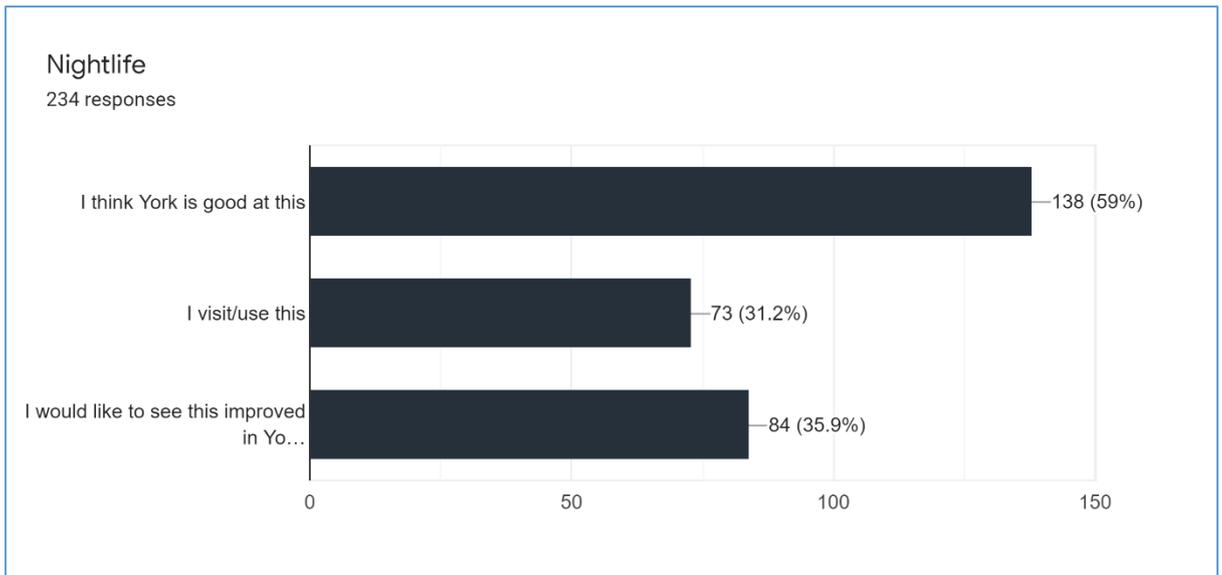




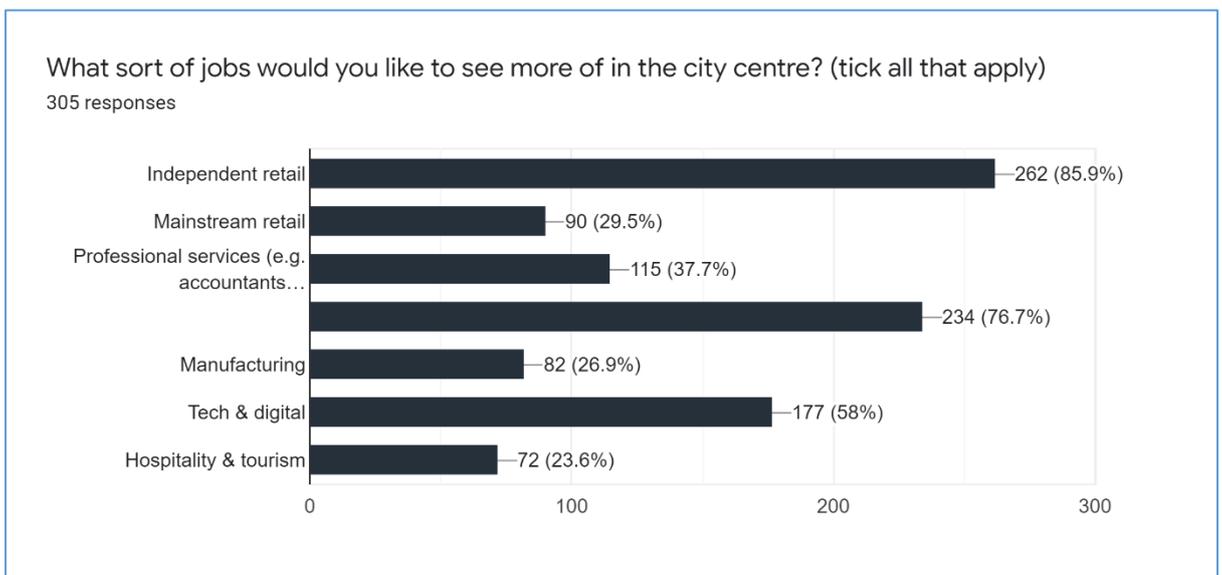






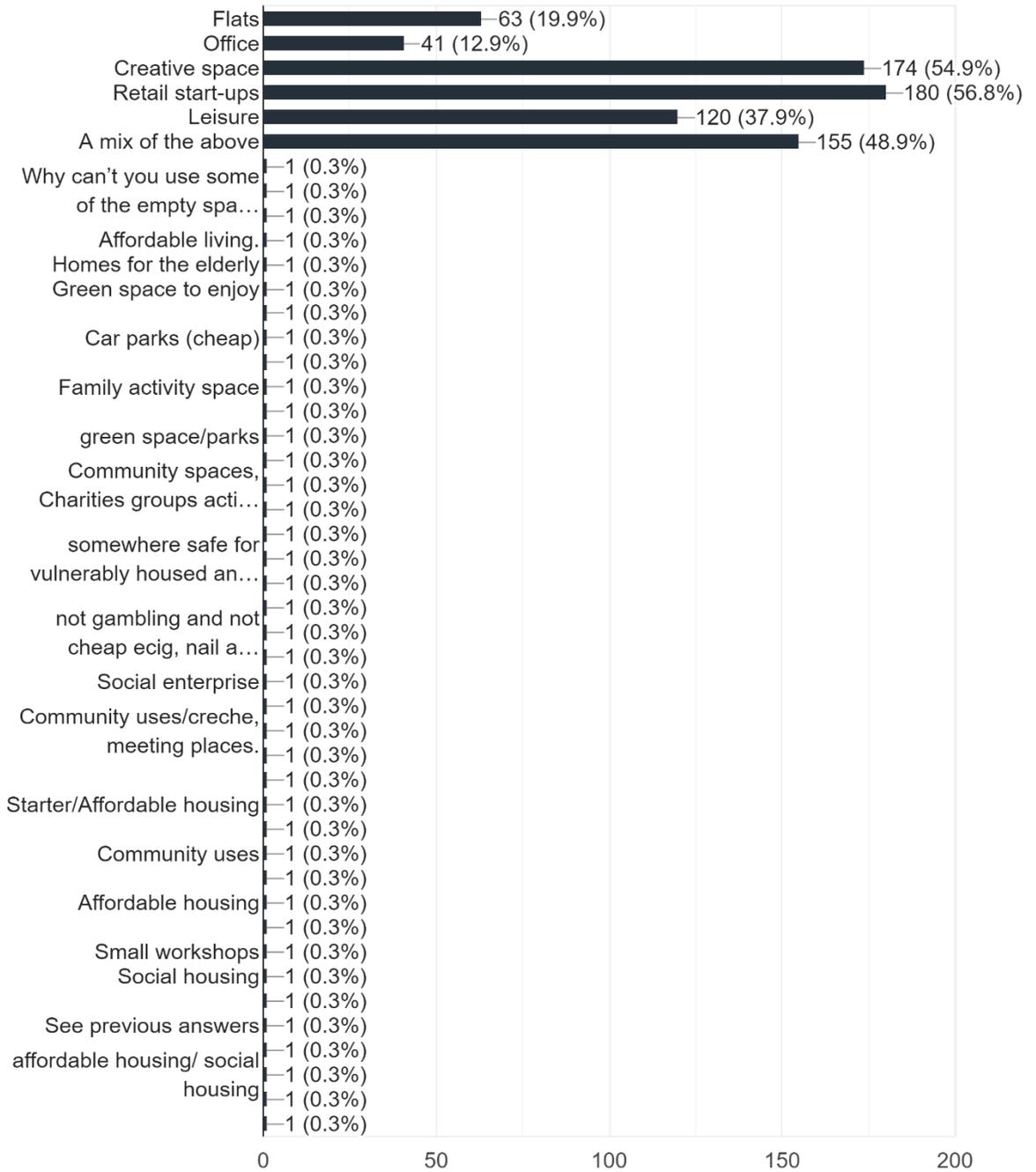


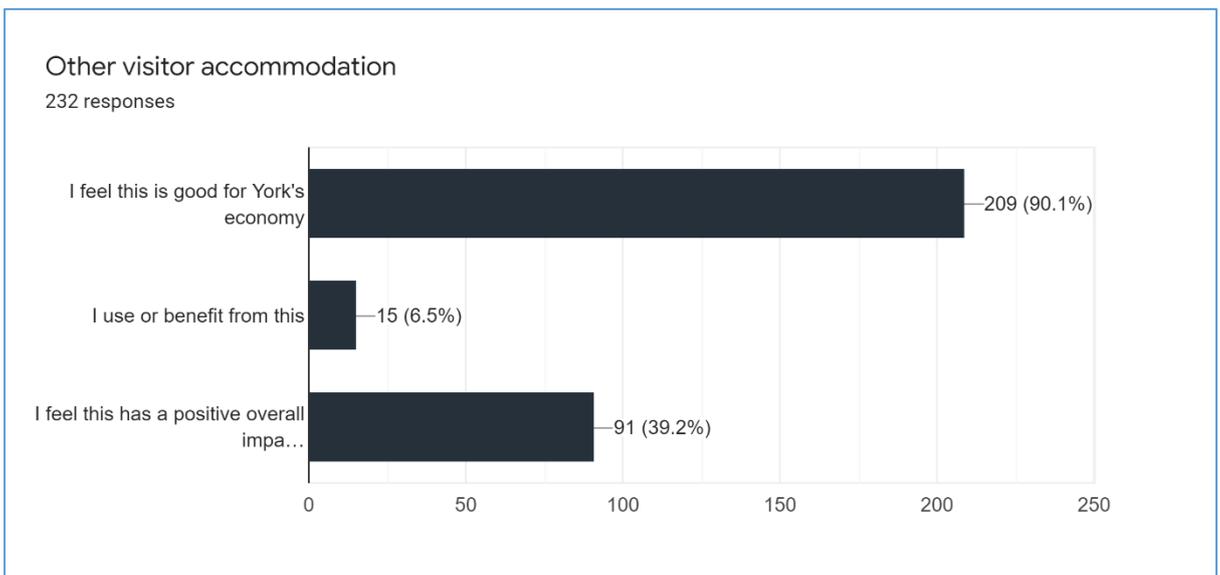
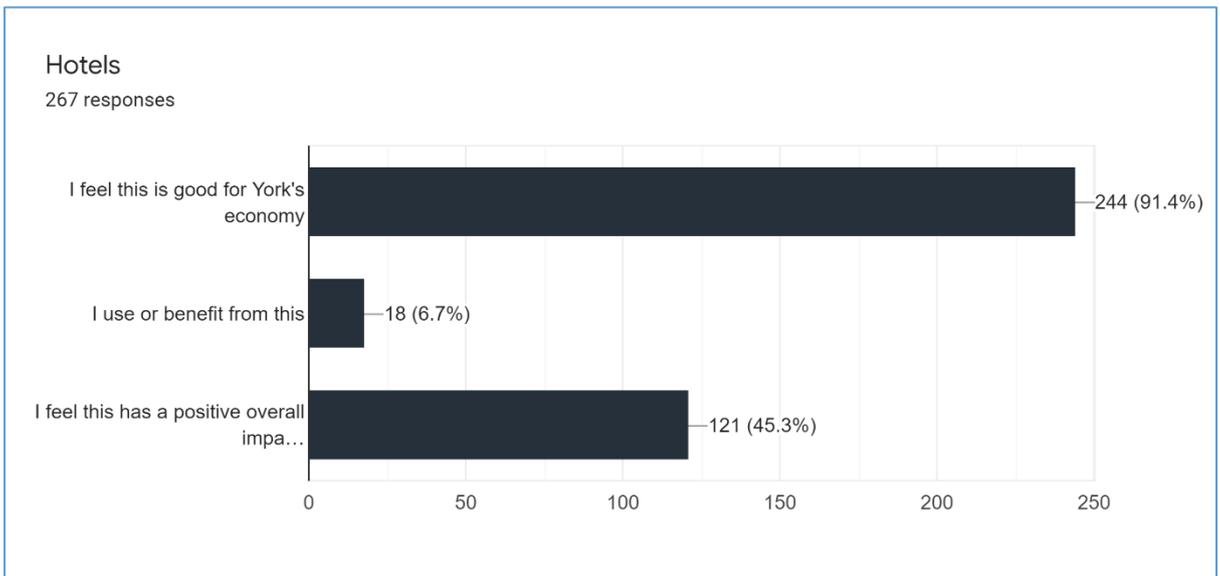
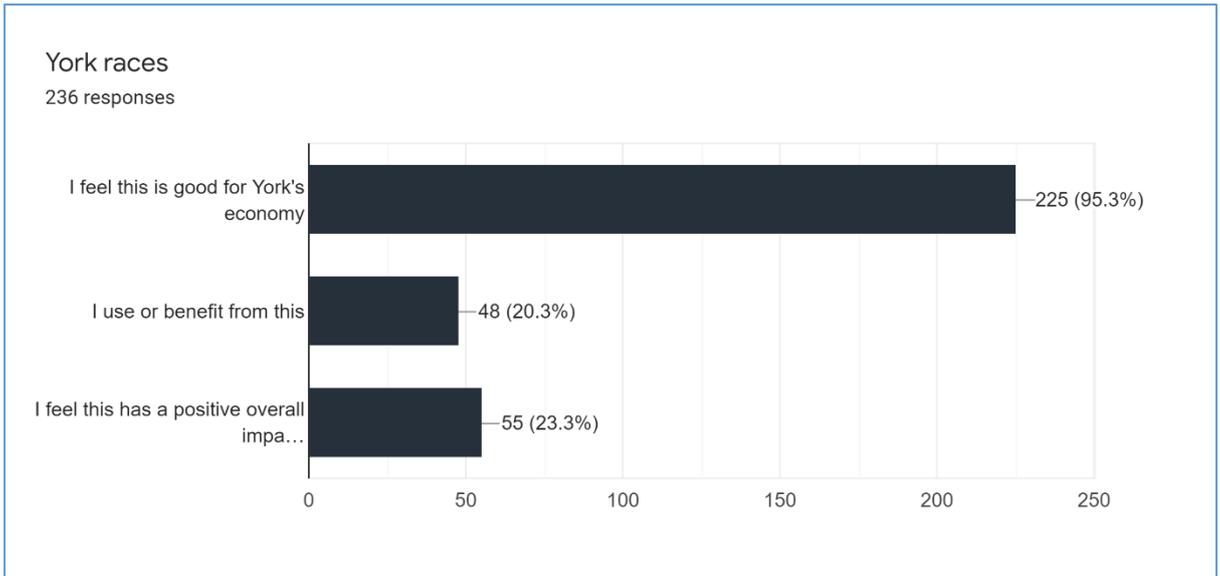
**Section Four – Economy**

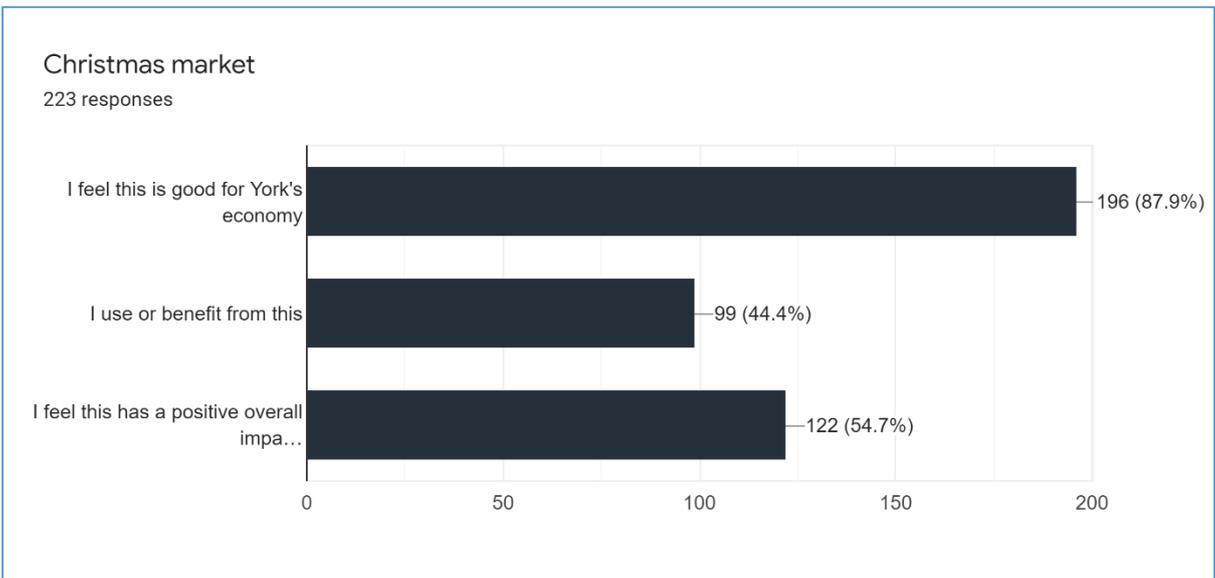
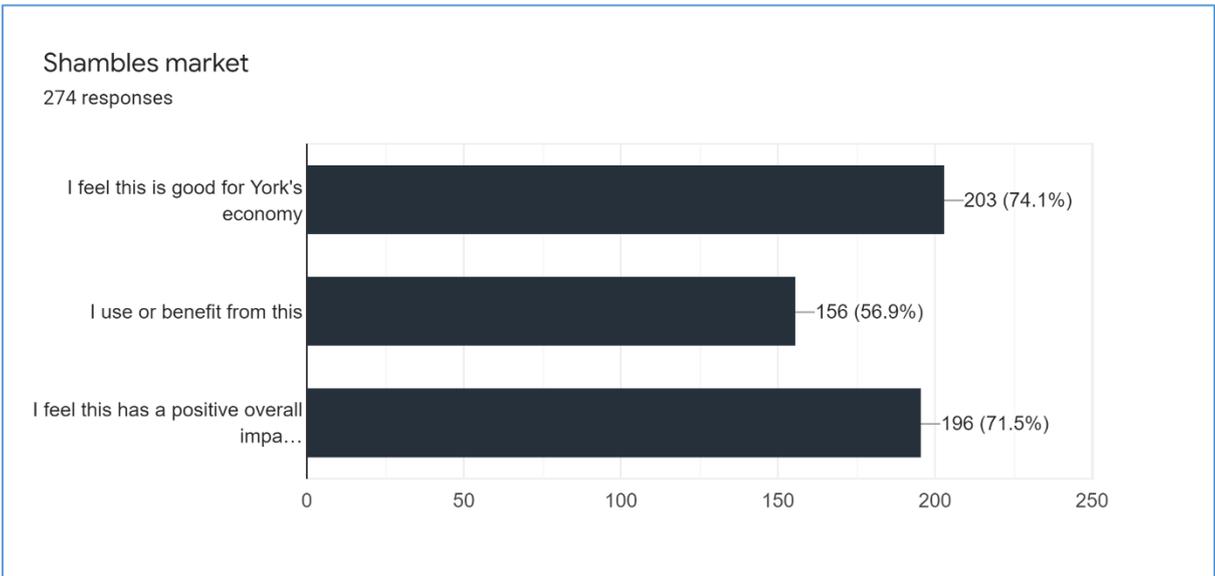
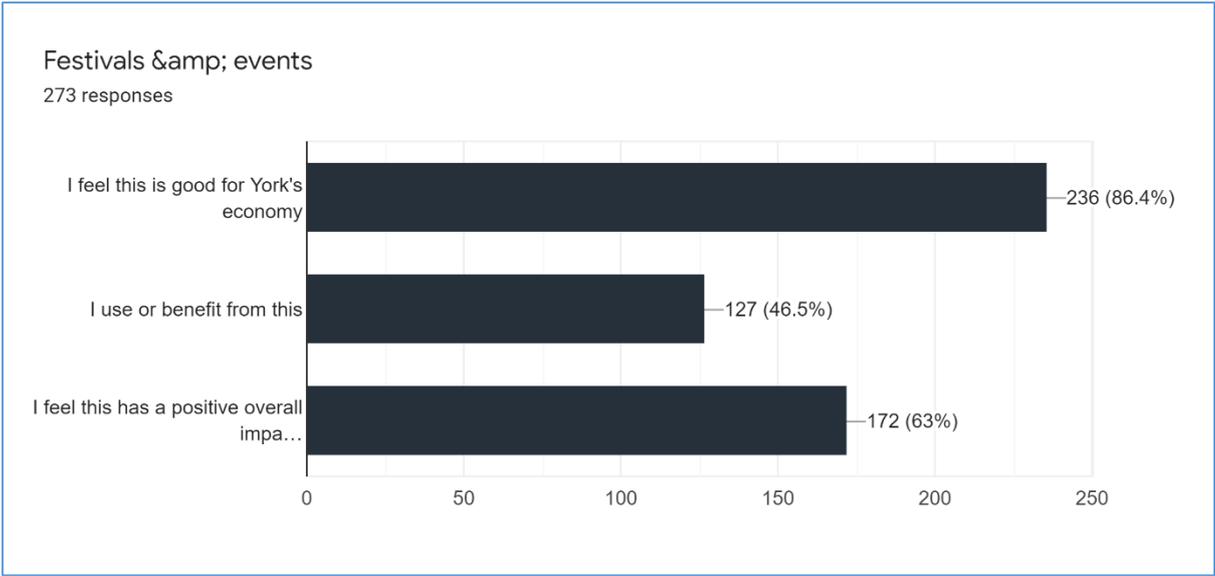


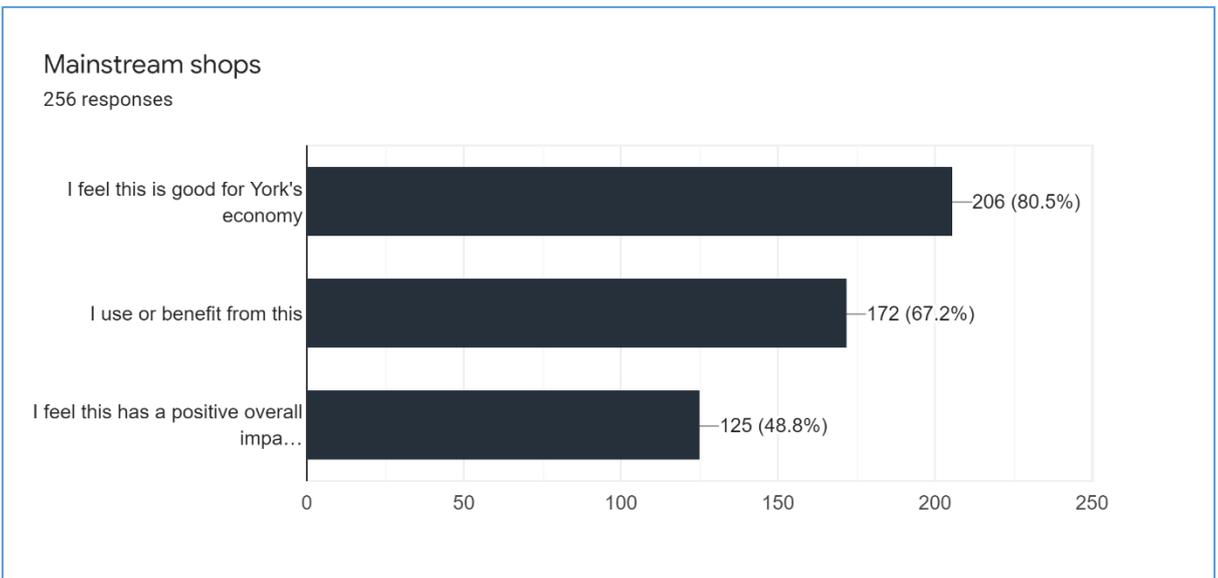
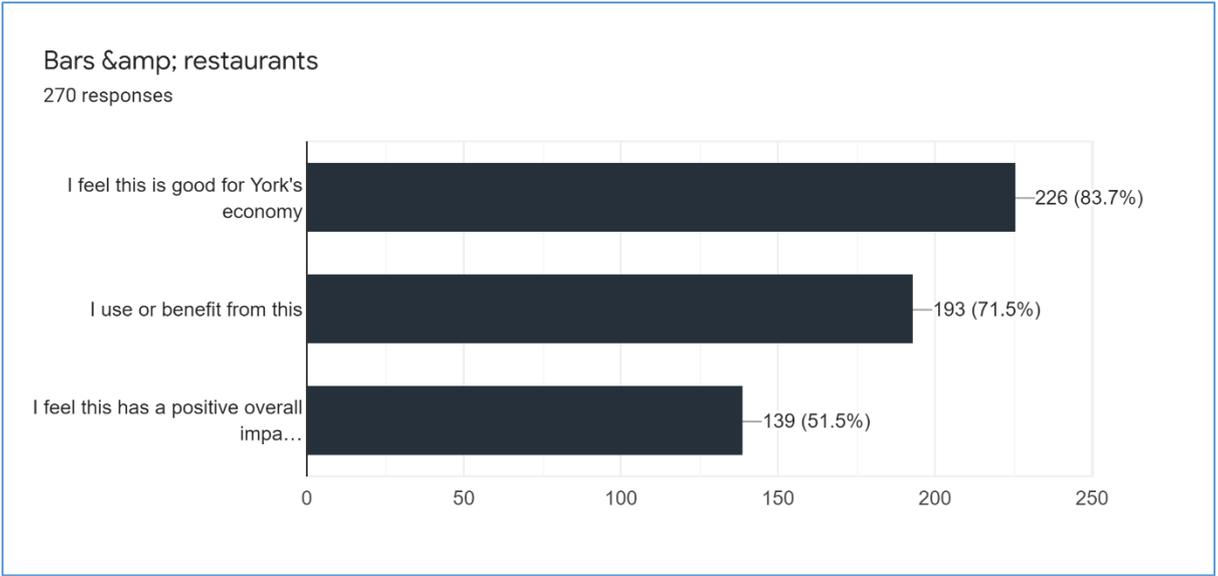
Which type of use would you like to see empty space converted into? (tick all that apply)

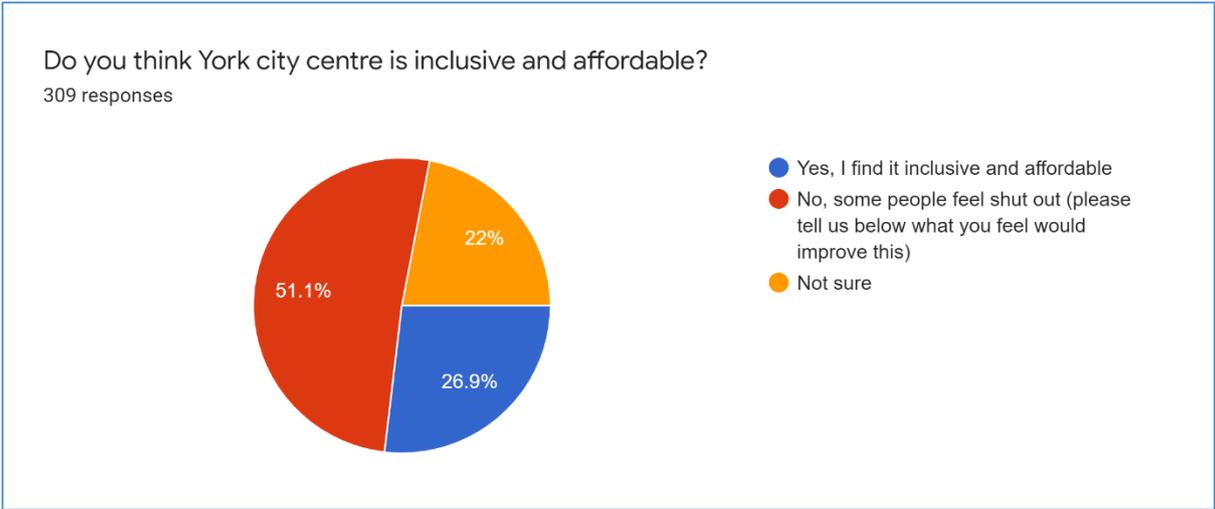
317 responses



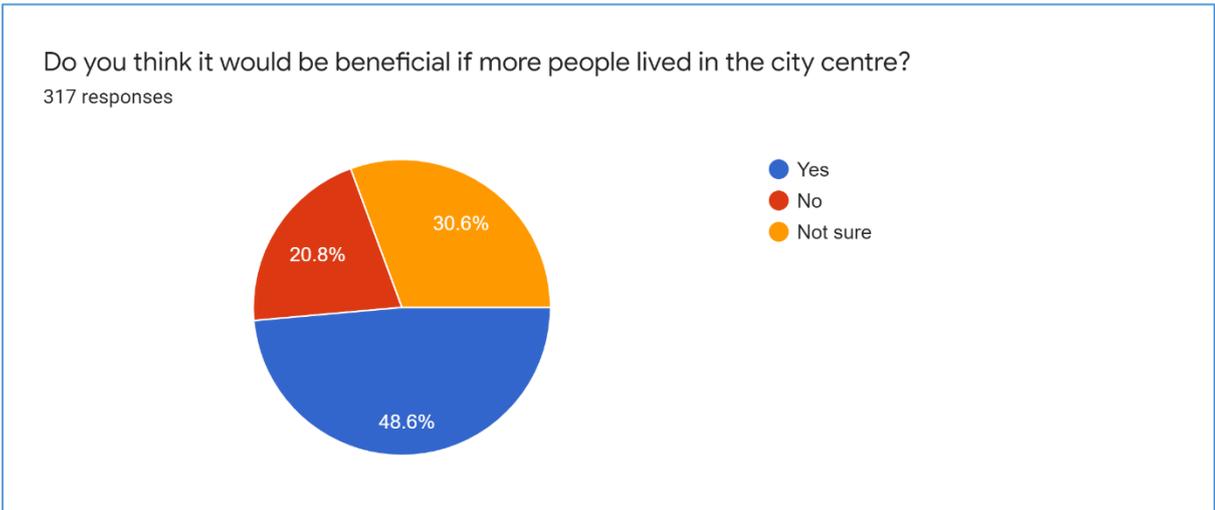


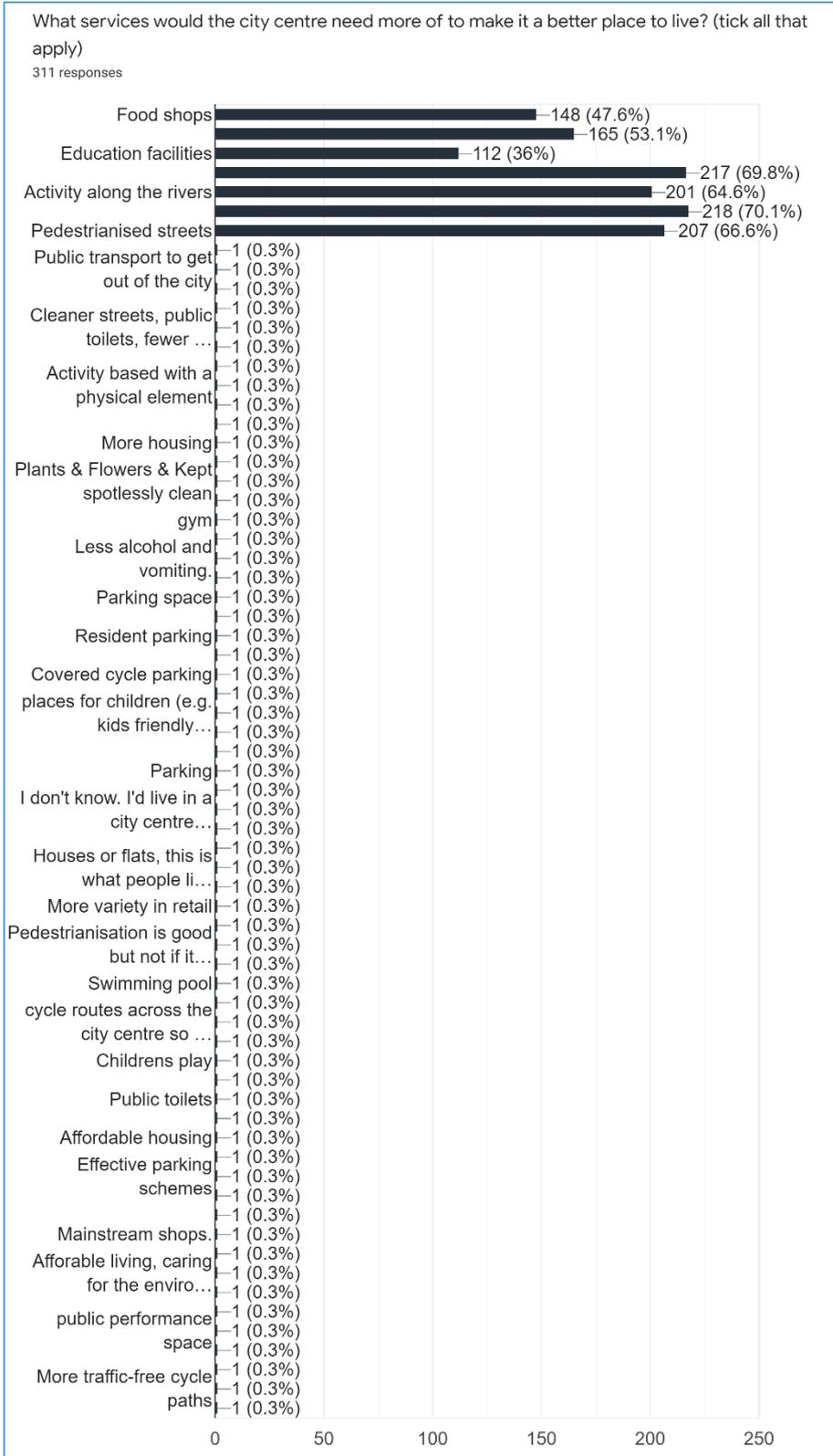






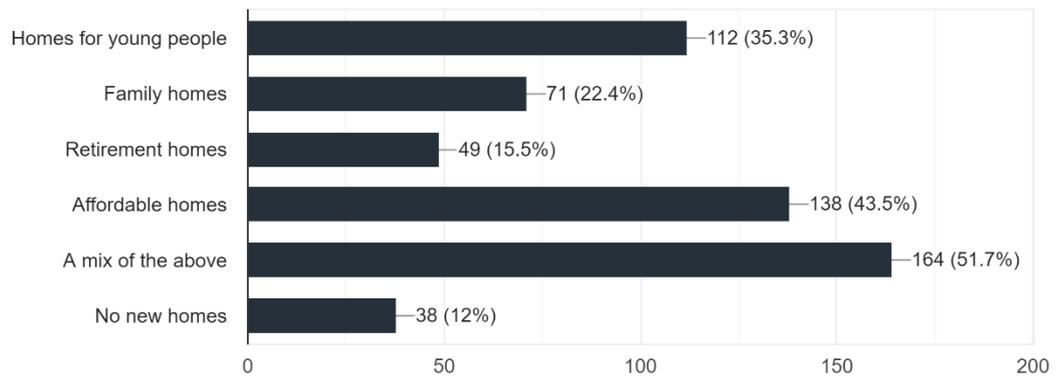
Section Five – Living and Community

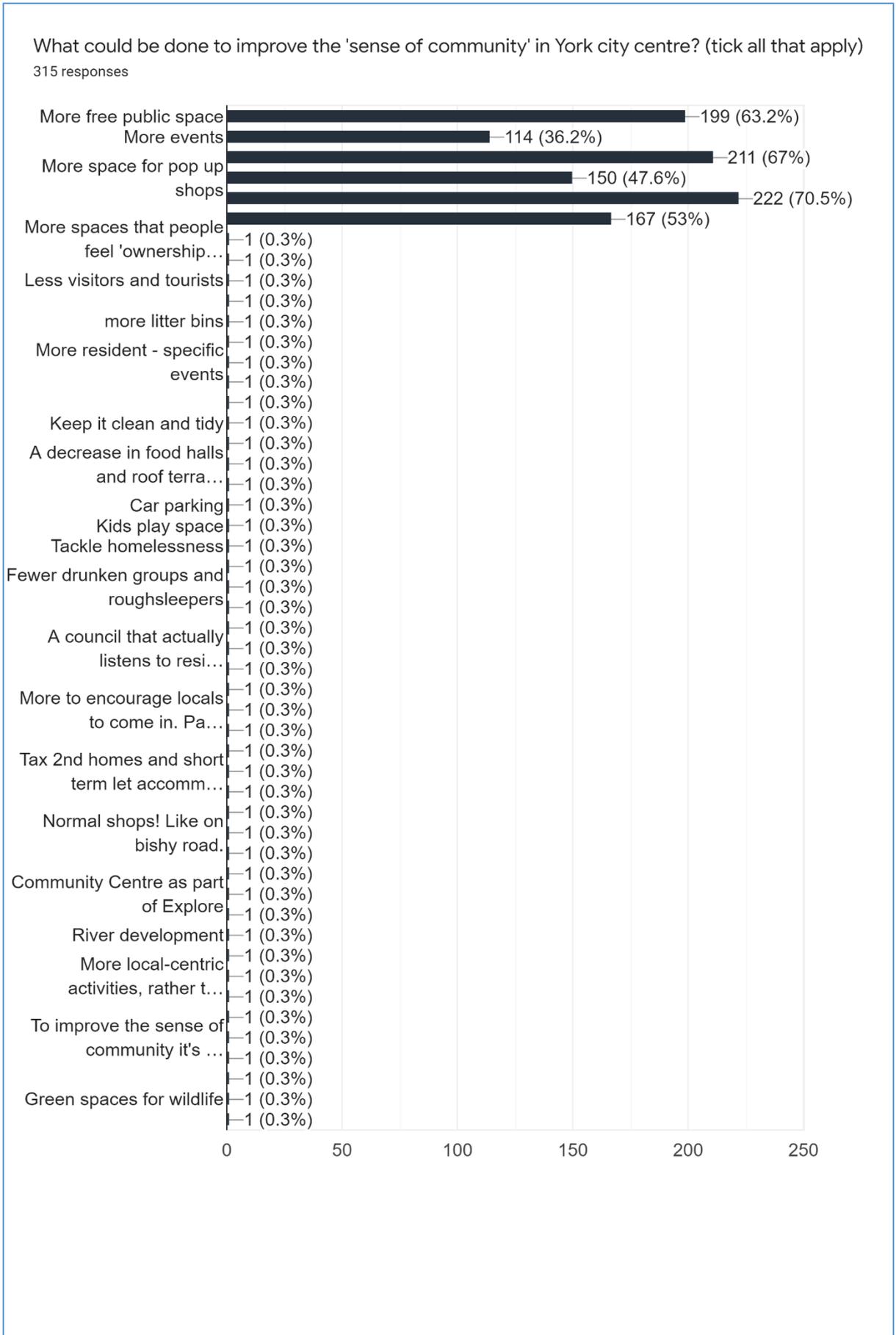




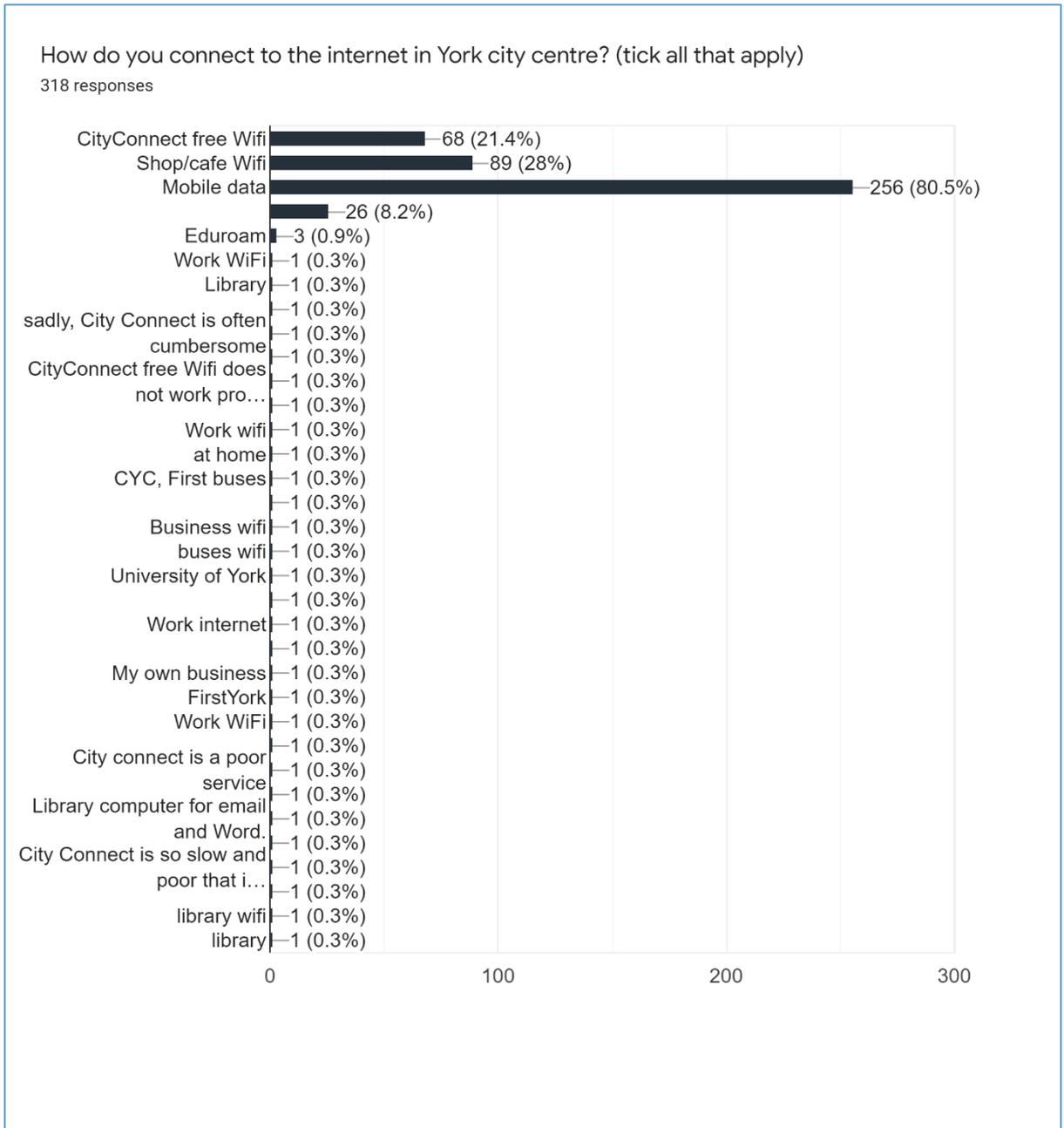
What kind of new homes should be provided in the city centre? (tick all that apply)

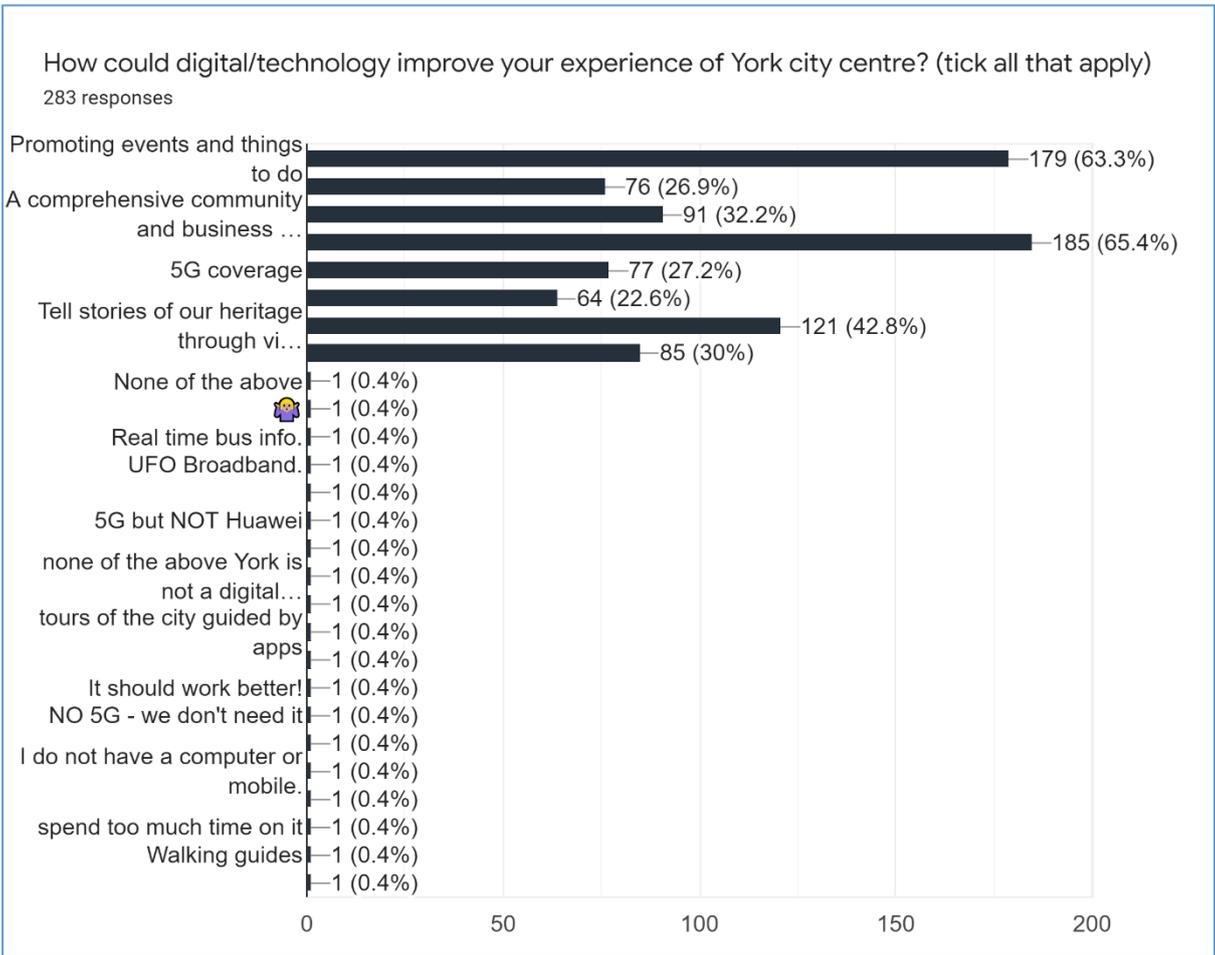
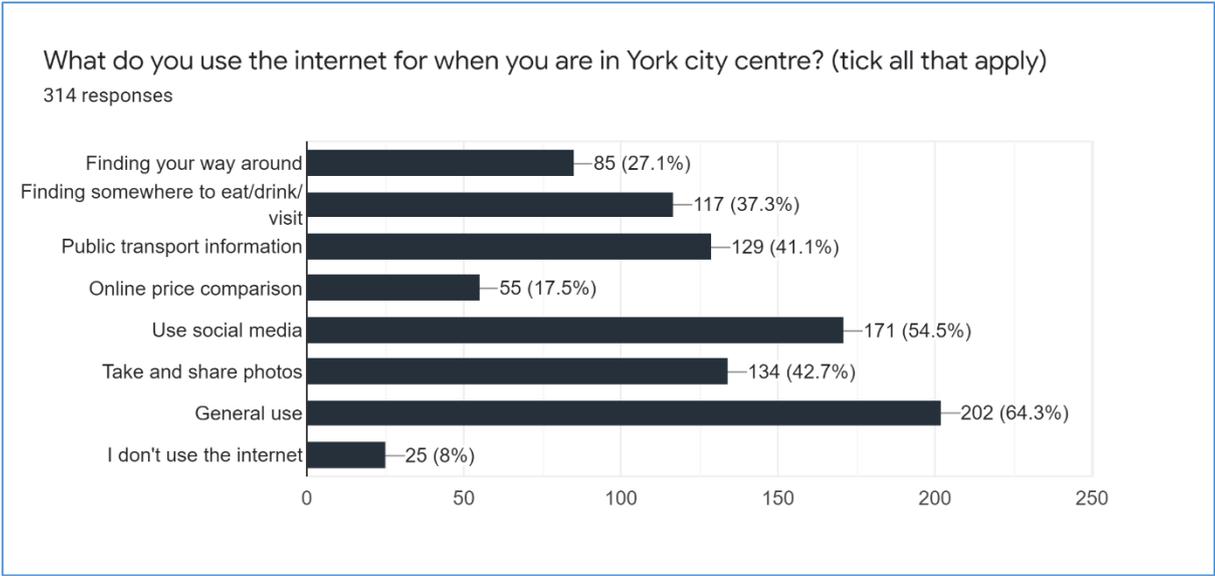
317 responses





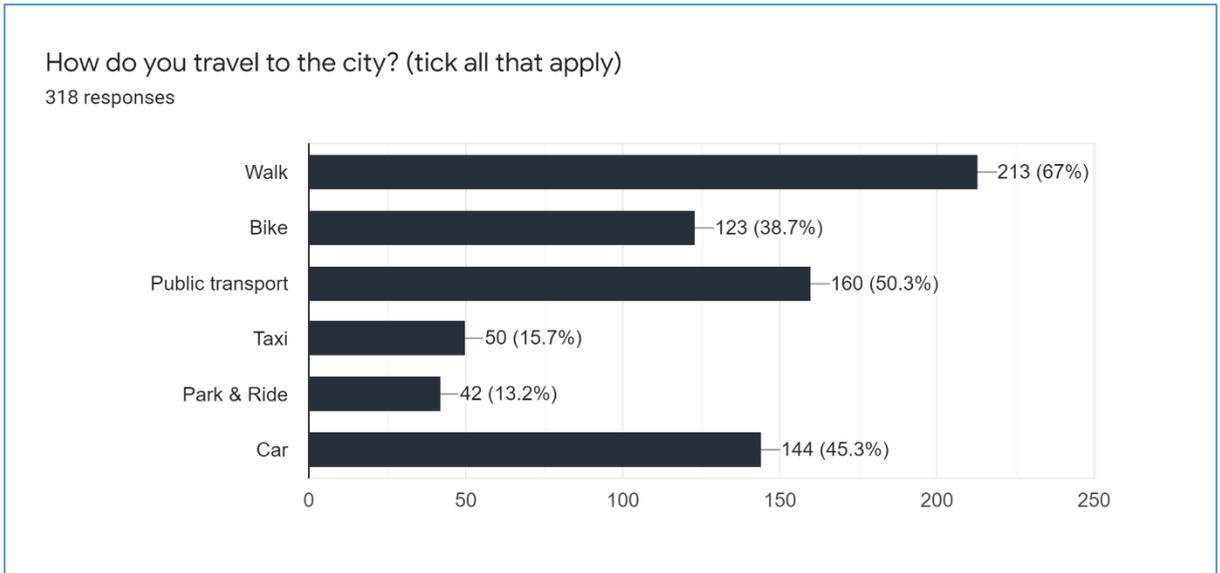
Section Six – Technology



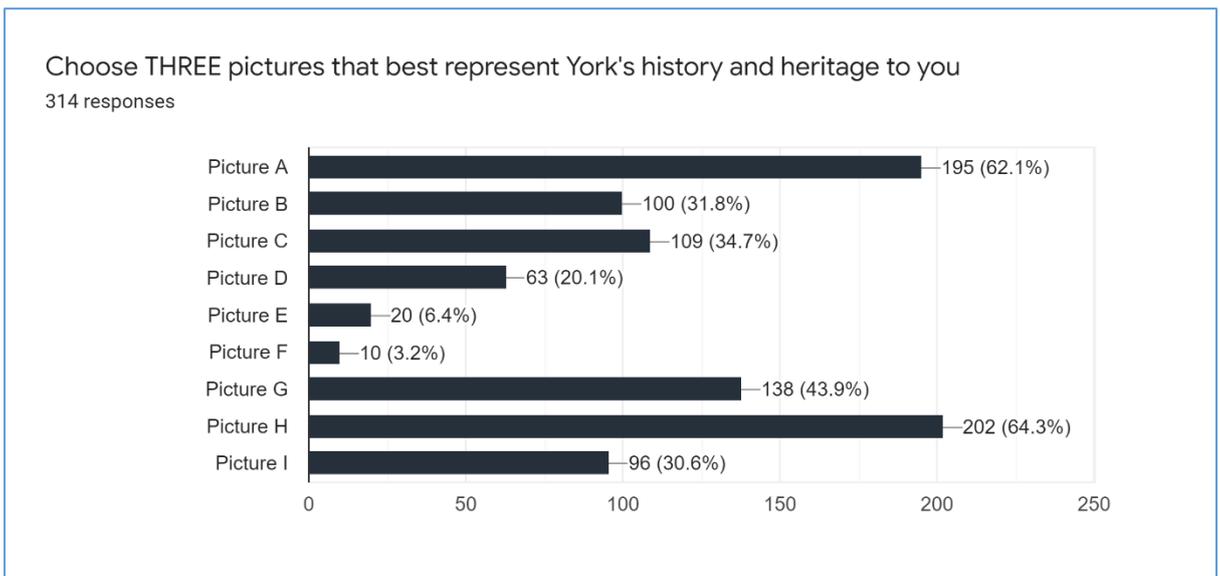


**Section Seven – Environment and movement**



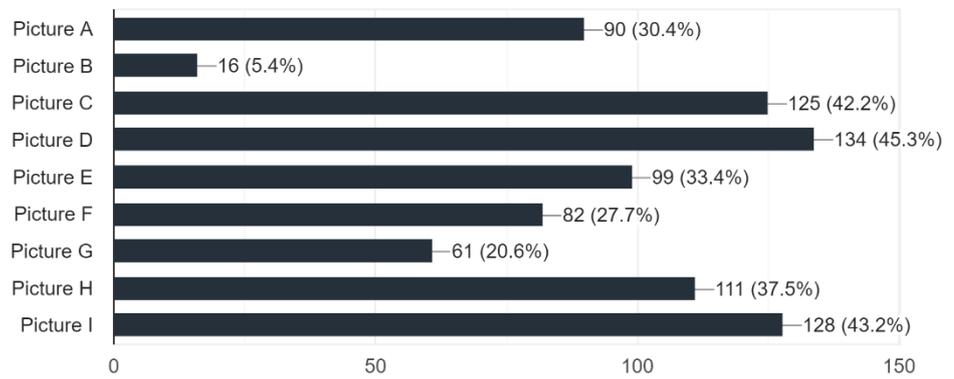


Section Eight – Heritage



Choose THREE pictures that best represent modern York to you

296 responses



## ANNEX D City Centre Access (Counter Terrorism) Insight 2018

- Many participants felt some very convenient parking spots have now been removed - Lots of disabled people in particular - those who can't walk far - will give up coming to the city centre and will go elsewhere or to out of town shopping centres.
- Participants feel better using cars as they can store their belongings there – some can't carry lots of bags so need to keep returning to car to store, and many keep their meds in the car.
- Shopping centres such as Vangarde favoured because of easier accessibility.
- Need for spaces North, East, South and West of city centre.
- Feel Blue Badge holders' provision disappearing – exhibition square/outside art gallery and explore library cited as key examples.
- Scattering spaces is more useful than "grouping" in one area, although this may result in users driving round in circles looking for a space.
- The number of Blue Badge holders may drastically increase with new laws (expanding the qualifying criteria) criteria may mean further provision is required.
- Taxi Rank mixed use (day - disabled parking / night - taxi rank) was supported. One participant asked why St Saviourgate taxi rank could not be converted to Disabled Bays during the day.
- Priority or 'special access' for York residents.
- Taxi rank on Duncombe Place is not usually full and part of it could be used for other purposes.
- Duncombe Place would be an ideal place for bays with 'noses to the kerb', there's lots of space, and would only slightly spoil views of the Minster.
- Need bays on both sides of the street, or space for driver to get out so they are not getting out onto busy carriageway.
- Important to have routes with good pavements and no cobbles - Inclines are very difficult - general complaint about poor surfaces.
- Pavements are not flat and have high kerbs. Pavement dips and guttering gets blocked with leaves etc - difficult to walk.
- More benches and toilets would be appreciated.
- Longer journeys into town will mean more time is needed to park...increase length of stay to over 3 hours.
- Many people are unable to get in to the city centre before 10:30am due to care arrangements (and if they were to be in early would be met with the delivery vehicles and the access issues that they cause).
- What's to stop terrorists accessing the city before 10:30am?
- Banks close at 5pm so they cannot access after foot street hours end.
- Many participants agreed they do not feel safe in multi-storeys – lifts often don't work and people fear being trapped – this is a big factor in lack of use of Shopmobility.
- Park & Ride
  - Closure times cited as an issue.
  - Can't have height restrictions in car parks.
- Barriers to bus use:
  - Need to drop off nearer town.
  - Have to be able to strap all types of wheelchair in.
  - Have room for more than one wheelchair at a time.
  - Enforce law regarding moving prams etc to create space for wheelchairs, Inconsistent application from drivers. An education campaign with drivers and passengers would be ideal.
  - Access from Bus stops can be difficult (Stonebow).
- Improved publicity is needed around things such as Shopmobility and bus passes that allow travel at all times (in contrast to the over 65s' pass).
- Would like York to review other cities – Birmingham, Chester and Manchester referenced.
- Suggestion of painting counter terrorism blocks with colourful designs. Blocks outside Minster were greatly appreciated as they fit with the theme and can be used to sit on.
- Like the buskers as an important part of street life, but the crowds generated can impede them.

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## **My City Centre – an open community brief**

The [My City Centre York](#) project aims to create a vision to sustain a thriving city centre that appeals to residents, businesses and visitors alike.

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### **Creating an open community brief**

We've undertaken a [full schedule of engagement](#) with a wide range of residents, local businesses and advocacy groups using a comprehensive survey, social media engagement and targeted workshops, which began before the COVID-19 pandemic, in March 2020, and restarted in May 2021, in line with government guidance.

The varied perspectives and results gathered will help us meet the social, economic and environmental needs of York and its communities.

***My City Centre follows the successful approach to engagement developed through the [My Castle Gateway](#); the 'My' approach places the public and other important voices at the heart of the process to answer some of the biggest challenges faces the city.***

My City Centre York is an **open conversation** with a range of voices, including:

- businesses
- residents
- visitors

We'll use the conversation to shape a preferred 'strategic vision', which will be taken to the council's Executive for approval.

This will follow 3 key principles:

- 1. Build a brief (that's what you are reading now)**
  - Use a variety of engagement tools to gain an understanding of a diverse range of people's needs and ideas
  - Make these ideas and differing perspectives visible
- 2. Explore Challenges**
  - Cultivate an open public debate about complex issues
  - Share and explain challenges, decisions and compromises throughout
- 3. Make change together**
  - Build ongoing networks to retain involvement, as well as long term community influence in decision-making, design and delivery

The My City Centre York vision takes into account the impacts of COVID-19, which has increased the pace of change in some areas of our city, like the huge increase in online spending. The coronavirus pandemic also presented new challenges, including ongoing home or hybrid working, and the impact that has on daily footfall, as well as presenting exciting new opportunities.

This **community brief** summarises the varied views of York's residents, communities of interest and local businesses.

### **Engagement shaping the vision**

We've brought together overarching 'themes' raised from previous engagement and consultations in the [My City Centre York](#) project; (see the [results of the original My City Centre York consultation](#)) and used these to continue the My City Centre York conversation, whilst also considering the new challenges and opportunities COVID-19 has presented to the city centre.

The [themes covered by engagement](#) cover all areas life, leisure, and work in York, including:

- buildings and spaces
- events and markets
- our high streets
- our riversides
- our relationship with tourism
- how we access the city centre
- evening economy
- our efforts to remain family friendly

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## **Understanding perspectives of diverse individuals and communities**

We've engaged with a range of York residents, businesses and groups on the My City Centre York 'themes' to help shape our vision and better understand the perspectives of the diverse individuals and communities that make York.

Find out more about:

- [engagement with groups and organisations](#)
- [engagement with stakeholders](#)
- [engagement with residents](#)
- [digital engagement](#)

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## **Engagement with groups and organisations**

As part of engagement work, we met with a wide range of groups and organisations, including:

- [York BID](#) board
- Ward committees, including Guildhall
- York Hackney Carriage and Private Hire Association
- York Trader's Association Roundtable

- Business Leaders Network
- [Indie York](#)
- The Property/Retail forum
- York Carers Action Group
- [York Retail Forum](#)
- [North Yorkshire Police](#)
- [Canal & River Trust](#)
- [York St. John University](#)
- [University of York](#)
- [York and North Yorkshire Chamber of Commerce](#)

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## Engagement with stakeholders

In order to help shape the engagement approach and vision, a My City Centre stakeholder group was formed. The group features members from a variety of partner organisations, such as:

- [York BID](#)
- [York CVS](#)
- [York Civic Trust](#)
- [York Minster](#)
- [York Property Forum](#)
- [York Museums Trust](#)
- [York Hospitality Association](#)
- [York Food and Drink Festival](#)
- [Make It York](#)

Members of the stakeholder group provide different perspectives on the city centre and have been able to provide valuable feedback on the My City Centre engagement work that has already been undertaken.

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## Engagement with residents

We also wanted to involve residents of different ages (including young people) and from different parts of the city in the conversations around the city centre.

Students from the University of York took part in the Transform Challenge, where 30 students engaging in debates around the challenges and opportunities facing York's city centre.

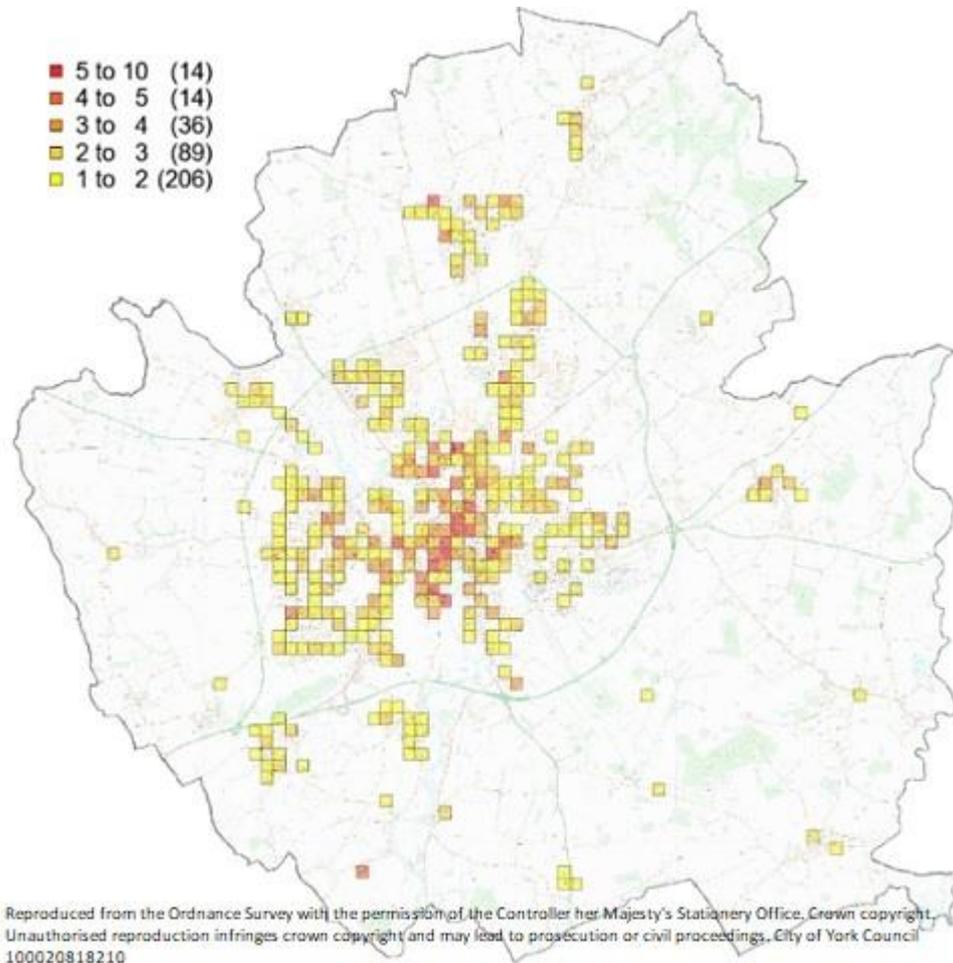
Targeted social media took place to further the My City Centre conversation. We asked thought-provoking and engaging questions to York residents on social media.

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## Top social media responses

- We asked: "What's the one thing residents loved about York city centre?" This post reached 4,496 people and 420 people engaged with the post
- We asked: "What would residents like to change about York city centre?" This post reach 9,909 people and 1,799 people engaged with the post

1,346 people responded to the My City Centre resident survey (published alongside a specific 'business survey'), which was advertised online and in the council publication Our City, which is delivered to every household in York.



## Map showing location of survey respondents

Three quarters of the total respondents were York residents, with a quarter living in the city centre itself.

- 206 locations had 1 to 2 respondents (palest points on the map)
- 89 locations had 2 to 3 respondents
- 36 locations had 3 to 4 respondents
- 14 locations had 4 to 5 respondents
- 14 locations had 5 to 10 respondents (darkest points on the map)

A total of 1050 respondents indicated their age range:

- 3% were aged 16 to 24 years
- 19% were aged 25 to 39 years
- 26% were aged 40 to 55 years
- 8% were aged 56 to 59 years
- 12% were aged 60 to 64 years
- 29% were aged 65+ years

While older people are over-represented, the second phase of engagement will better target young people, taking advantage of the lighter restrictions to use more direct engagement like face to face meetings.

A total of 764 respondents indicated their ethnic group:

- 90% answered White - English/Welsh/Scottish/Northern Irish/British
- 4% answered White - other background
- 1% answered white - Irish
- 1% answered Mixed - White and Asian
- 1% answered Any other Mixed/multiple ethnic background
- 3% answered prefer not to say

A total of 1027 respondents indicated their gender:

- 42% answered male
- 56% answered female
- 1% answered Non-binary/Gender variant
- 1% answered prefer not to say

A total of 759 respondents indicated their religion or belief:

- 55% answered no religion
- 34% answered Christian
- 1% answered Buddhist
- 4% answered other
- 6% answered prefer not to say

A total of 761 respondents indicated their employment status:

- 46% answered full time
- 17% answered part time
- 4% answered unemployed
- 33% answered other (including retired, self-employed, student and unable to work due to health/disability)

A total of 757 respondents indicated their carer status:

- 89% answered not a carer
- 10% answered carers
- 1% answered prefer not to say

A total of 1088 respondents indicated their disability status:

- 80% answered not disabled

- 16% answered disabled
- 5% answered prefer not to say

A total of 116 respondents answered yes to being disabled, and indicated their disability:

- 58% answered physical impairment
- 47% answered long-standing illness or health condition (not asked in paper survey)
- 25% answered mental health condition
- 18% answered sensory impairment
- 4% answered learning disability

A total of 340 respondents indicated their [Blue Badge](#) status:

- 79% did not have a blue badge
- 21% had a blue badge

## Digital engagement

To bolster the survey and meeting engagement, wide-ranging conversations were held across social media. Activity was designed to unpick key themes around the My City Centre conversation. See a [summary of digital engagement activity](#).

‘My City Centre Voices’, a series of voxpop videos, were also developed, which brought together a variety of perspectives on York’s city centre from city partners and advocates, such as Professor Kiran Trehan, Pro-Vice Chancellor for Partnerships and Engagement, who explained the role the Guildhall will play in York’s city centre, and Emily Pickard from York Mumbler, who discussed opportunities to improve York’s family friendly appeal and facilities.

View the videos on our [YouTube channel](#).

A My City Centre debate and Q&A was also held on our Facebook channel. This brought together key stakeholders for a discussion on the opportunities and challenges facing York’s city centre and featured stakeholders from York BID, Indie York, York Property Forum, [Spark:York](#) and [York Mumbler](#), alongside the council.

On a weekly basis, our social media channels were also used to ask thought-provoking and open questions about the city centre, asking residents to tell us: what they loved about York city centre, what they would change and what they would like to do. A large number of residents commented on social media posts which helped to produce a significant amount of qualitative data to complement the My City Centre survey.

*Summary of digital engagement activity*

Focus of engagement	Content of engagement	Platforms used as part of the engagement
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My City Centre conversation starters	<ol style="list-style-type: none"> <li>1. <a href="#"><u>The one thing I love about York city centre is</u></a></li> <li>2. <a href="#"><u>What would you like to change about York city centre</u></a></li> <li>3. <a href="#"><u>What is the one thing you'd like to do in York city centre</u></a></li> </ol>	Facebook, Twitter, Instagram
My City Centre Voices (a collection of short videos offering different perspectives on My City Centre York to help stimulate conversations)	<ol style="list-style-type: none"> <li>1. <a href="#"><u>York Food Festival – Michael Hjort</u></a></li> <li>2. <a href="#"><u>York Mumbler – Emily Pickard</u></a></li> <li>3. <a href="#"><u>The University of York – Professor Kiran Trehan</u></a></li> <li>4. <a href="#"><u>BOXXE – Phil Doye</u></a></li> <li>5. <a href="#"><u>First York – Marc Bichtemann</u></a></li> </ol>	Facebook, Twitter, Instagram, LinkedIn
Promotion of the My City Centre York survey	<ol style="list-style-type: none"> <li>1. <a href="#"><u>My City Centre – residents survey</u></a></li> <li>2. <a href="#"><u>My City Centre – business survey</u></a></li> </ol>	Facebook, Twitter, Instagram, LinkedIn
My City Centre York Facebook Live Q&A and short videos	<ol style="list-style-type: none"> <li>1. <a href="#"><u>My City Centre – live Q&amp;A and debate</u></a></li> <li>2. <a href="#"><u>My City Centre debate clip – Access</u></a></li> <li>3. <a href="#"><u>My City Centre debate clip – York's changing high street</u></a></li> <li>4. <a href="#"><u>My City Centre debate clip – the importance of York's independent businesses</u></a></li> </ol>	Facebook, Twitter, Instagram, LinkedIn

Additional engagement	<ol style="list-style-type: none"> <li>1. <a href="#"><u>Interactive map – tell us your favourite, or least favourite part of the city centre</u></a></li> <li>2. <a href="#"><u>My City Centre Bingo – What activities have you done in York city centre over the past year</u></a></li> <li>3. My City Centre York interactive map – we asked people in York to tell us what parts of the city centre they liked or disliked by contributing to an online map.</li> </ol>	Facebook, Twitter, LinkedIn, City of York Council website
Press coverage and press releases	<ol style="list-style-type: none"> <li>1. <a href="#"><u>Join the conversation on My City Centre (project launch)</u></a></li> <li>2. <a href="#"><u>What would you change to improve York’s city centre – York Mix</u></a></li> <li>3. <a href="#"><u>What would you change about York – Council asks residents</u></a></li> </ol>	City of York Council website, York Press, York Mix

My City Centre York social media accounts were used, alongside our corporate social media accounts, and press coverage, as part of digital engagement activity.

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## My City Centre York ongoing engagement

While city centre engagement has been extensive to date, this is an ongoing conversation and we are still eager to hear more perspectives.

We're publishing this My City Centre York 'open brief' alongside some of the key talking points and ideas which have emerged from the first round of engagement.

By taking a closer look at 'key questions' in each of the [themes covered by engagement](#), we can test that we're heading in the right directions, and welcome new voices to the conversation.

## Themes covered by engagement

We discussed a variety of 'themes' as part of [My City Centre York](#) conversations relating to the 'open brief', including:

- [every space matters](#)
- [a varied high street](#)
- [markets](#)
- [events, experiences and investment in public spaces](#)
- [embracing our riversides](#)
- [heritage and our modern city](#)
- [family friendly city centre](#)
- [evening Economy](#)
- [making tourism work for York](#)
- [city living](#)
- [arriving in the city centre](#)
- [a city for all](#)
- [technology](#)
- [carbon and climate](#)

Each theme brings about 'key questions', which the [My City Centre York vision](#) will aim to address.

---

## Every space matters

Inevitably, the impact of COVID-19 has resulted in empty buildings and spaces throughout our city centre. The sharp rise in online shopping is predicted to continue beyond the pandemic, so it's important to take this economic trend into account when planning the reinvigoration of our city centre in the short and longer term.

On a more optimistic note, the success of Spark:York – the community space located in Piccadilly and home to small independent businesses, including street food, bars, retail, co-working spaces and entertainment – has created an appetite for similar independent and pop up locations around the city. While the development does have detractors, there are many respondents who believe it offers something different and positive for York, a place for entrepreneurs and changes Piccadilly for the better. There is also an opportunity to occupy vacant properties above new shops now adorning the high streets, providing more space to live, work and play in the city centre.

When asked in the My City Centre survey, residents' preferred uses for converted empty spaces in York to be retail start-ups (71%), creative spaces (58%), homes (42%) and leisure (41%), which provides a balanced mix of exciting new opportunities for our city centre. Similarly, comments on social media showed support for up and coming retailers. Residents felt that there was a need for more 'independent boutiques' and 'everyday' shops, which would help to provide a more varied retail offer.

#### Key question

- How can we encourage temporary and pop up uses of empty buildings and spaces to provide opportunities for retail start-ups and creative spaces?
- 

## A varied high street

A varied and vibrant high street should provide everything needed to enjoy living in and visiting York's city centre, from retail and shopping opportunities to health and wellbeing, banking and places for communities to meet and play.

When asked about their current needs from York's city centre, 34% of survey respondents said they do not feel it meets their needs during the day. A shortage of shops was the main reason cited. When asked what they would like to do in the city centre in future, the top answer was have access to a better and wider range of shops, particularly independents, which is consistent with our resident engagement around making the best use of empty buildings and spaces. A specific example of this was an overwhelming majority of survey respondents (93%) citing that they would like to see areas like Coney Street and Davygate used for smaller, independent retailers.

Following the COVID-19 pandemic, 32% of respondents also said they expect to use the city centre less than they did before the pandemic. Key reasons for this are concerns about the number of people in the city centre, and the 'fact' lots of shops in the city centre have closed. During the pandemic many York residents changed their habits to shopping locally or online.

#### Key question

- How can we encourage residents to return to the city centre and support smaller, independent retailers?
- 

## Markets

Marketplaces in a city centre can act as a vibrant hub of activity for residents and tourists alike. Our engagement highlighted valued suggestions for the city centre, such as indoor craft markets, artisan stalls and more street food vans, as well as

looking to other market-led cities and towns such as Shrewsbury and Leeds for ideas and improved infrastructure.

It was also suggested for the current market to be moved back to Parliament Street to improve footfall and increase trade for market stall holders.

Key question

- How do we make sure markets thrive at the heart of York's city centre, and serve the diverse audiences that visit it?
- 

## **Events, experiences and investment in public spaces**

Events are an important part in York's calendar for residents, visitors and the local economy. The My City Centre vision aims to broaden the range of events hosted in the city to appeal to more audiences and communities, while spreading them out across locations to make sure the benefits of increased footfall can be felt all across the city. This includes the option for free events for residents, improving our outdoor infrastructure and extending our summer calendar of events.

The Museum Gardens was by far the most popular public space amongst residents engaged with, and the most highly rated for events, with 80% rating it as excellent or good. 71% also said theatre, arts events and festivals added value and benefits for residents and the wider city. Despite this, less than a third of York residents had ever visited Bloom!, the Mediale arts festival or the White Rose festival.

Key Question

- How can we create and support a diverse events calendar that appeals to both residents and visitors across all areas of the city?
- 

## **Embracing our riversides**

Our riversides are a cultural asset to York's city centre and help to attract over 7 million visitors each year. Despite its appeal, currently our riverside area is underused, which presents lots of exciting opportunities for improvement, such as floating art installations and riverside walks. It's also important to note that any activity surrounding riversides also needs to be managed effectively to ensure it remains a safe leisure space for residents and visitors of all ages and abilities to enjoy.

York riverfront was the image that residents felt best represented modern York, chosen by 49%. 53% of residents feel that activity along the river would make the city centre a more attractive place to live.

Key question

- How can we maximise the safe use of our riverside to continue attracting residents and visitors into the city centre?
- 

## Heritage and our modern city

As a medieval city, there is a delicate balance to be found between maintaining our history and moving with the social and economic times we live in. The My City Centre vision aims to retain York's historical charm, while creating new and interesting spaces that add to our cultural appeal, focusing on our future as much as our past.

The highest proportion of our residents (55%) feel that the best way to improve York's heritage assets is to change the way we use space around them.

Key question

- How can we adapt and maintain city centre function while maintaining our historical assets that attract residents and visitors into the city centre?
- 

## Family friendly city centre

It's an ongoing ambition for York city centre to be a family friendly location for residents and visitors during the day and into the evenings. Currently, a lack of play opportunities and welcoming environments for children, like Spurriergate Centre (which is currently closed), limit our appeal to younger families. This was consistent with social media engagement and the My City Centre Voices video with York Mumbler. There are however opportunities to improve the quality and number of family locations across the city centre, with ideas such as table tennis, skateboarding, soft play and events for younger individuals to be considered.

Currently, 63% of residents we engaged with feel welcome and safe in the city centre during the day time, but this falls to only 35% in the evening. The primary reason for this is the amount of drunken behaviour, frequently attributed to groups travelling into York for the sole purpose of drinking, often starting at lunchtime on Saturdays. This is one of the main reasons residents felt York is not always family friendly, with one resident describing it as "a hostile environment for children".

Only 30% of residents had taken their family for a day out in the city centre in the year before the COVID-19 pandemic, a lower proportion than any other activity, and only 23% planned to visit the city centre in the evening to attend a family-friendly event. However, only 28% said that more family-friendly spaces and activities would make them more likely to visit the city centre more often in the evening.

A lack of suitable toilet facilities was also referenced as a barrier for families visiting the city centre, particularly those with young children.

In addition, Emily Pickard (York Mumbler) also ran a poll on the York Mumbler group asking the question whether 'York city centre was family friendly'. Over 600 people responded to the poll. A large number of respondents (81%) didn't think York city centre was family-friendly.

#### Key questions

- How can we identify and fulfil more family friendly opportunities and facilities to encourage residents to engage with the city centre more as a family?
  - How can we improve awareness of our existing family friendly activities, facilities and spaces to residents and visitors?
- 

## Evening economy

The way we spend our free time in the working week has changed since the pandemic. 32% of residents expected to be using the city centre less than they did before the pandemic due to increased home working. 41% also said they planned to have less evenings out to pubs and bars in the next 12 months compared to life before COVID-19.

Only 18% of York residents visit the city centre most often during the evening, both during the week and at weekends. When asked what would make residents more likely to visit the city centre more often in the evenings, the top answers were markets and shops open during the evening (49%), more free events (48%) and different or more varied events (47%). The Footstreets hours extension was an important factor for 41% of respondents.

This feedback provides us with exciting opportunities to create a broader range of evening activity beyond drinking and eating, utilising museums and art gallery spaces, hosting concerts and extending retail hours for evening shoppers, to name a few.

Engagement also showed that residents are concerned about the number of drinkers frequenting the city centre on an evening and the antisocial behaviour issues associated, with some suggesting enhanced security, particularly for large groups visiting the city, often for stag and hen parties.

#### Key questions

- How can we create and support more evening activity in the city centre to attract residents?
  - How can we ensure large parties visiting to drink can enjoy the city safely without causing disruption to other visitors and residents?
-

## Making tourism work for York

Tourism brings important income into our city and generates hundreds of jobs for our residents. Recent figures show that York received 8.4 million visits in 2018, bringing an economic value of £765 million. The sharp reduction in visitors during the COVID-19 pandemic undoubtedly impacted our local economy which continues to recover as lockdown measures are lifted.

Recognising the importance of tourism to our city, engagement highlighted a concern that York residents perceive that the city centre primarily caters for people visiting for a night out (80%) and people visiting for a day out (77%) Only 36% felt that jobs in the hotel, hospitality and tourism sector add value and benefits for residents in the wider city. This is consistent with previous years' engagement where the city was thought of by residents as putting tourists 'first'.

When asked what the most important community issue was, residents were most likely to mention the influx of visitors to York on a weekend to drink, and the need to get the balance right between catering for tourists while ensuring York remains an inclusive and safe space for residents. This is consistent with the feedback shared around our current evening economy.

The My City Centre vision will look to improve the experience for residents visiting the city centre, including events like our popular Residents Weekend or more regular concessions for local attractions and trips to the theatre, for example. There's also an opportunity to streamline tourism footfall and flow throughout busy areas of the city centre for ease of access for residents, which could also include preferential parking rates for affordability.

### Key questions

- How can we balance the needs of residents and tourists so both groups can enjoy regular access to the city centre?
- How do we attract tourists who come to enjoy the city for reasons other than drinking and celebrations?

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## City living

City-centre living is desirable for many, with a number of survey respondents saying they'd like to see more affordable accommodation built in and around the city centre. When asked what services the city centre needed more of to make it a more attractive place to live, the highest proportion said parks and open spaces (62%), closely followed by free to use activities (61%). This engagement provides lots of new ideas that could add to the vibrant atmosphere for residents, from community barbecues to events in green and open spaces, as well as the opportunity to shop for local produce at neighbouring shops and markets.

The sharp increase in student accommodation close to the city centre was also referenced, with the shared perception that students have an unfair advantage to live in the city centre with all of the new student properties being built, while other younger residents cannot due to cost and availability of suitable rental properties.

#### Key questions

- How can we encourage diversity and a sense of community for all who live in the city centre?
  - How do we improve the attractiveness of living in the city centre with the current limit on green space and our heritage assets?
- 

## Arriving in the city centre

Resident access to the city centre needs to balance the needs and safety of a multitude of groups with varying circumstances, from commuters, cyclists and disabled users to residents who live outside of the city centre who are unable to travel in by foot or bike.

When arriving in the city centre, walking is the preferred mode of travel (47%), followed by car (23%) and then cycling (15%). Residents told us that cost is the primary barrier to using public transport to access the city centre (42%) and not feeling safe is the main barrier to cycling (37%), as well as the lack of secure cycle parking.

One of the main things residents want to be able to do in future is to walk around the city centre feeling relaxed and safe – various factors are currently impacting on this ability including traffic, cyclists, and large groups who are often intoxicated.

More affordable parking was frequently requested during engagement, with the perception that inflated prices accommodate tourists but deter residents from driving into York's city centre. This was also a view shared with those working in the city centre and therefore footing the expense of needing to travel into the centre daily in the week. Contrary to this request, a high volume of cars accessing the city centre was listed as a concern for residents, who would like to see this significantly decrease to improve safety when walking and in a bid to reach the city's climate goals.

**Access to the city centre will be addressed in further depth as part of the City Centre Strategic Access and Parking Review. The open brief and emerging ideas from this review will also be published and engaged over ahead of recommendations to Executive.**

#### Key question

- How do we balance the need for different access routes for all modes of transport into the city centre for our residents and businesses?

## A city for all

There are a diverse range of communities in York, some of which find access to the city centre more difficult than others. Opening up the city centre for all communities and removing barriers where they exist will better meet the needs of our residents, while improving the social, cultural and economic vibrancy of the city. The needs of all of the communities living in and visiting our city may be conflicting, so the My City Centre vision will look to deliver the best outcomes for all. This includes the physical accessibility of key spaces around the city, as well as reviewing and adding to our infrastructure to adhere to Dementia Friendly standards and our continued ambition to become an Age Friendly city.

Engagement also highlighted possible improvements to the affordability of the city centre for all income groups. As mentioned in *Arriving in the city centre*, cost is the biggest barrier to using public transport to access the city centre. Cost of transport/parking and cost of going out were also listed as barriers to using the city centre more frequently in the evening. Engagement suggested more free events would make 47% more likely to visit the city centre more often in the evening.

On living in the city centre, affordable housing was raised as one of the “other” responses to the following questions: “While new planning laws will limit our powers to influence development of empty buildings in the city centre, what type of use would you like to see empty space converted into?”, “What services would the city centre need more of to make it a more attractive place to live?”, “What is the most important community issue for you?”. 19% of survey respondents also said would like affordable homes to be built in the city centre, and 55% would like a mix of housing including affordable homes.

### Key questions

- How do we balance the need of York’s communities to allow ease and safety of access through the city centre?
- How do we ensure York is an affordable place to visit and live in for all income groups?

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## Technology

The main ways digital/technology could improve residents’ experience of the city centre include real time information about transport (65%), the promotion of events and things to do (57%) and telling stories of our heritage (37%).

### Key question

- How do we improve our digital presence to provide our residents with information and culture about our city centre?

## Carbon and climate

As a city, York has ambitious climate targets. In 2019, we announced a Climate Emergency and have since set an ambition for the city to be a net-zero carbon city by 2030. We recognise the threat of climate change at both a global and local scale, and we're committed to delivering bold, local climate action to deliver economic and social benefits, including new green jobs, economic savings and market opportunities. This will be a consideration throughout all the themes considered and discussed in My City Centre engagement.

When asked in the My City Centre survey, just over half would like the council to focus on cycle routes and cycle parking (55%) and bus improvements (54%) in order to meet its climate goals.

The My City Centre vision must also reflect the climate ambitions and options set out by York residents. In a recent Our Big Conversation survey, a large number of residents (56%) agreed that the council should employ carbon offsetting in order to achieve zero carbon by 2030.

In addition, local residents were also asked 'what objectives should be the most important parts of the city's Climate Change Strategy?' 74% of those surveyed felt that an 'efficient and affordable transport system' should be an objective. 43% of respondents felt that the 'creation of new employment/investment opportunities' should also be an objective.

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# My City Centre Draft Vision Survey Results October 2021

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# The overall vision



Working together to improve and make a difference

# 'A vibrant city centre, where a wide range of people want to spend time, live and work. A place where businesses thrive, sustainable communities grow, and varied cultural and social life flourish'

- Overall, more than 4 out of 5 residents agreed with the vision, while just over half, 51%, strongly agreed
- Agreement was lowest amongst residents who have a physical or mental condition or illness (75%) or look after someone with a long-term physical or mental health condition (77%)

Strongly agree   Agree   Neutral   Disagree   Strongly disagree   No opinion



## Top 20 statements by overall agreement levels: Summary

	Strongly agree	Agree	Total Agree
1D. Improve toilet provision and facilities	68%	26%	94%
6F. Create a welcoming and accepting city centre for all	63%	29%	92%
7B. Facilitate temporary uses in empty buildings & spaces through business rates and business support where possible; and also by lobbying the Government for a flexible and reformed business rate system	57%	34%	91%
5D. Promote living well with water to manage flooding impacts and ensure river safety	56%	33%	88%
7C. Encourage re-use of the under-used upper floors of buildings through planning support and business rates approach	54%	34%	88%
1C. Encourage venues and spaces that are used by people of all ages	46%	42%	88%
7A. Ensure city centre businesses are able to thrive & adapt through a supportive regulatory environment & creating a city centre people want to visit	45%	43%	88%
5A. Better celebrate the historic, cultural and environmental benefits of our two rivers, and provide riverside spaces and links for local communities	53%	34%	87%
8B. Support the re-use and re-purposing of historic buildings and spaces to avoid them becoming redundant or under-used	45%	42%	87%
6C. Improve accessibility through a wide range of further measures including more dropped kerbs, improved surfaces and seating...	57%	28%	86%
6A. Create a city centre where residents can live in successful confident communities	49%	37%	86%
6B. Improve services, open spaces and facilities for city centre residents	51%	34%	85%
2A. Invest in public space, squares and our secondary shopping areas	37%	49%	85%
5B. Lobby and bid for Government funding which would enable the Creation of new riverside walkways at Coney Street and Castle Gateway, and progress a new Ouse footbridge	56%	29%	84%
5C. Improve the river corridors to create sustainable travel routes to and through the centre	52%	31%	83%
3D. Manage and minimise issues caused by the important night time economy. This will include securing Purple Flag status...	52%	32%	83%
1E. Improve information on city events for residents	43%	39%	82%
1B. Use open space for cultural & family activities	36%	46%	82%
6D. Embed dementia friendly standards into public spaces	43%	38%	81%
4A. Develop a strategy with Make it York which ensures that the essential tourism sector is sustainable, and targets those visitors who respect our city and benefit our economy	40%	41%	81%

## Remaining statements by overall agreement levels: Summary

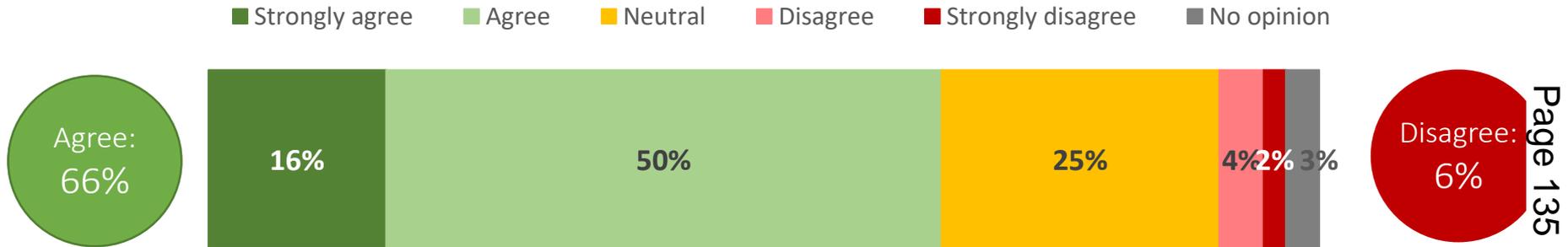
	Strongly agree	Agree	Total Agree
8C. Provide more planning flexibility for the types of uses that most benefit residents and the city	39%	41%	80%
3A. Supporting businesses and family-friendly activity in the early evening	37%	43%	80%
3C. Support outdoor eating and cafe culture in the city centre	45%	34%	79%
2C. Focus the city's events programme across a wide range of offers that have broad and inclusive appeal	31%	48%	79%
8A. Recognise the huge changes facing city centres, and the role of planning in allowing buildings to adapt for modern uses	37%	41%	78%
2E. Make it simpler, cheaper and less disruptive to put on events in the city & support more community led events	35%	44%	78%
1F. Provide more covered and indoor spaces to spend time in all weather	35%	40%	75%
4C. Improve the quality of jobs in the tourism sector	34%	41%	75%
2F. Explore opportunities to support and improve our thriving permanent and temporary markets with Make it York	34%	40%	74%
7D. Support tours and experiences to explore historic empty buildings	39%	33%	72%
6E. Achieve World Health Organisation charter status for age friendly city	39%	30%	69%
2B. Spread the location of events better throughout the city's spaces	27%	41%	69%
3B. Create a family friendly environment in the early evening, particularly midweek	32%	36%	68%
8D. Provide more early support for planning applications	29%	35%	65%
2D. Improve the digital and physical signposting of events	25%	40%	65%
4B. Allow visitors to make voluntary financial contributions which offset their impact and support our communities through a 'York Gift' scheme	25%	33%	58%
1A. Create exciting new play spaces in the city centre	27%	30%	57%
8E. Explore an interactive 'living heritage' app to allow the public to engage live with the historic city around them	26%	29%	55%
1G. Support new experience based attractions in the centre	21%	34%	54%

## Top statements by overall disagreement levels: Summary

	% Disagree
1A. Create exciting new play spaces in the city centre	13%
4B. Allow visitors to make voluntary financial contributions which offset their impact and support our communities through a 'York Gift' scheme	12%
1G. Support new experience based attractions in the centre	11%
8E. Explore an interactive 'living heritage' app to allow the public to engage live with the historic city around them	10%
3C. Support outdoor eating and cafe culture in the city centre	8%
2F. Explore opportunities to support and improve our thriving permanent and temporary markets with Make it York	7%
5B. Lobby and bid for Government funding which would enable the Creation of new riverside walkways at Coney Street and Castle Gateway, and progress a new Ouse footbridge	6%
4A. Develop a strategy with Make it York which ensures that the essential tourism sector is sustainable, and targets those visitors who respect our city and benefit our economy	6%
1F. Provide more covered and indoor spaces to spend time in all weather	6%
8C. Provide more planning flexibility for the types of uses that most benefit residents and the city	5%
8A. Recognise the huge changes facing city centres, and the role of planning in allowing buildings to adapt for modern uses	5%
6E. Achieve World Health Organisation charter status for age friendly city	5%
2B. Spread the location of events better throughout the city's spaces	5%
3B. Create a family friendly environment in the early evening, particularly midweek	5%

# How far does the vision reflect the city centre you want York to become?

- Two thirds of residents agreed the vision reflects the city centre they want York to become, but only 16% strongly agreed. 1 in 4 were neutral
- There were no notable differences by age, gender or disability

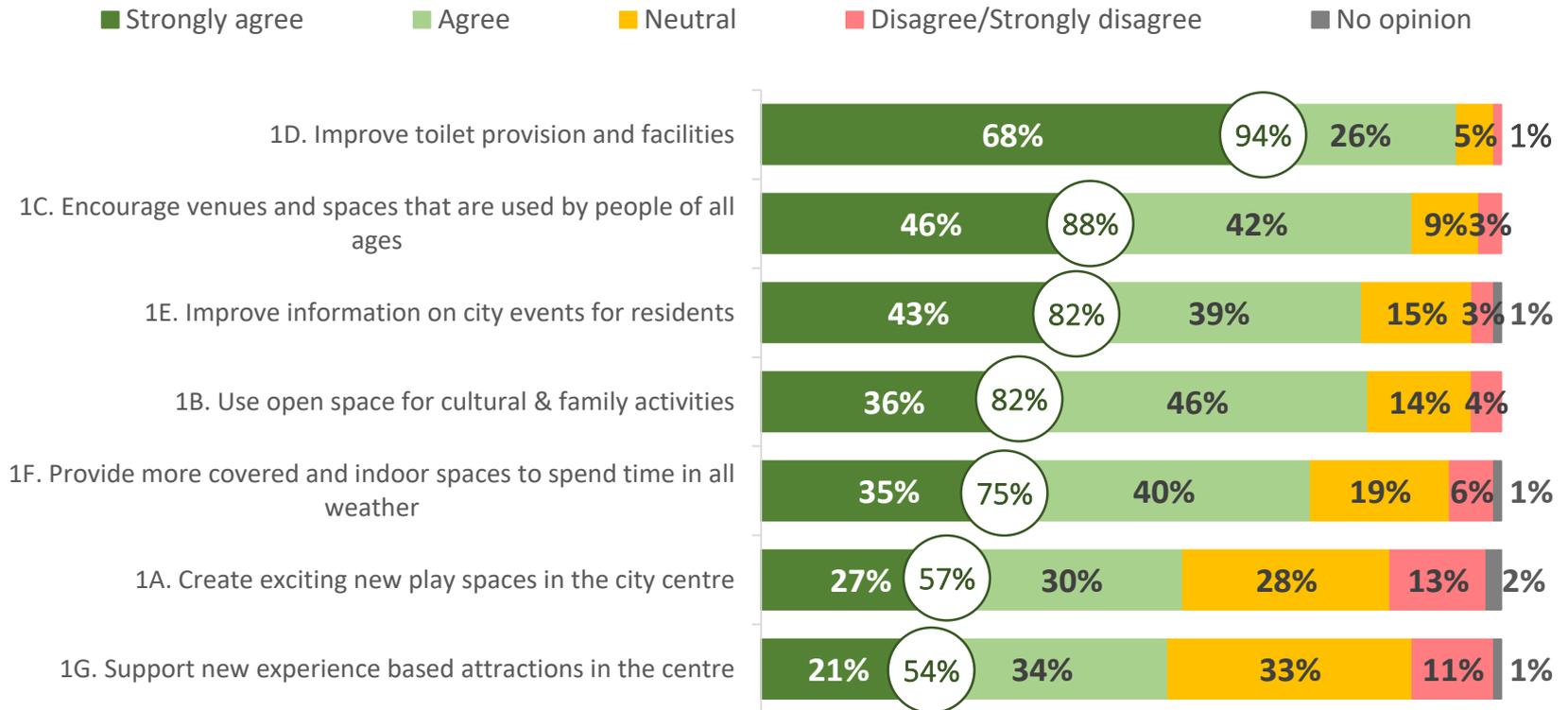


# 1. A family friendly city centre



# 1. A family friendly city centre: Summary

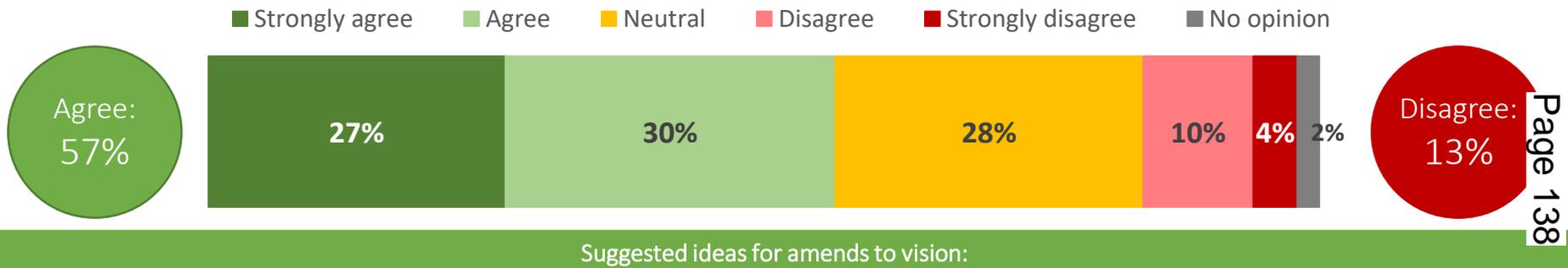
- Residents were most likely to agree with the following statements:
  - Improve toilet provision and facilities
  - Encourage venues and spaces that are used by people of all ages
- Agreement was lowest for creating exciting new play spaces and supporting new experience based attractions, particularly amongst those aged 60 and over. Amongst under 40s, agreement was 66% for both statements, though this was still lower than for the other statements under this theme



N.B. Results for Disagree and Strongly Disagree have been combined for clarity of reporting

# 1A. Create exciting new play spaces in the city centre

- Fewer than 3 in 5 residents surveyed agreed with this statement, while more than 1 in 10 disagreed
- Agreement was highest amongst 16-39 year olds (66% vs. 49% aged 60+) and those who do not have a physical or mental health condition (61% vs. 53% for those with)
- Although there was a lot of support for creating a more family friendly city centre, there were concerns that play areas would take too much space and would be better placed outside the city centre



## Suggested ideas for amends to vision:

- Intergenerational, well designed and environmentally friendly spaces to explore and investigate e.g. sensory gardens
- Safe spaces for teenagers
- Sport courts e.g. football / basketball to give York a 'New York' vibe
- Assessment of noise, nuisance and alcohol use to minimise their effects on local inhabitants
- Inclusive of all children's needs, including disabled / Include spaces for people with disabilities
- Somewhere covered with seating for parents/ carers and nearby toilets/refreshments

## Example responses to statement

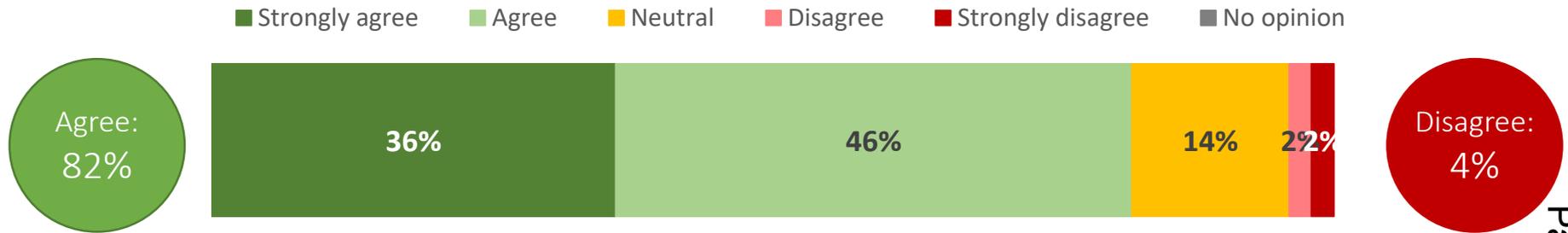
- Play that crosses the ages - for children and adults. All ages of young people, from babies to 11-16s would benefit from 'somewhere to go'
- The addition of play equipment could allow spaces already available to be more dynamic for families
- There are concerns over spaces being misused at night
- Conflict due to space constraints outdoors. Could make use of empty shops.
- Play spaces belong in the correct environment, not the city centre. Invest more in existing play spaces
- More green spaces would be appreciated. Places for people to find some peace
- Proposals here and across the family friendly theme were supported in social media by Little Vikings and York Mumbler

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NB. "" indicate verbatim comments

## 1B. Use open space for cultural & family activities

- More than 4 out of 5 residents agreed with this statement, while over a third strongly agreed
- Residents without a physical or mental health condition were most likely to agreed (86% vs. 77% for those with)



### Suggested ideas for amends to vision:

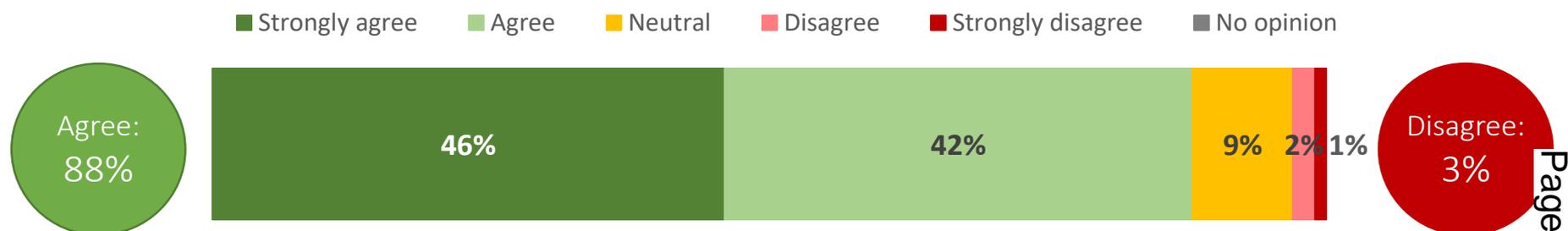
- *“Cultural activities should also extend beyond the heritage offering; if you want decent contemporary art and artists, check out what Leeds City council did under Judith Blake’s custodial period. You need to attract less parochial practitioners from outside the city to come and offer something contemporary and pertinent; not including those who already have a stronghold (certain colleges, small organisations and artists) as they often obstruct progress for the sake of their own reputations. Go on York city council, I know you can do it!”*

### Example responses to statement

- Activities which bridge the 4pm-7pm gap in the city centre would encourage families to come into town after school. Benefits not only families but a range of other residents- and visitors – too
- UNESCO Creative City of Media Arts needs to be used and applied far more
- Celebrate Diwali, do a Caribbean carnival?
- Events linked to the heritage of York or to raise money for public areas, like the library
- Open space for wildlife and for relaxation
- Inclusive: Not exclude anyone on grounds of price / Accessible for wheelchair and scooter users
- Those visiting or using the city have no choice whether to have these activities imposed on them. Will make York cluttered and may create conflicts. Big crowds make getting around difficult
- The need for balance between visitors and residents, and support for family friendly measures were expressed in social media

## 1C. Encourage venues and spaces that are used by people of all ages

- Almost 9 out of 10 residents agreed with this statement, with nearly half strongly agreeing
- There were no notable differences by age, gender or disability



### Suggested ideas for amends to vision:

- *"There is a chronic need for a medium-sized (500-1,000) live music venue."*
- *"I would love York, despite its size, to punch above its weight and compete with Leeds and Manchester in Arts and entertainment. Losing the comedy festival rather than expanding it seemed to be a particularly poor decision; a lack of support for the venues such as The Crescent, another"*

### Example responses to statement

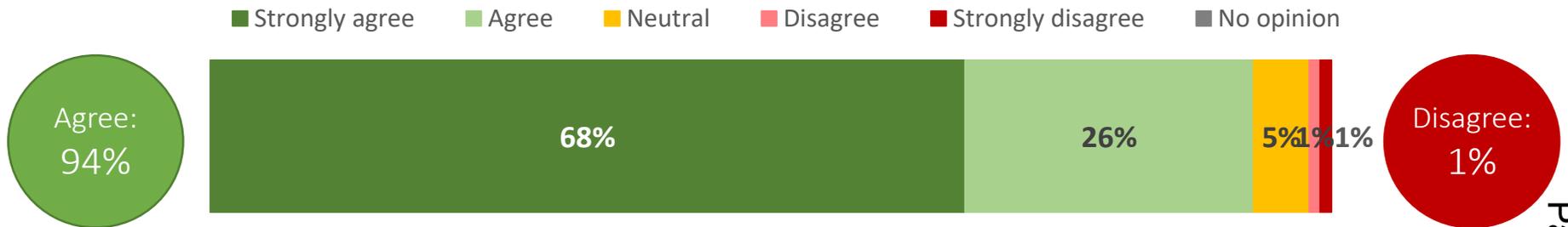
- *"I'd like to see open spaces for restaurants similar to the provision during Covid-19."*
- *"Spark is a good example of this. We have felt safe and comfortable there in groups that include children."*
- *"...Monk Bar, Goodramgate. Beautiful area and great cafes spoiled by narrow paths and traffic. Needs restricted vehicle access, level road and path, let cafes spread out and shut the road during daytime"*
- *"It would be better to have a variety of spaces: some might prefer quiet green spaces rather than multi-purpose."*

### Summary of other example responses:

- It is more inclusive to cater for all ages and there are benefits to young people and senior citizens spending time together. Practical provision to encourage elderly into the city centre. More multigenerational spaces that are fully accessible to disabled people of all ages
- City centre has little for people on low incomes
- City centre feels unsafe at the weekend on race days. Spaces should be created for residents as well as tourist / to counterbalance anti-social alcohol tourism

## 1D. Improve toilet provision and facilities

- The vast majority agreed with this statement, with over two thirds strongly agreeing
- There were no notable differences by age, gender or disability



### Suggested ideas for amends to vision:

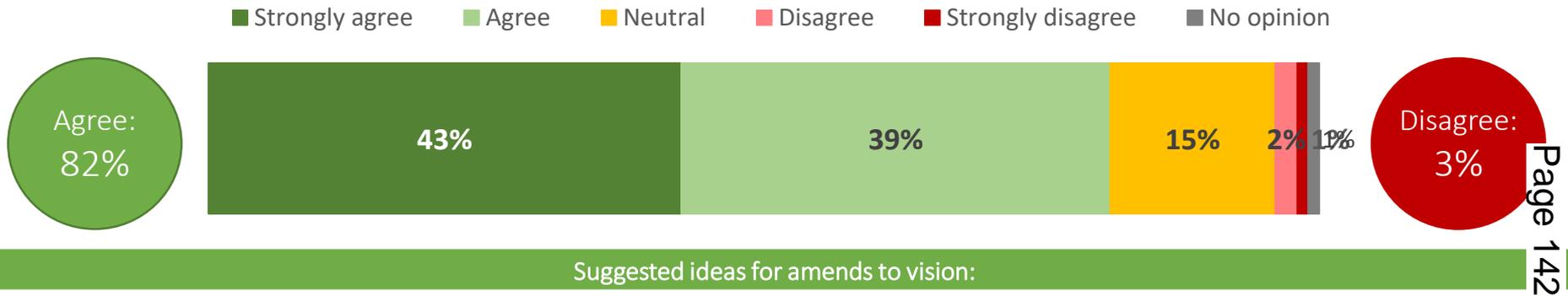
- More changing places - *"There aren't many disabled toilets and only one changing toilets available."*
- *"Ensure pubs etc. offer toilet facilities for non customers"*
- *"...Public toilets should be available 24 hours a day. This would potentially reduce the number of instances of drunken urination on the streets, making the city centre a more family friendly place"*
- *"The existing toilets (if still open) are hidden away and badly sign posted."*

### Example responses to statement

- A major consideration for leisure trips / Would encourage greater use of the city
- At least 1 council maintained toilet block in the city centre
- Additional temporary toilets during busy times e.g. Christmas market
- Need to be decent and staffed.
- Accessible toilets within shorter distance from blue badge parking
- Single sex facilities are a must
- Consider breastfeeding mothers and toilets with good changing facilities. / Could be used by working mothers who need a space to pump milk if they are back at work.
- Toilets should be free

## 1E. Improve information on city events for residents

- Over 4 out of 5 residents agreed with this statement, while more than two fifths strongly agreed
- Residents aged over 60 were most likely to agree (89% vs. 79% amongst 40-59 year olds)



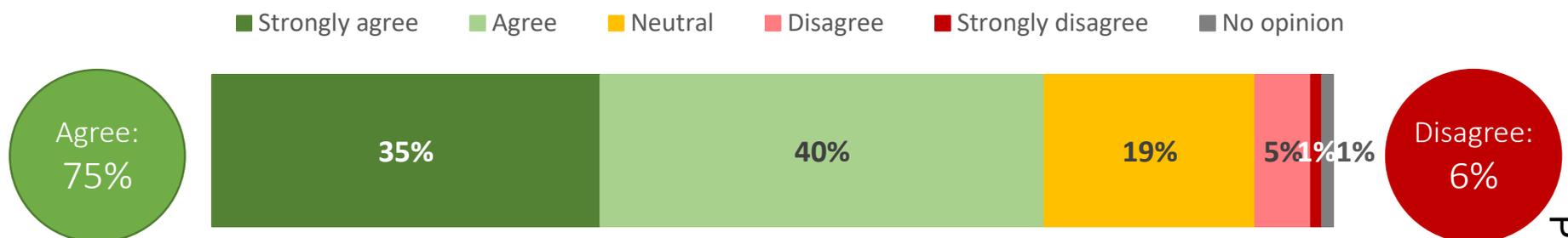
- *“Residents should be given priority or reduced cost for events”*

### Example responses to statement

- A lot of information out there, if people look. There needs to be an understanding of the information networks that communities use
- Not just on-line - not everyone reads the press or uses Facebook. Lots of noticeboards around the city which could be used
- Work with local media/Visit York to compile an at-a-glance updated directory
- Need a combination of advanced notice and week-before reminders
- Information in multiple formats, easy read, BSL, language options
- Accessibility information (in the first place make these events fully accessible)
- The targeting and timing of events is the issue
- Apart from residents weekend, what other special activities/facilities are there for council tax payers? But also, they get priced out. There's usually pretty good awareness, people simply can't afford to go.
- It often feels as though local people are less important than the tourists

## 1F. Provide more covered and indoor spaces to spend time in all weather

- Three quarters of residents agreed with this statement, while just over a third strongly agreed
- There were no notable differences by age, gender or disability



### Example responses to statement

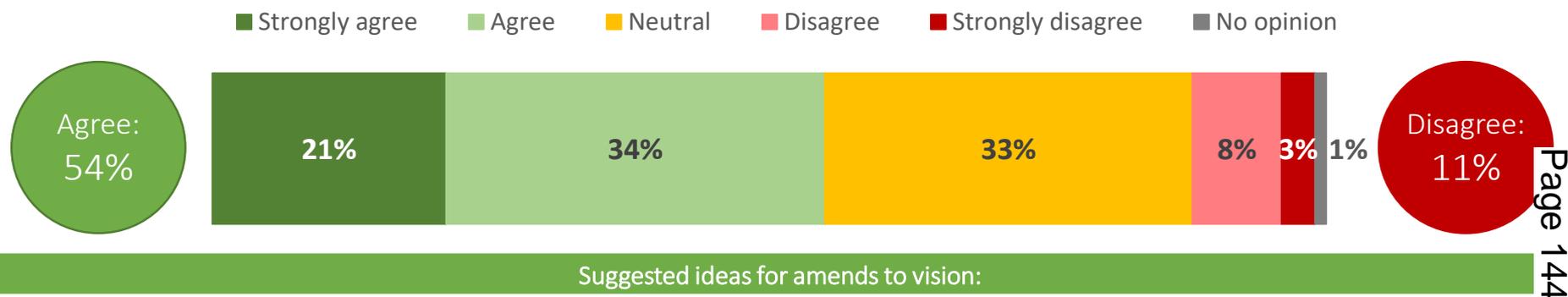
- *“Covered outdoor spaces yes. There is plenty of indoor space in the city centre.”*
- *“More built structures would blight the centre. Open space is best and we will cope with changing weather.”*
- *“Especially seating for eating packed lunches, take outs etc.”*
- *“However spend money on it and make it look good - not some glass shed over the current streets”*
- *“Must be accessible to all”*
- *“The ones in city centre after Covid were good when you could take own food etc. and made it cheaper day out for a family.”*
- *“The play park at the designer outlet is fab”*
- *“This doesn’t have to be too complicated or elaborate - the yurt type marquee can be very effective and interesting”*
- *“With so much great street food, there needs to be a place to actually sit and eat it”*

### Summary of other example responses:

- Free indoor space in bad weather, especially for young people or people with little money as there should be more for these groups
- An indoor food court similar to Trinity Kitchen in Leeds.
- More covered outdoor spaces given the importance of ventilation with Covid
- Needs to be in keeping with the character of the city
- Permanent non smoking covered area in Parliament Street

## 1G. Support new experience based attractions in the centre

- Just over half of residents agreed with this statement, while one third remained neutral
- Under 40s were significantly more likely to agree than over 60s (66% vs. 44% aged 60+), while residents without a physical or mental health condition were also more likely to agree (58% without vs. 49% with)



- *"This should also offer creative art experiences for all. I think there is a need and desire for a cultural hub/centre"*

### Example responses to statement

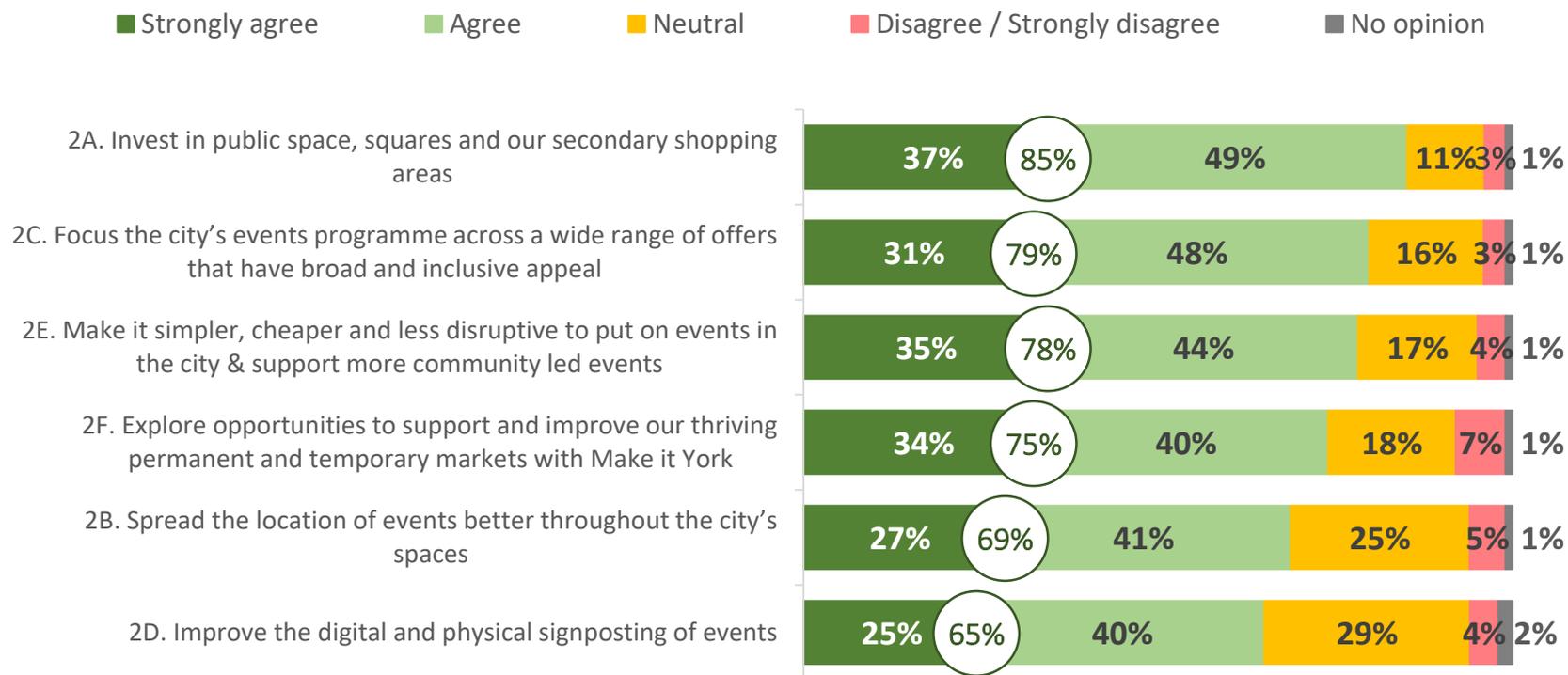
- York has plenty of these already / City centre should be reserved for shops and essential services
- York is too busy with tourists / Should be more offers / attractions for locals
- York should accept and encourage visitors in to the City
- Can't rely on retail for the future / Mixed use is the future of the High Street
- Will attract a more aspirational visitor group and be more family friendly / accessible to residents with varied income
- Prioritise cultural over commercial attractions
- Need some diversity, a better music venue would be a boost
- Harness York's digital sector to show the city in a new light, or use the river to greater effect, or something like the big wheel again
- Respectful of diversity (black history, disability history etc.)
- Linked to the history of York
- Not too expensive

## 2. Events, experiences & investment in public spaces



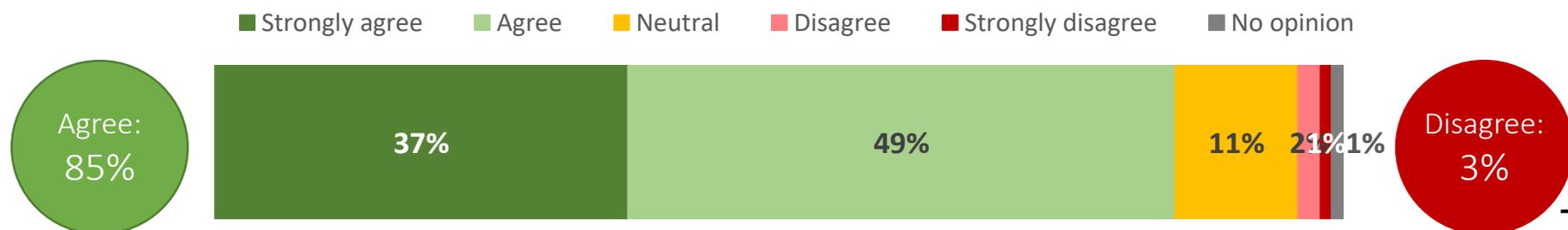
## 2. Events, experiences & investment in public spaces: Summary

- Residents were most likely to agree with the following statements:
  - Invest in public space, squares and our secondary shopping areas
  - Focus the city's events programme across a wide range of offers that have broad and inclusive appeal
- Agreement was lowest for spreading the location of events better throughout the city's spaces (particularly amongst under 40s with 59% agreement) and improving the signposting of events



## 2A. Invest in public space, squares and our secondary shopping areas

- A very high proportion agreed with this statement, though there was a tendency to slightly, rather than strongly agree
- There were no significant differences by age, gender or disability



### Suggested ideas for amends to vision:

- *"Please make them green and beautiful" / "Green spaces, trees, plants, flowers - small and large scale"*
- Pedestrianise an area and allow outdoor seating and market forces will bring cafes there
- Secondary shopping areas are important to residents and can also broaden the visitor experience by creating different types of area

### Example responses to statement

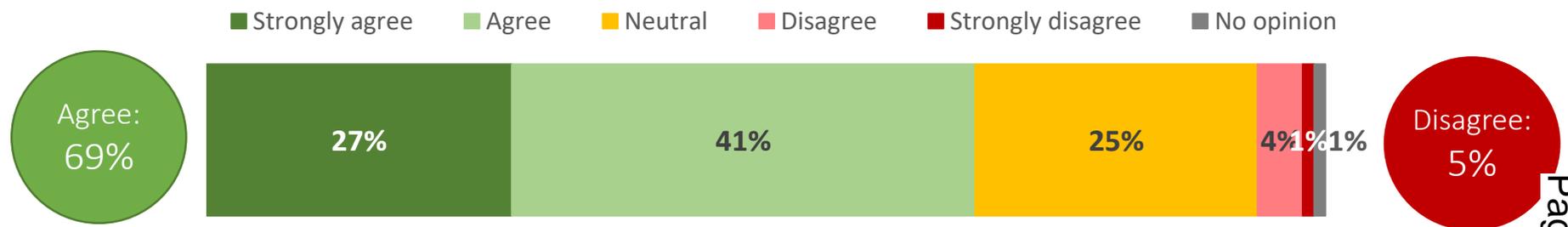
- *"The Castle car park as a public space is crucial. The Eye of York is a very important part of York."*
- *"The squares looked amazing with the AstroTurf last year.."*
- *"...We need a big botanical garden and more trees and we need an environmentally friendly strategy for the whole of the centre"*
- *"Do not create justification for more road closures or removal of more residents rights or infrastructure."*

### Summary of other example responses:

- Will resonate with residents who feel investment is focussed on the city centre
- Pedestrian "European" style squares with al fresco space for cafes, bars and restaurants / Something like the back of Kings Cross in London?
- Open Museum Gardens for longer? York needs large areas where people can sit down and relax. Parks and squares need to be well used but also to have peace and quiet times. Also: tidy and attractive, flowers, toilets at all locations, cycle parking and benches.
- Depends on competing demands on budgets. These are already fairly well maintained, money could probably be used for better things.
- Invest in accessibility and restore disabled parking spaces / Invest in the existing central shopping area / current spaces and squares

## 2B. Spread the location of events better throughout the city's spaces

- More than two thirds agreed with this statement, though 1 in 4 were neutral
- Under 40s were significantly less likely to agree compared to older residents (59% vs. 73% amongst over 40s)



### Suggested ideas for amends to vision:

- *"PLEASE CONSIDER USING MUSEUM GARDENS FOR CHRISTMAS MARKETS AND FOOD AND DRINK FESTIVAL"*
- *"Don't need to be spread as Parliament street is good. Everyone knows where it is."*
- *"Spreading events across wider areas potentially makes them less accessible to people who struggle to access the built environment, and can disrupt the experience of people who rely on consistency and familiarity to be independently active and mobile."*

### Example responses to statement

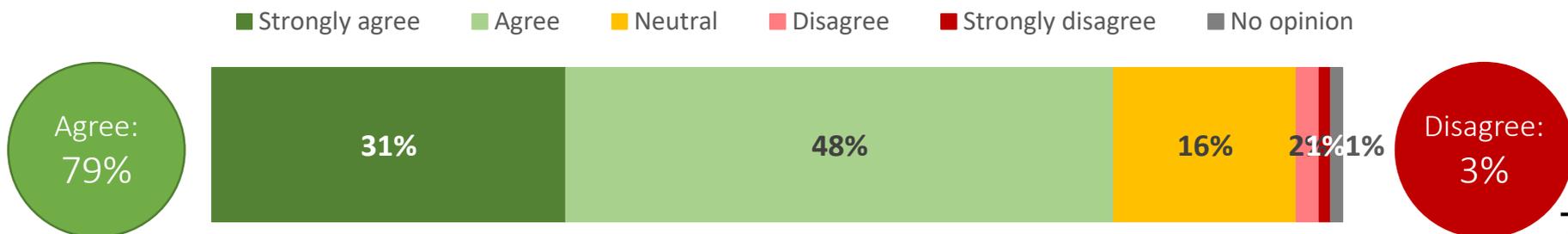
- *"There is a good case for making better use of Duncombe Place and the area round the Minster"*
- *"Stop bringing temporary events in, and instead help existing shops to improve and expand."*

#### Summary of other example responses:

- Christmas market / food festival far too busy. Could spread events out more, e.g. riverside, Castle Car Park, space by the museums. If things are spaced out local independent traders have space to breather and people don't have to travel as far. Many residents don't want to travel to the city centre or feel excluded from it. Events should cater to the residents of the city and be dispersed, including in the suburbs
- Having a focal point is not a bad thing as long as people arrive in many different ways from different directions. Having things too spaced out is less effective. More spread leads to more traffic from more visitors.
- Some spaces should be kept (e.g. the area behind the Minster) for people who want peace and quiet to sit and talk
- Electrical power supply and security provision are key considerations that need to be fully researched
- Social media commentary **flagged issues with city congestion during events**

## 2C. Focus the city's events programme across a wide range of offers that have broad and inclusive appeal

- Almost 4 out of 5 agreed with this statement, while just under one third strongly agreed
- There were no significant differences by age, gender or disability



### Suggested ideas for amends to vision:

- Activities that cater for groups visiting the centre at different times of day
- More community focused events
- Provided by a diverse range of people and organisations facilitated by the city, not based on goodwill and volunteering
- option to use the theatre or opera house for open mic or other events when not being used for main performances
- Inclusive of everyone, not just the able bodied

### Example responses to statement

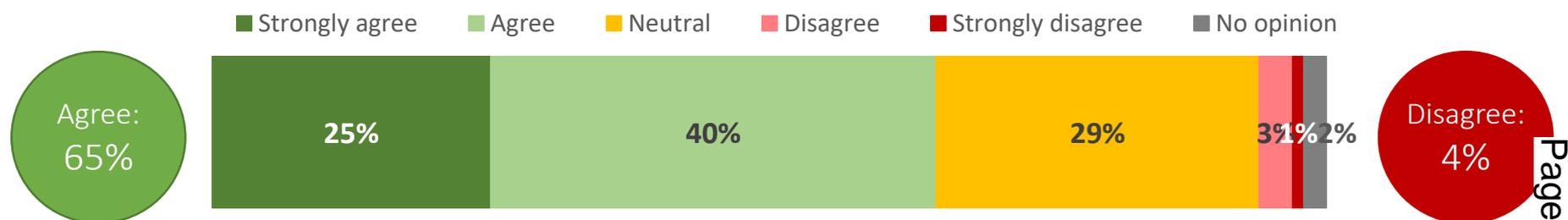
- *"A nice mix of general and 'specialist' events - can we have a classic car meet, or is that not environmentally friendly enough/too polluting?"*
- *"How do you evaluate the success of an event? Footfall? Increased spend? Positive feedback? Breadth of audience?"*
- *"Love the light shows and ice trail - perfect for families"*
- *"Not just outdoor food events. The Comedy Fringe Festival was great. More music and Art of all types would be a big plus."*

### Summary of other example responses:

- Inclusivity is important but more esoteric events that don't have a broad appeal are more likely to be the best events
- Ensure residents are not priced out and have more events aimed at residents rather than students or tourists
- There are already too many events in York
- Social media comments included support for a more ambitious approach to events culture and festivals in the city, with more dynamism

## 2D. Improve the digital and physical signposting of events

- Almost two thirds of residents agreed with this statement, though a higher proportion were neutral than agree strongly
- There were no significant differences by age, gender or disability



### Suggested ideas for amends to vision:

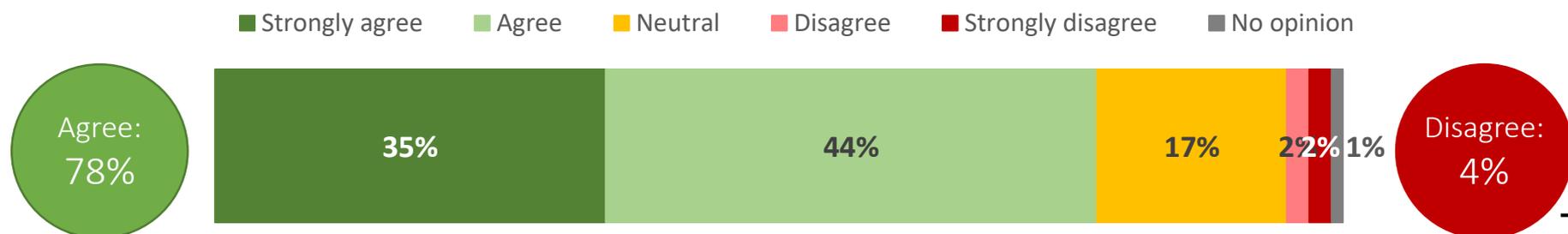
- *"If an event is clearly signposted then you will get more people attending"*

### Example responses to statement

- *"Not enough publicity"*
- *"Digital better."*
- *"Physical, Few people use Digital as you have to know where you are to start with"*
- *"Physical signposting is really important. York residents forget how confusing a city it is for visitors - we have two High Streets and two rivers for a start!"*
- *"Opportunity for more immersive and engaging signposting as a city of media arts and a heritage city. Exciting opportunities to mix simple physical stuff and new tech"*
- *"Don't forget about people with sight loss. The new signage, which we were assured would be good for people with sight loss, is not."*
- *"I believe the current information and ways of accessing it are already very good, I'd prefer time spent on other areas."*
- *"Filling our city with more and more signage and temporary signage for the many event would be unsightly given the amount of events that happen."*

## 2E. Make it simpler, cheaper and less disruptive to put on events in the city & support more community led events

- Almost four out of 5 residents agreed with this statement, while more than one third strongly agreed
- There were no significant differences by age, gender or disability



### Suggested ideas for amends to vision:

- *“Need to ensure that the quality of life of residents is not adversely affected by some of these events if they are badly run e.g. balloon festival”*
- *“How about fixed services at food trading spots? E.g. for the ice cream stalls and vans to plug into instead of running engines/generators (Exhibition Square, Dame Judi Dench Walk/Marygate etc.”*

### Example responses to statement

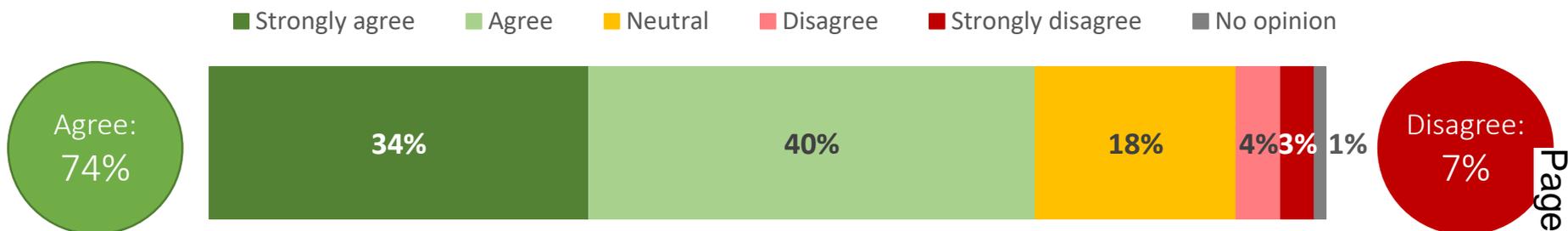
- *“I don’t think city centre events are disruptive.”*
- *“Moving the bike lock areas is very frustrating as it always means there’s less and are harder to get to”*

#### Summary of other example responses:

- Many events are to attract visitors, not locals. The centre is too geared to visitors and it is important to support community events more fully
- Co-ordinate and promote street parties in York. Have more community led, arts, creative, historical and cultural events, sustainable and cycle events. Events that involve local people in putting them on with access to everyone
- Difficult for non-professionals to put on city centre events due to red tape. Make it York could facilitate community events by doing the red tape
- Difficult to find affordable performance spaces. Cost of stalls means attending events outside York to sell artwork rather than at local events
- A balance is required between making it simpler and having proper checks and balances in place to avoid a slip in standards, making disruptive events more likely. People need to accept some disruption for events to be held but they should not cause chaos or effect local businesses
- Better fixed infrastructure for events

## 2F. Explore opportunities to support and improve our thriving permanent and temporary markets with Make it York

- Almost three quarters agreed with this statement and more than a third strongly agreed
- Residents without a physical or mental health condition were significantly more likely to agree (78% vs. 70% of those with)



### Suggested ideas for amends to vision:

- *“Night markets are a great addition but the Christmas market is a nightmare for locals - congested, expensive and impossible to get into local shops. Please spread it out across the city”*

### Summary of responses to statement

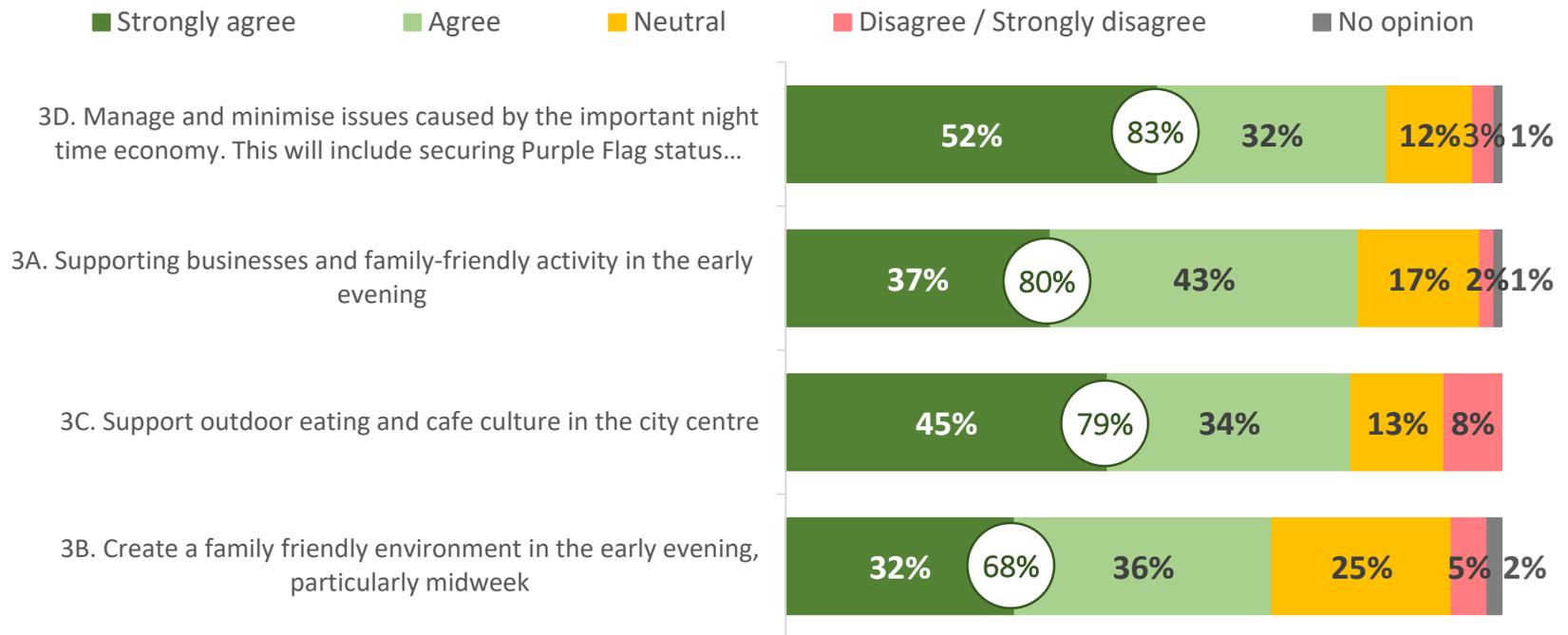
- The market is what York is all about - important to keep this hub of independent retailers alive as it benefits both tourists and residents alike
- There could be a permanent indoor market, e.g. in one or more of the currently empty larger shops
- Temporary markets and the Christmas Market are aimed at tourists not residents. Temporary markets must be second to the permanent one, which should be moved to Parliament Street as its growth is stifled in the Shambles
- Markets make it difficult for pedestrians to get from A to B. Need to look at flow of pedestrians, potential bottle necks and accessible bike parking
- York’s markets are poor compared to other towns in North Yorkshire mainly due to local residents no longer shopping in the City Centre. Markets should be the backbone of communities for shopping and socialising. They could be made available throughout the night
- The market needs to attract more diverse stalls. Only large traders can thrive as stalls for small independent businesses are overpriced and not budget friendly. More local suppliers, artists etc. should get access to market provision. York needs more avenues for small businesses to start and expand. Should support local independent businesses and make it easier to do so.
- Traders need decent access to load and unload and making them wait until 8pm is not fair. Even when festivals (e.g. St Nicholas Fair) are on, vehicle access should be provided for regular stall holders.

### 3. An attractive city offer at all times



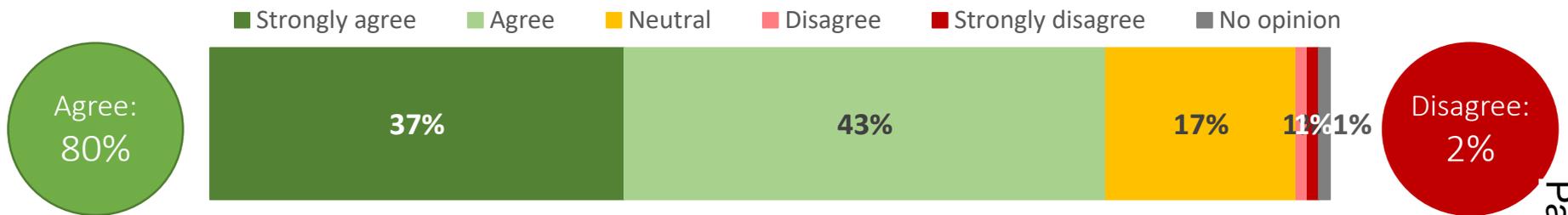
### 3. An attractive city offer at all times: Summary

- Residents were most likely to agree with the following statements:
  - Manage and minimise issues caused by the important night time economy
  - Supporting businesses and family-friendly activity in the early evening
- Although 45% strongly agreed with supporting outdoor eating and café culture, this figure was lower amongst over 60s and anyone looking after someone with a physical or mental health condition, with both groups being more likely to disagree
- Agreement was lowest for creating a family friendly environment in the early evening, particularly midweek



### 3A. Supporting businesses and family-friendly activity in the early evening

- 4 in 5 residents agreed with this statement, while over one third strongly agreed
- Agreement was similar across demographics
- The highest number of comments were around the difficulty of York being family-friendly in the evenings due to the amount of drunken behaviour

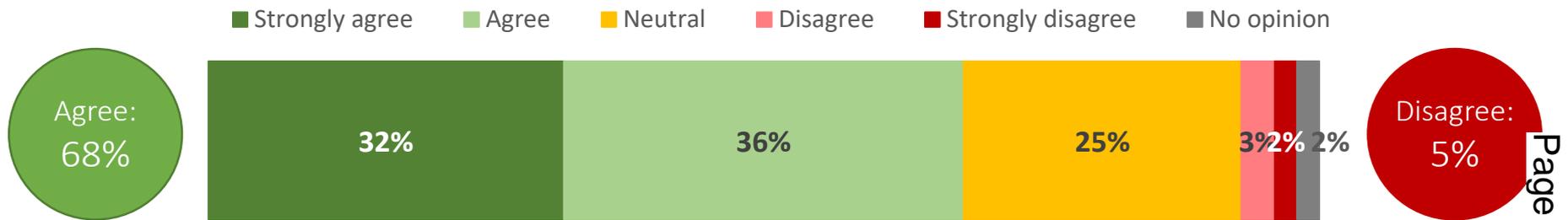


#### Example responses to statement

- *"Agree - Huge focus on getting people in to the city early evening and generating a buzz and atmosphere"*
- *"...I think supporting family friendly activity would benefit not just families but others (e.g. disabled, elderly, non-drinkers) who would like to use the city and it's businesses outside of work hours."*
- *"A move to encourage families may balance the strong drinking culture in the city."*
- *"Not just family friendly - lots of older people would go early evening rather than later"*
- *"teenagers need somewhere to meet each other instead of having to chat online"*
- *"...dog friendly is super helpful in early evening, so that residents don't have to 'dash back' to their homes to let Fido out for a comfort break..."*
- *"Definitely. No shops, no coffee shops after 6pm. Something that doesn't revolve around alcohol and restaurants is really missing".*
- *"We've said for years that there is a big gap here. Even getting a cup of coffee can be an issue. Family friendly is great, but please remember the grey pound!"*
- *"Yes! Come evening it's just food and drink, mainly drink available for most people. The city empties out. But you need to get people living here first and they won't do that if the practicalities of domestic living aren't in place. Access to supermarkets, ability to park a family car, decent sized flats with open garden spaces. Events need people to be available to attend and access them easily to be successful"*
- *"Early evening is good but parking and traffic need to allow for this"*
- *"Within the current parameters not as a justification for road closures etc."*

## 3B. Create a family friendly environment in the early evening, particularly midweek

- Just over two thirds of residents agreed with this statement, with almost a third saying they strongly agreed
- Agreement was similar across demographics, with no significant differences
- The majority of comments were around creating a family friendly environment at weekends too, as this is more likely to be family time, outside of work and school commitments

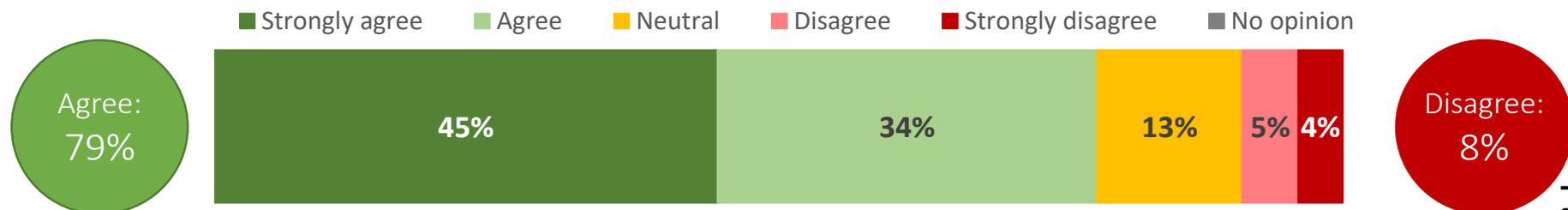


### Example responses to statement

- *"I think this is a sure and sound investment for the City and would put us ahead of other City destinations."*
- *"York needs to catch up with the European cities that do this so much better. An important step is to make areas pedestrian through into the evenings. There's no need to let people drive around the city centre in the evenings. Deliveries can all take place in the early morning."*
- *"Anything that means people can join in at quieter times in the city."*
- *"Themed food stalls maybe - more multiculturalism required in York"*
- *"Utilising the current spaces with more focus on the families of residents not just visitors"*
- *"Yes, and please make it safe for people with mobility and sensory issues."*
- *"But why only midweek, families should be able to go out in the evenings at weekends too"*
- *"Midweek's not good for families! School night and club nights"*
- *"I don't visit York during the week and I don't honestly know why. There doesn't seem to be much appeal when I know shops shut early, and so can't pick up last minute clothes items the children need for school."*
- *"But why not weekends? Oh because of the anti social drinking culture. Please this must be a priority for addressing because all the planning and ideas will come to nothing as these two cultures (family friendly and stag and hen or other drunken anti social behaviours) are incompatible and have been incompatible for a long time."*
- *"Remember something for TEENAGERS who live in the centre"*

### 3C. Support outdoor eating and cafe culture in the city centre

- Around 4 in 5 residents agreed with this statement, while 45% strongly agreed
- Over 60s (34% vs. 53% aged 16-39) and those who look after someone with a long-term physical or mental health condition (34% vs. 48% for those who do not) were much less likely to agree strongly
- While outdoor seating has been a popular response to the Covid pandemic, outdoor café culture should only occur where there is enough space, i.e. not cause access issues



#### Suggested ideas for amends to vision:

- *“The areas around the city centre could be more encouraged to stay open into early evening with families local to residential areas e.g. bishy rd, Fulford which mostly tend to shut down about 5pm. If they were encouraged it could help keep the distance from the stag and hen parties?”*

#### Example responses to statement

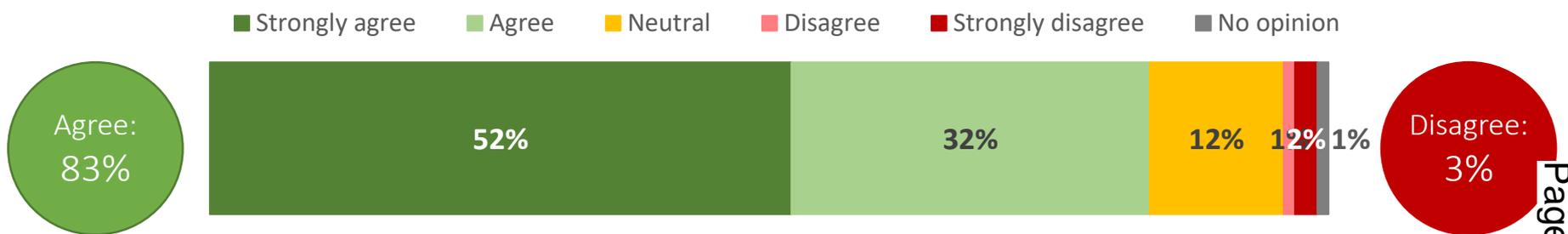
- *“The addition of benches around the city the past summer has been superb - I’ve found myself eating out from cafe’s and takeaways far more often as a result. I really hope they become a permanent addition!”*

#### Summary of other example responses:

- Reallocation of road space from cars to people is a must. City Centre West would benefit from less traffic to allow better use of space and roads
- Continue pedestrianisation of the city centre to allow cafes/ restaurants to take advantage of al fresco dining. Promotes a friendly atmosphere
- Tables on college green and outside the art gallery support local business and should return every year, and should stay longer e.g. April-Oct
- Undercover – umbrellas/overhangs at outdoor cafes to shade during sunny days. A multi cultural indoor food court, something like Trinity Kitchen
- Not at the expense of accessibility. Cafes using pavement seating should be made to provide ramps or space for wheelchair users. Needs to be done in consultation with disabled residents.
- Not at the expense of the environment - patio heaters are disastrous – and not to the exclusion of other retail provision that encourages residents
- Avoid overly cluttering the street scene. Set standards to avoid streets full of cheap plastic seats and tables covered in rubbish
- Needs to be managed carefully so that there isn’t an increase in anti social behaviour. Ban loud music which impacts the street space
- There are already far too many food outlets and bars. Pavements are not designed for 'cafe culture'.

### 3D. Manage and minimise issues caused by the important night time economy. This will include securing Purple Flag status

- More than 4 out of 5 residents agreed with this statement and just over half strongly agreed
- Agreement was similar across demographics, with no significant differences



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#### Suggested ideas for amends to vision:

- *“This should include more street lighting so that lone females can feel like they can walk through the city at night safely. Currently I avoid the city centre if possible.”*

#### Example responses to statement

- *“As a woman in her twenties, I don't go into the city on Friday or Saturday nights alone. I would strongly welcome efforts to ensure that both other residents/individuals in York AND those involved in the night time economy are/feel safe.”*
- *“This just sounds like you want to penalise young people and a night time economy that has just spent the past 2 years being shutdown.”*
- *“We need to move away from the city centre being a drunken space for hen and stag nights. More attraction of couples (a UK city of romance like Paris?) or families. It is an unpleasant place to be in at night and on Saturdays.”*
- *“Yes it's frustrating when town is full of lager louts but take that culture away and the city will go down the pan.”*
- *“A very difficult balancing act between wanting more people living in the city, affordable policing and a late night scene that is attractive to all age groups.”*
- *How much control can cyc have over this?*

#### Summary of other example responses:

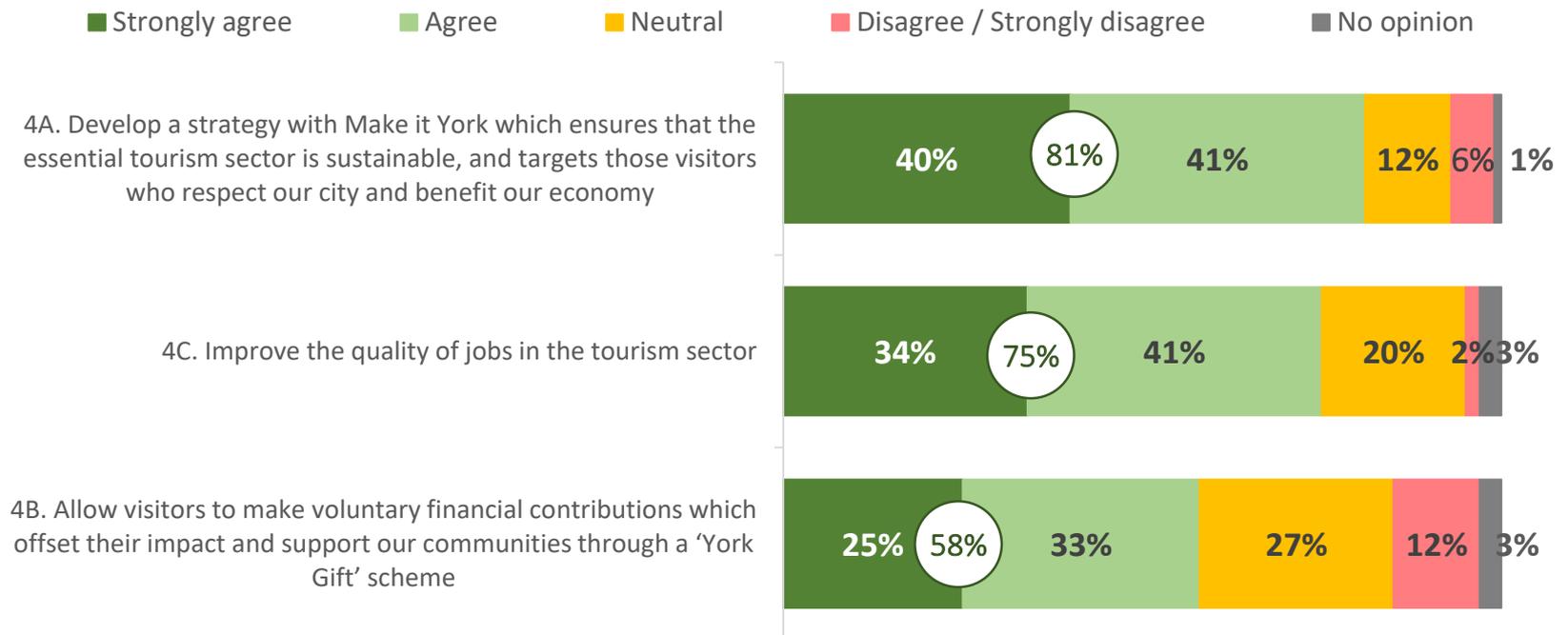
- Spread out places of interest within the city walls to keep revellers and families in specific places
- Invest in security, active policing, information, targeted campaigns to stop hate crime and promote accessibility

## 4. Making tourism work for York



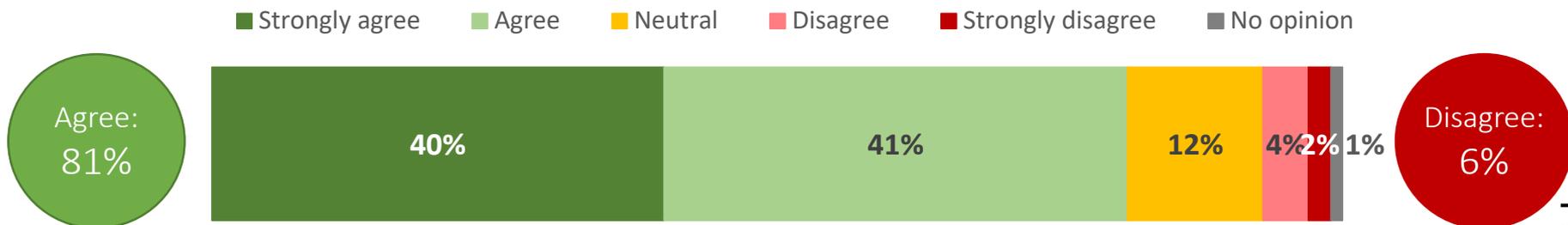
## 4. Making tourism work for York: Summary

- Residents were most likely to agree with the following statements:
  - Develop a strategy with Make it York which ensures that the essential tourism sector is sustainable, and targets those visitors who respect our city and benefit our economy
  - Improve the quality of jobs in the tourism sector
- Agreement was lowest for allowing visitors to make voluntary financial contributions



## 4A. Develop a strategy with Make it York which ensures that the essential tourism sector is sustainable, and targets those visitors who respect our city and benefit our economy

- Around 4 out of 5 residents agreed with this statement, while two fifths strongly agreed
- Agreement was highest amongst females (85% vs. 77% of males) and those who do not have a physical or mental health condition (84% vs. 79% of those with)

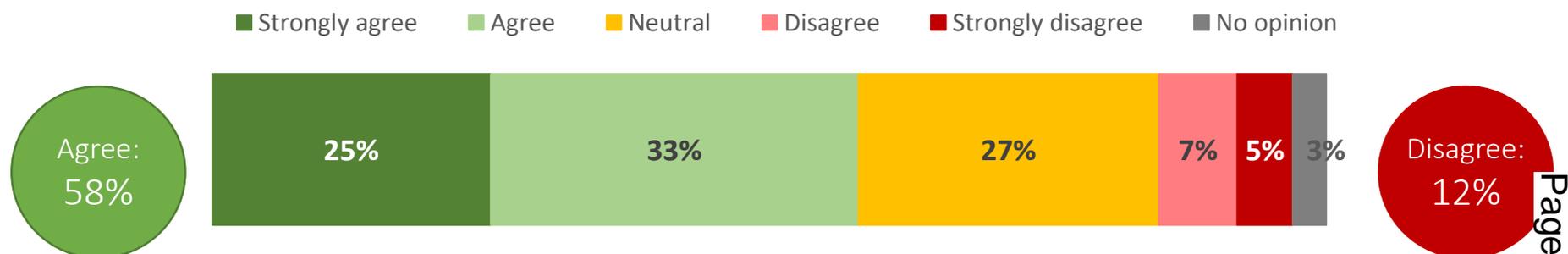


### Example responses to statement

- *“And which is underpinned by inclusivity and accessibility throughout - including respect for diverse communities and meeting different needs.”*
- *“For around/ over 5 years I have been pushing for Make It York to develop York as an active travel destination for ALL AGES who cycle, walk, wheelchair... will distribute visitors and wealth more equally, i.e. not all in the city centre, and improve routes, signage, surfaces for residents.”*
- *“More cultural tourism and more attempts to encourage families to visit. Make the city safer and friendlier at night”*
- *“Pre Covid, the large amount of groups such as hen and stag parties was becoming unmanageable and put me off being in the city centre on a Saturday evening. We need to avoid this getting out of hand”*
- *“Respecting our city is impossible to measure or quantify. This statement sounds like 'we only want a certain kind of tourist' and I assume that means rich and I don't think that only offering high end tourism is a good idea. York is already too expensive for residents, they struggle to eat out or go to cultural activities, making it a Disneyland for the wealthy would exacerbate that.”*
- *“Too many tourists. Appreciate they bring money to York but its been about tourists for far too long. You need to appreciate the citizens and look after us a little bit more!” **“we need proper jobs”***
- *“Whilst tourism is highly important, it should not be to the detriment of the local population who use the City Centre for day to day living.”*
- *“Whole-of-property bookings via Airbnb needs to be controlled, e.g. via a mandatory register + inspections and levies, to avoid undermining regular B&B and hotels”*
- *Social media comments flagged the need to achieve a balance between tourism and students, who are vital to the city economy and employment, and the needs of residents*

## 4B. Allow visitors to make voluntary financial contributions which offset their impact and support our communities through a 'York Gift' scheme

- Almost 3 in 5 residents agreed with this statement, while 1 in 4 strongly agreed
- No significant differences in agreement were seen by age, gender or disability



### Suggested ideas for amends to vision:

- *"Whilst I agree that tourism should be made more environmentally friendly, this isn't the way to do it. Voluntary contributions work in free museums because they are providing an event and attraction. Voluntary contributions to the council is incredibly unappealing, if I went to a city and was presented with a donation for the local council I would feel very negative towards it."*

### Example responses to statement

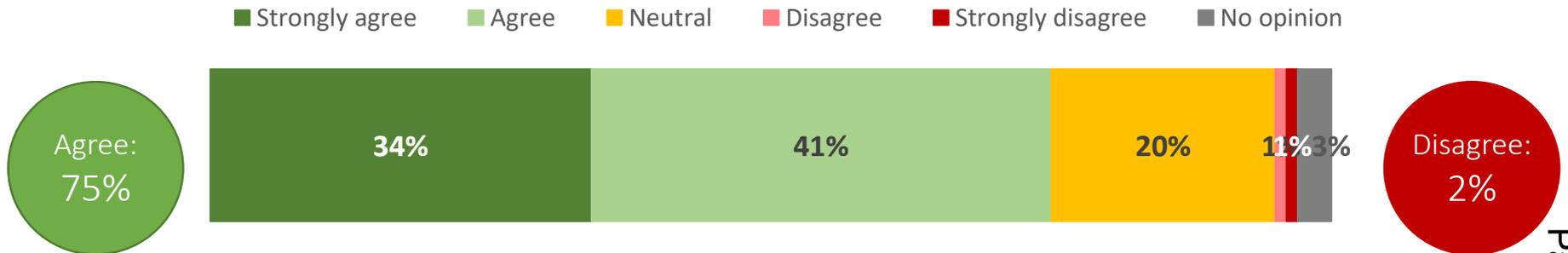
- *Respectful tourism needn't be charged as their impact would be positive.*
- *This doesn't sit well with me. It reads like that we're punishing visitors. The word 'offset' sounds like we're scolding visitors for doing harm, when really visitors are essential to York and we wouldn't have much of an economy without them. I would much prefer that they spend that money at attractions and hospitality services who can then pay their staff more.*

### Summary of other example responses:

- A hotel or tourist tax should be mandatory to help maintain city infrastructure. A voluntary scheme will not work.
- The scheme should be: carefully monitored, openly publicised, clear it is voluntary to avoid discouraging visitors on the basis of financial difficulties, contribute to sustainable aims
- Would help the amount of council tax money spent on non-resident projects
- How is 'visitor' defined if York is the local shopping destination? Although could be applied to residents too
- Likely to put people off coming to York, and could possibly lead to negative PR

## 4C. Improve the quality of jobs in the tourism sector

- Three quarters of residents agreed with this statement, while just over one third strongly agreed
- No significant differences in agreement were seen by age, gender or disability



### Example responses to statement

- *“Making a job in the restaurant trade an attractive proposition and one to be proud of would be a great way to demonstrate that York’s dining isn’t just about the food and drink, it’s also about investing in and developing people.”*
- *“But we need to stop being overly reliant on these jobs. They are never going to be as good an option career wise as some other sectors as tourism relies on seasonal, part-time, insecure, lack of progression, at minimum wage jobs to function. That’s a national shift, not necessarily something we can do locally.”*
- *“Higher quality jobs in this sector can allow young people to live and work in the city centre more sustainably, and it is York’s key economy.”*
- *“It’s not the quality of the jobs it’s the pay, cost of living and everything associated with choosing to work in a city. Consider subsidised travel to attract workers from surrounding towns and cities such as Leeds”*

### Summary of other example responses:

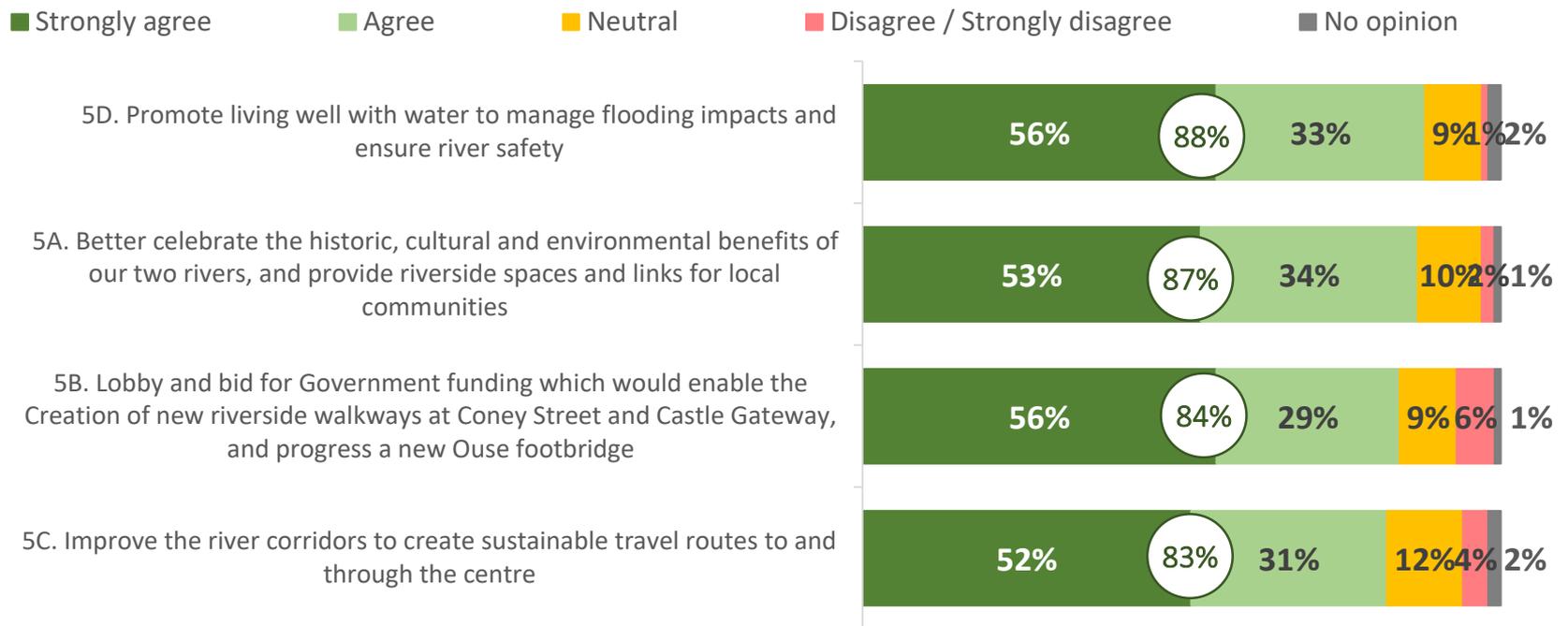
- Improve the status of hospitality, retail and tourism jobs (and the skills they teach & career paths that they open)
- Businesses should be encouraged to improve pay, conditions and training, allowing workers to have a better work/life balance i.e.. ensure staff get regular shift patterns, rotas are provided in advance. Workers deserve better conditions and more respect.

## 5. Embracing our riversides



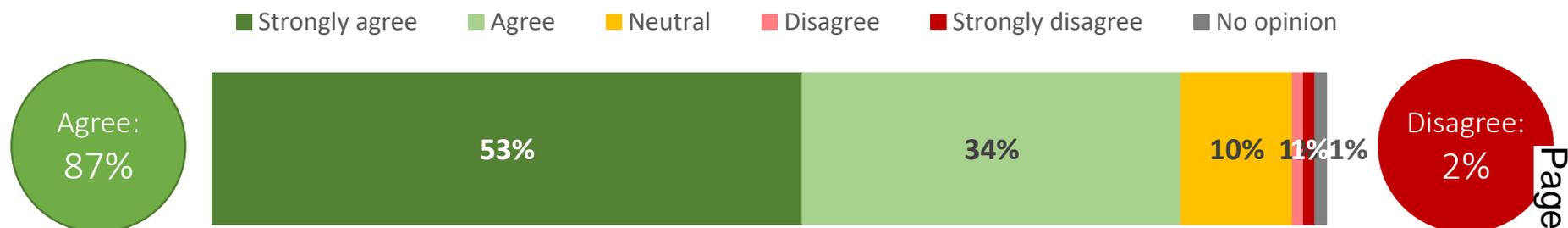
## 5. Embracing our riversides: Summary

- More than 4 out of 5 residents agreed with all four statements, with over half strongly agreeing
- Males were most likely to strongly agree with the following statement (64%): 5B. Lobby and bid for Government funding which would enable the Creation of new riverside walkways at Coney Street and Castle Gateway, and progress a new Ouse footbridge
- Females were most likely to strongly agree with the following statement (59%): Promote living well with water to manage flooding impacts and ensure river safety



## 5A. Better celebrate the historic, cultural and environmental benefits of our two rivers, and provide riverside spaces and links for local communities

- Very high agreement was seen for this statement at 87%, while more than half strongly agreed
- There were no significant differences in agreement by age, gender or disability



### Example responses to statement

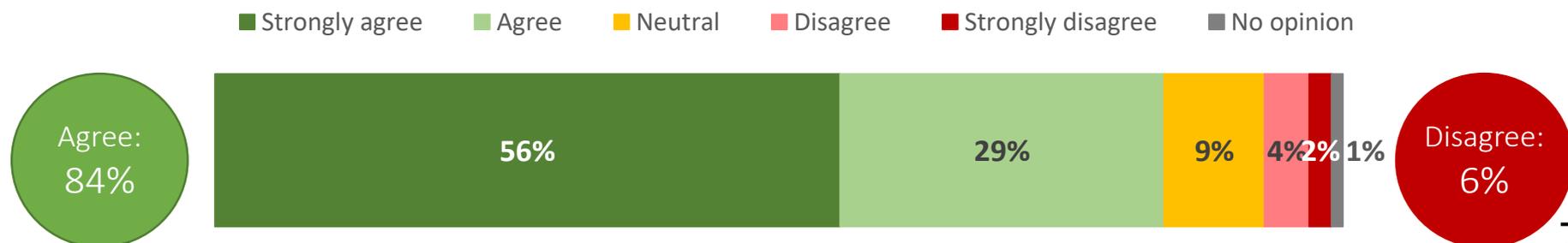
- *"The rivers are hugely under-utilised and fabulous resources"*
- *"Great to have more cafes and restaurants that overlook the river."*
- *"I like the idea of the pedestrian bridge area near Coney street(?). Partially to offset the complete inaccessibility of Ousegate bridge throughout the day."*
- *"Improve cycling facilities and paths along the river"*
- *"...an assessment of noise, nuisance and alcohol use should be carried out to minimise these effects on local inhabitants."*
- *"Yes, but the riverside ideas are so expensive and I think a lot of other thing (high quality play space, water play in town) would make a much bigger difference at a lower price point. I think there is a risk you could spend a lot and end up just creating more outdoor drinking space. I would say the investment would be better spent on making sure every child in York can walk and cycle safely to the city centre."*

#### Summary of other example responses:

- Create wildflower meadows along the river
- Publicly accessible with ample free seating
- Reconnect buildings to the River Foss and encourage more time spent there
- Riverside spaces need to be safe at night. Drinking and rivers do not mix. Should not be developed in unsympathetic ways
- River buses should be run into the centre

## 5B. Lobby and bid for Government funding which would enable the Creation of new riverside walkways at Coney Street and Castle Gateway, and progress a new Ouse footbridge

- There was very high agreement for this statement at 84%, while the majority, 56%, strongly agreed
- Males were significantly more likely to strongly agree with this statement (64% vs. 52% of females)

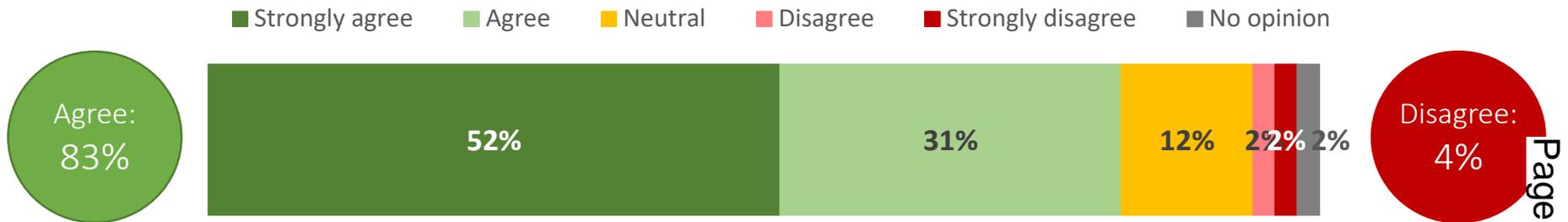


### Example responses to statement

- *“One thousand percent. Like I just said, this has huge potential in York. Not just for tourists but for residents.”*
- *“Opening Coney Street up to the river would make it a thousand times more appealing!”*
- *“The economic benefit for the City would be significant”*
- *“Ensure that the walkways are safe and well lit at night.”*
- *“Any designs should be co produced with disabled people and people with young families having central voices.”*
- *“Make sure you learn from past mistakes - Millennium Bridge gets quite congested. Cyclists and pedestrians and mobility vehicle users struggle to share.”*
- *“Current riverside areas are an eyesore whether accessible or not”*
- *“We don't need another bridge.”*
- *Social media commentary highlighted the potential for a new bridge to impact on footfall and trade on Micklegate and Bridge Street. Some felt that greater emphasis should be placed on river safety, or funds directed to improving existing infrastructure in the first instance.*

## 5C. Improve the river corridors to create sustainable travel routes to and through the centre

- More than 4 out of 5 residents agreed with this statement, while over half, 52%, strongly agreed
- No significant differences were seen between demographic groups

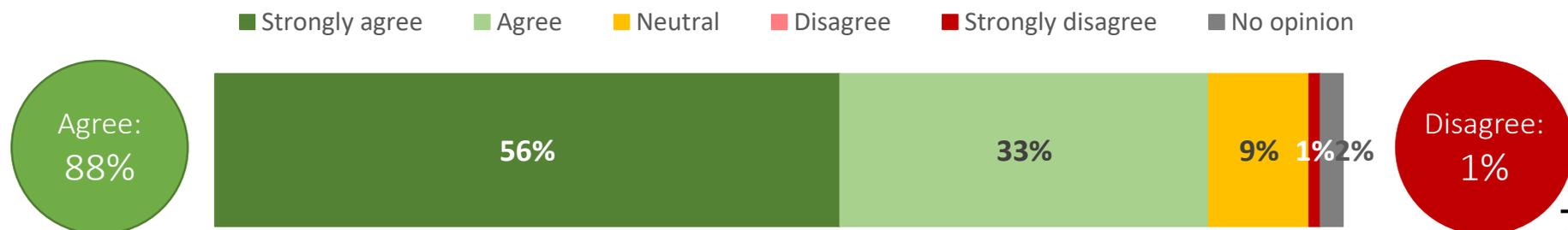


### Example responses to statement

- *"York exists because of its river highway which is now ignored. A river taxi service would be another means of reducing traffic."*
- *"Yes but have to be 100% safe for people to use, especially females walking alone."*
- *"And which are accessible to a range of disabled people"*
- *"with cycle routes"*
- *"It's a death trap for cyclists everywhere. This is necessary."*
- *"Interested to know how flooding would be managed better along these routes"*
- *"Flood dependent, but interested to explore this option."*

## 5D. Promote living well with water to manage flooding impacts and ensure river safety

- The majority strongly agreed with this statement, 56%, while overall, almost 9 out of 10 residents were in agreement
- No significant differences were seen by age, gender or disability



### Suggested ideas for amends to vision:

- *"ALSO keep the rivers, especially the Foss clean and tidy as so often it looks a mess and covered in mould. The boat Wrecklaw should be reinstated as it did a very good job in the past before the council stopped its use."*

### Example responses to statement

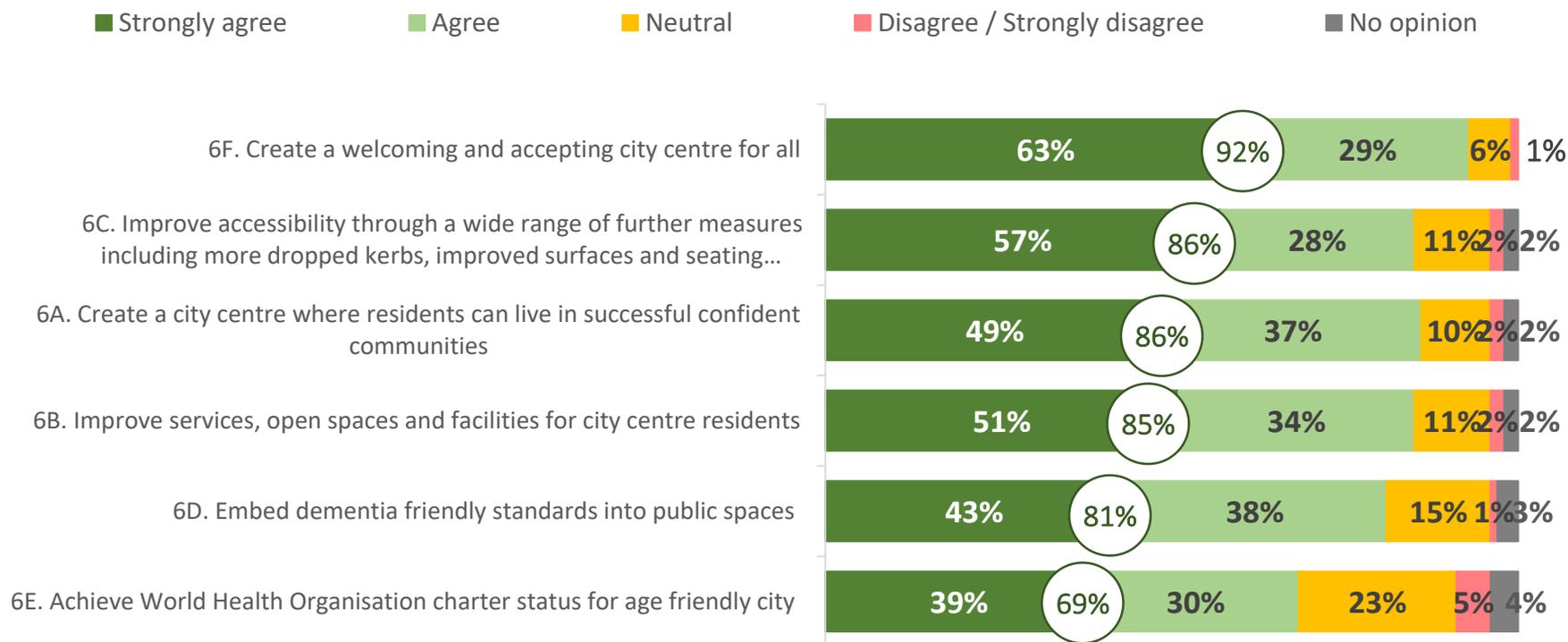
- *"Good idea but not sure how you manage river safety. Please don't fence it off."*
- *"River safety sadly an issue. Anything to help this would be great."*
- *"This is absolutely critical. We have to seriously learn to live with the river, not fight against it. The FAS is an example of a lost opportunity. More barriers alone will not keep residents or the city safe. Or promote active involvement. As a resident I would love to see a really visible, proactive campaign to raise awareness and encourage community involvement."*
- *"Continue with flood prevention in areas of risk already identified as swiftly as possible."*
- *"Boating/rowing seems the pastime of the rich clubs. Why not introduce it for others."*

# 6. A city centre community, which is welcoming to all



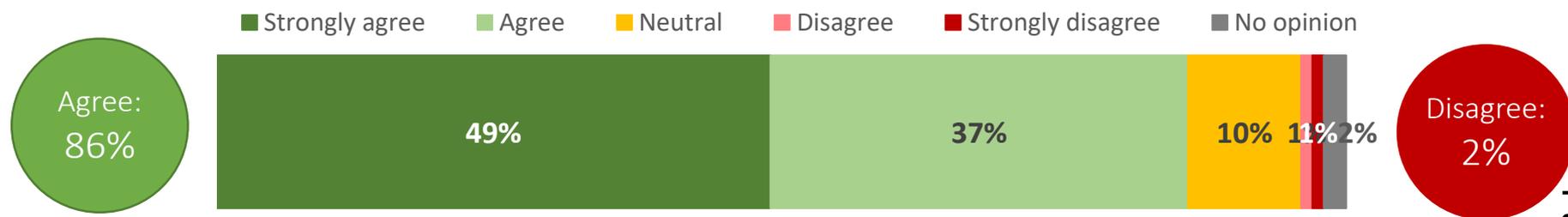
## 6. A city centre community, which is welcoming to all: Summary

- Residents were most likely to agree with the following statements:
  - Create a welcoming and accepting city centre for all
  - Improve accessibility through a wide range of further measures including more dropped kerbs, improved surfaces and seating and better facilities for disabled people
- Agreement was lowest for achieving World Health Organisation charter status for age friendly city, particularly amongst under 60s (67% agreement) and males (63% agreement)



## 6A. Create a city centre where residents can live in successful confident communities

- Residents strongly supported this statement, with almost half saying they strongly agreed
- No significant differences in agreement were seen by age, gender or disability



### Suggested ideas for amends to vision:

- Encourage permanent residents to the City Centre
- The city centre must be made safer at night for everyone

### Example responses to statement

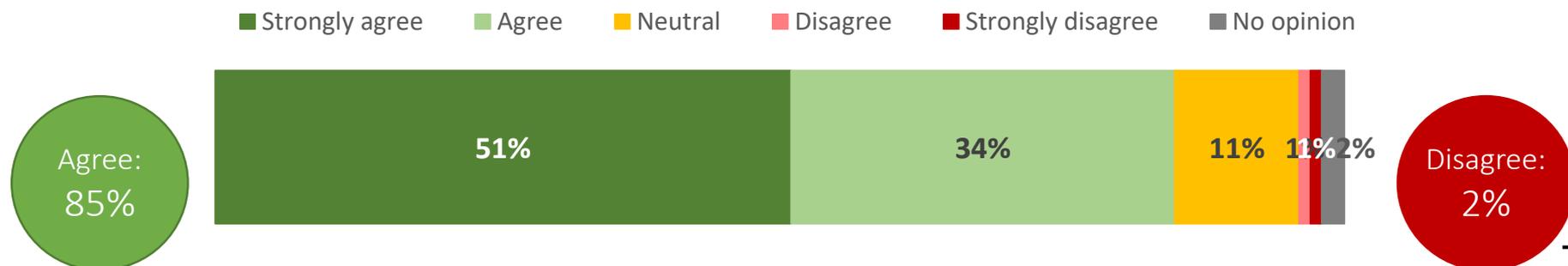
- "Not sure. It's getting to be a very noisy city, especially at night. And what if all these residents have cars?"*
- "Residential is not always going to be compatible with a bustling City Centre... Which should take priority as the economic engine of York."*
- "We should encourage multi cultural communities"*

#### Summary of other example responses:

- Build more affordable, carbon-neutral apartments with good transport links across the city
- The empty spaces above shops could be used for flats / affordable homes. There are too many executive type apartments that are unaffordable and end up as holiday lets. There also needs to be provision of services in the centre, e.g. doctors, dentists, nurseries, etc.
- More support for residents in listed buildings and conservation areas. Easier / free listed building consent
- York is geared towards tourists, not residents who are here all year and feel they need to avoid the city centre at weekends
- Create spaces for elderly needing care. Difficult to push wheelchairs the distances required. Disabled people need access to York for them to be able to be part of the community
- The needs of disabled residents and blue badge holders, and their importance in local communities were highlighted in social media comments. The need for affordable housing was also highlighted

## 6B. Improve services, open spaces and facilities for city centre residents

- Most residents agreed with this statement, with around half saying they strongly agreed
- Agreement levels were consistent across all demographic groups



### Suggested ideas for amends to vision:

- *"Any improvements, open spaces, facilities etc. should be for ALL residents, not just those in the city centre."*

### Example responses to statement

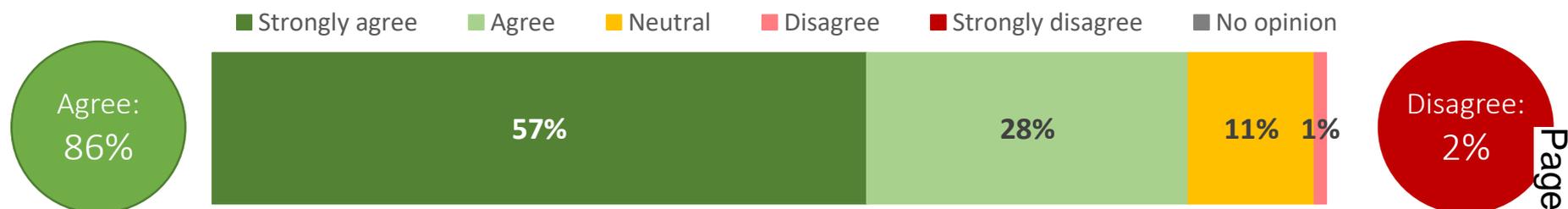
- *"As we move to a more integrated business and residential City centre this is also a must do rather than a nice to do."*
- *"Enhance out-of-centre shops and services in pursuit of a "10 minute city""*
- *"If people choose to live in the city centre, then they must be aware that facilities and open spaces are commensurate with city living"*
- *"If we do other things, these will come."*
- *"Sadly the small amount of green space we have do not feel safe and accessible."*

### Summary of other example responses:

- City centres are no longer purely retail based, therefore improving the public realm, its accessibility, and the experience of it will be key
- Do not allow building without commitment to services (health, welfare, affordable transport) to support the increase in residents. City centre spaces could offer much more on the way of social, health services for everyone.
- CYC has allowed sports and leisure facilities to move to the ring-roads. There is insufficient open space, made worse by YMT restrictions on Museums Gardens. York Central is set to make this worse
- Would be good to see maintenance carried out in some parks and open spaces where possible

## 6C. Improve accessibility through a wide range of further measures including more dropped kerbs, improved surfaces & seating & better facilities for disabled people

- Almost 9 out of 10 residents agreed with this statement, while the majority, 57%, strongly agreed
- Residents most likely to say they strongly agreed were those who look after someone with a condition or problems related to old age (77%), residents with a physical or mental health condition (70%), and females (77%)



### Suggested ideas for amends to vision:

- *"Would prefer raised crossings to dropped kerbs. Calms traffic."*
- *"Would rather see more streets given the fully-paved no-curb treatment than added dropped curbs - High Petergate, Lendal, Castlegate etc."*

### Example responses to statement

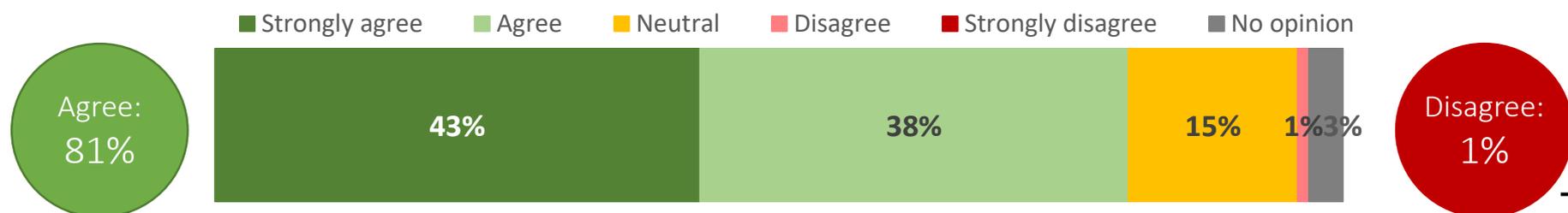
- *"Large parts of the city centre are simply not compatible with wheelchair or mobility scooter use"*
- *"Improved surfaces will help everyone. Some of the transitions and worn paving is dangerous for all pedestrians."*
- *"Yes accessibility is important, but it should not lead to an overly cluttered public realm. Landscaping where possible should be dual purpose."*
- *"Keep pavements clearer, use the road space more by stopping traffic."*
- *"More seating is definitely needed throughout the city centre."*
- *"But some areas are historic and shouldn't be touched"*

### Summary of other example responses:

- Enlist disabled people for guidance and support on what works for them
- Dropped kerbs makes getting around easier. More seating, toilets, disabled parking, covered outdoor venues also needed
- Disabled people need more parking access so they have the same access ability as able bodied people to access the city centre facilities
- Many individuals block pavements with cars parked on kerbs

## 6D. Embed dementia friendly standards into public spaces

- Around 4 out of 5 residents agreed with this statement, and 43% strongly agreed
- Residents who look after someone with a long-term physical or mental health condition were most likely to say they strongly agreed (59% vs. 41% of those who do not)
- Females were significantly more likely than males to say they agreed (86% agreed vs. 74% of males)



### Suggested ideas for amends to vision:

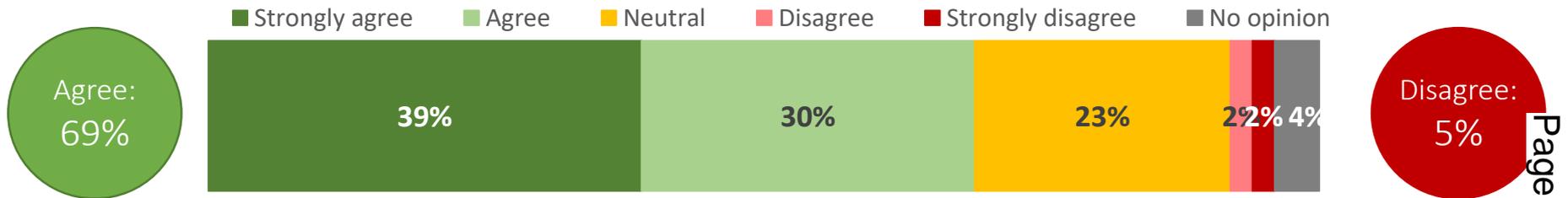
- *“And also autism friendly spaces - this would be good for all of us.”*
- *“It’s extremely important to cover these issues and similar issues surrounding autism. ‘Safe’ areas need to be made that are more peaceful and tranquil.”*

### Example responses to statement

- *“Clearly important with our increasingly aging population”*
- *“Could this benefit some sensory impaired pedestrians too, or those who are neuro-diverse? I know 'street clutter' can hinder some people, so it needs to be done really well for 'all' to benefit :)”*
- *“As well as dementia friendly standards, adhering to the equality act and best practice around accessibility will improve the experience for everyone”*
- *“Not sure what this would entail but think it sounds like a good thing??”*
- *“What would practically change? CYC have had numerous dementia friendly programmes over the years. They should be evaluated before starting another one.”*
- *“Got a father with dementia but I wouldn’t expect this project to wave a magic wand as really there isn’t much you can do ..... concentrate on the stuff that’s going to bring value I’m afraid to say”*

## 6E. Achieve World Health Organisation charter status for age friendly city

- Over two thirds of residents agreed with this statement, while two fifths strongly agreed
- Residents who look after someone with a long-term physical or mental health condition were significantly more likely to say they strongly agreed (55% vs. 37% of those who do not)
- Overall agreement was higher amongst over 60s (79% aged 60+ agreed vs. 67% under 60) and females (75% vs. 63% of males)

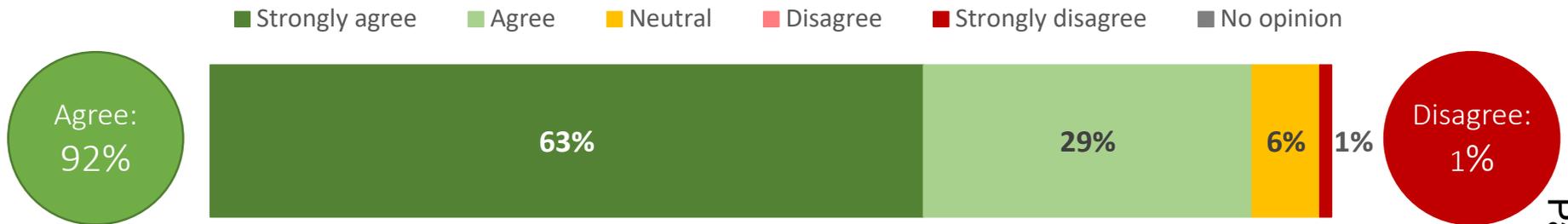


### Example responses to statement

- *“What is the WHO charter status?”*
- *“This is like the purple flag thing, why spend money to work toward ticking boxes for a status people won't understand anyway. Just put the effort into doing the age friendly things and spend the money on actions for people, not extra logos to stick on documents.”*
- *“The city is certainly not age friendly at the moment - so a lot of work to be done”*
- *“York is far from an age friendly place. Again, how have you involved older people in local decision making? Even your basic consultation processes (like this one) fail to acknowledge how many older people want to engage and communicate.”*
- *“Without appropriate disabled access this can't happen”*
- *“I suspect it would cost too much to achieve charter status and minimal incremental benefits would accrue.”*
- *“Only if this leads to tangible changes.”*
- *“Better ways to spend money for the benefit of local residents.”*

## 6F. Create a welcoming and accepting city centre for all

- There was a lot of support for this statement, with almost 2 in 3 saying they strongly agreed and 92% in agreement overall
- Agreement was consistent across all demographic groups



### Example responses to statement

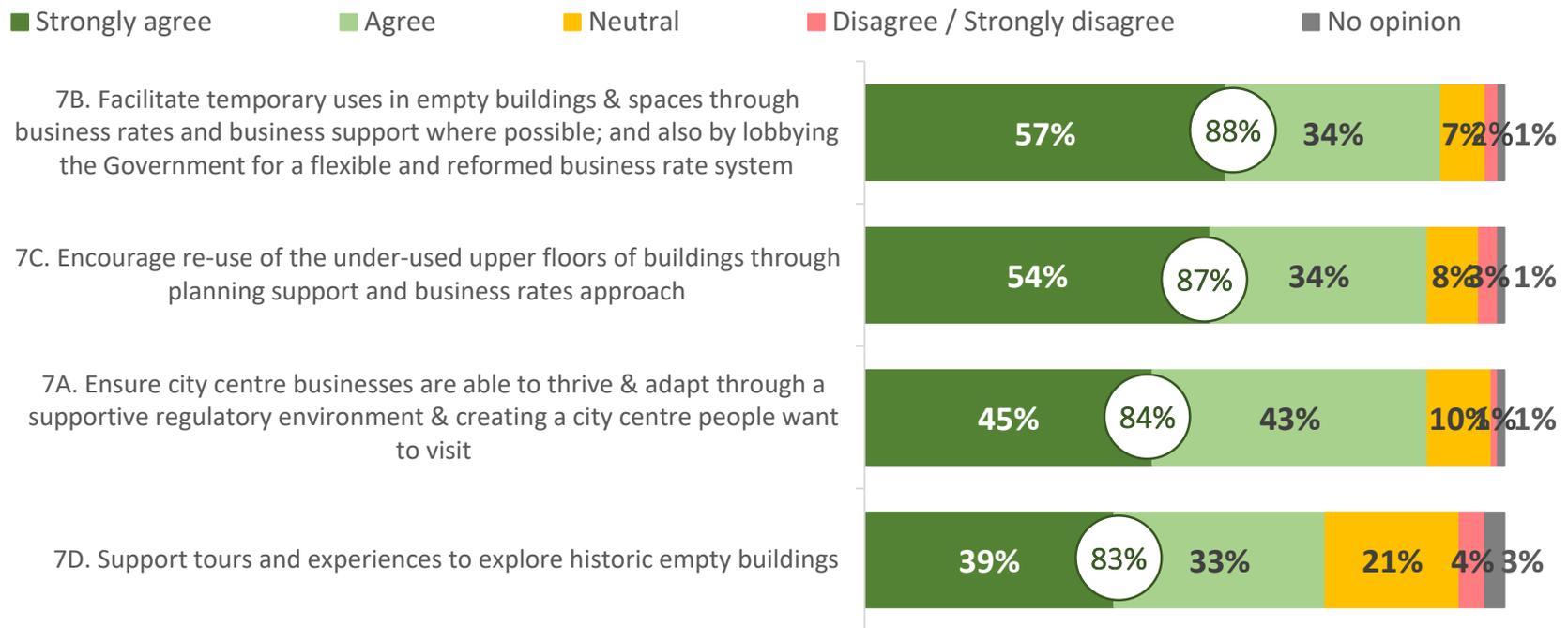
- *“Both residents and visitors”*
- *“Not for those who do not respect our city or its residents.”*
- *“The implication is that currently York is not welcoming and accepting. This is untrue. It is already welcoming and beautiful. As evidenced by the large number of visitors be they day trippers or staying in the city’s hotels. Best leave well alone. “*
- *“As a resident I do not feel the city centre is meant for us at all. I only go in because I volunteer there. I do a bit of shopping while I’m there but really everything is only for tourists these days. It would be nice to have some shops that weren’t restaurants or cafes. There is only Barnitts worth going in for these days.”*
- *“Certain attractive parts of York City Centre are becoming too expensive for normal working families.”*
- *“York is not welcoming for many disabled people. It is stressful and distressing and exhausting and it doesn't need to be”*
- *“Clean and safe city centre for all”*
- *“Currently the city is not fit for purpose. Litter, loud buskers of dubious quality, lack of shops and rowdy groups at the weekend make it a place to avoid.”*

# 7. Thriving businesses and no empty buildings



## 7. Thriving business and no empty buildings: Summary

- More than 4 out of 5 residents agreed with all four statements, with over half strongly agreeing with the following:
  - Facilitate temporary uses in empty buildings & spaces through business rates and business support where possible; and also by lobbying the Government for a flexible and reformed business rate system
  - Encourage re-use of the under-used upper floors of buildings through planning support and business rates approach
- Under 40s are most likely to agree with supporting tours and experiences to explore historic empty buildings (49% strongly agree)



## 7A. Ensure city centre businesses are able to thrive & adapt through a supportive regulatory environment & creating a city centre people want to visit

- Almost 9 out of 10 residents agreed with this statement, and almost half strongly agreed
- Agreement was consistent across all demographic groups

■ Strongly agree   
 ■ Agree   
 ■ Neutral   
 ■ Disagree   
 ■ Strongly disagree   
 ■ No opinion



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### Suggested ideas for amends to vision:

- *“Support small independent businesses.”*

### Example responses to statement

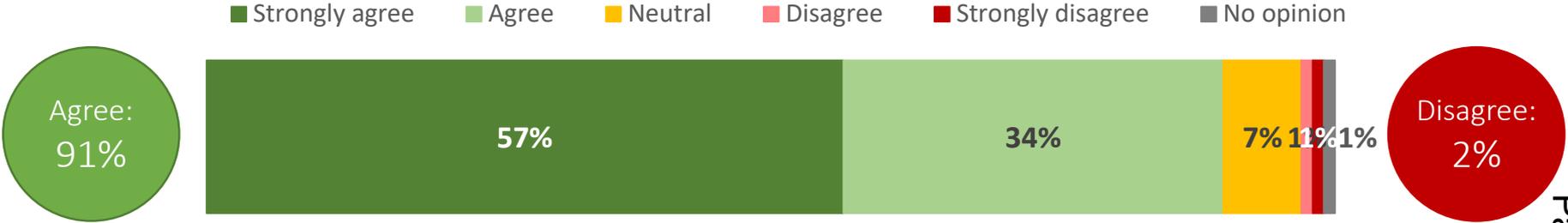
- *“Good jobs mean more money being spent, and less need to pander to tourism”*
- *“York Council should create a grant system for the maintenance/restoration of the city’s historic/medieval buildings and not just the major sites. We own a tiny Grade 2\* medieval building that retains most of its original features - regulations and conservation rules make its upkeep extremely expensive... their survival is closely tied to the survival of York as a tourist destination. Their upkeep should therefore be a shared cost.”*

### Summary of other example responses:

- If city centre businesses thrive, York thrives. Without them it loses its heart
- Independent shops are especially important. Pavement cafes are also very popular and less risky for those still worried about Covid and flu.
- There needs to be a diverse range of businesses. Too many independent city centre businesses that attracted people to the city have closed and been replaced by bars and café/restaurants. Business rates need to facilitate independent local business.
- There should be a cap on rents for shops and more control on which type of businesses can go where to ensure more coherent shopping streets
- It is really important to have a supportive Regulatory environment. It must not be at the expense of accessibility of buildings or the built environment. Disabled people need the Council to be an advocate for their needs, supporting the creation of a truly inclusive environment
- Social media comments flagged the need to diversify the economy, and highlighted rents and rates as inhibiting business.

# 7B. Facilitate temporary uses in empty buildings & spaces through business rates & business support where possible; & also by lobbying the Government for a flexible and reformed business rate system

- Very high agreement levels were seen for this statement, with the majority strongly agreeing
- Results were consistent across all demographic groups



## Example responses to statement

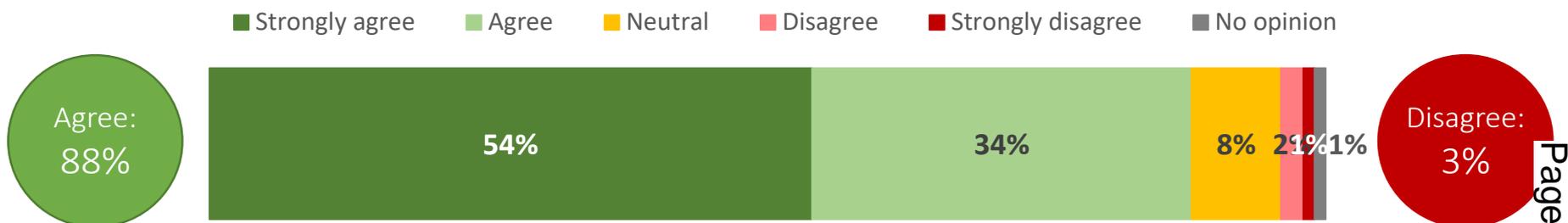
- *“Coney Street as a starting point. Flats above shops and planters and trees (pedestrianise it!) - people living in the area will create a community. And flats not as blooming air B and Bs!!”*
- *“There are some amazing empty spaces that are overlooked - for example grass area behind bus stops on Stonebow”*
- *“Some sort of pop up space for local entrepreneurs would be better than empty space.”*
- *“Indoor food halls. Nice images in empty building shop windows.”*

**Summary of other example responses:**

- Depends on the quality of the temporary uses. Goal should be for longer term stability for businesses
- Dress windows all year round rather than just papered up windows
- Focus on temporary community spaces, creative spaces, free activity based ideas instead of businesses
- Try to encourage culture and not always look to profit
- Rents and rates are prohibitively high – some flexibility around business rates would enable independent businesses to thrive, which is important as they benefit everyone in different ways
- Social media comments highlighted the need to encourage private investment

## 7C. Encourage re-use of the under-used upper floors of buildings through planning support and business rates approach

- Over half of residents strongly agreed with this statement and, overall, almost 9 out of 10 were in agreement
- Results were consistent regardless of age, gender or disability

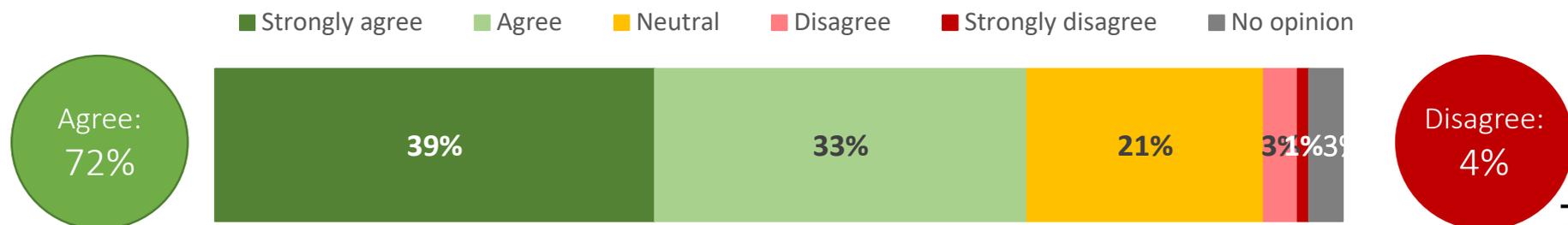


### Example responses to statement

- *“Excellent idea, so many old buildings that must be lying empty!”*
- *“Flats and apartments”*
- *“For activities for young people, that don't cost an absolute fortune”*
- *“Increased residential and office use in the city centre can only be a bonus, a lot of professionals work in nearby centres like Leeds, I personally work remotely across the country, I believe there is significant opportunities for enhanced co-working provision and more affordable residential opportunities for young professionals and families.”*
- *“Also explore capital funding to unlock spaces. Lambeth's Future Workspace Fund is an example of this.”*
- *“Mediaeval buildings with small spaces and narrow staircases are a challenge for modern access regulations- facilities that are allowable because they are existing can become obsolete when changes are made to the building. Planning and building control must be sensitive to these limitations.”*
- *“Unless planners allow for accessibility to be built in, this will increase exclusion in our city”*

## 7D. Support tours and experiences to explore historic empty buildings

- Just over 7 out of 10 agreed with this statement, while almost two fifths strongly agreed
- Under 40s were most likely to strongly agree (49% vs. 37% over 40)



### Example responses to statement

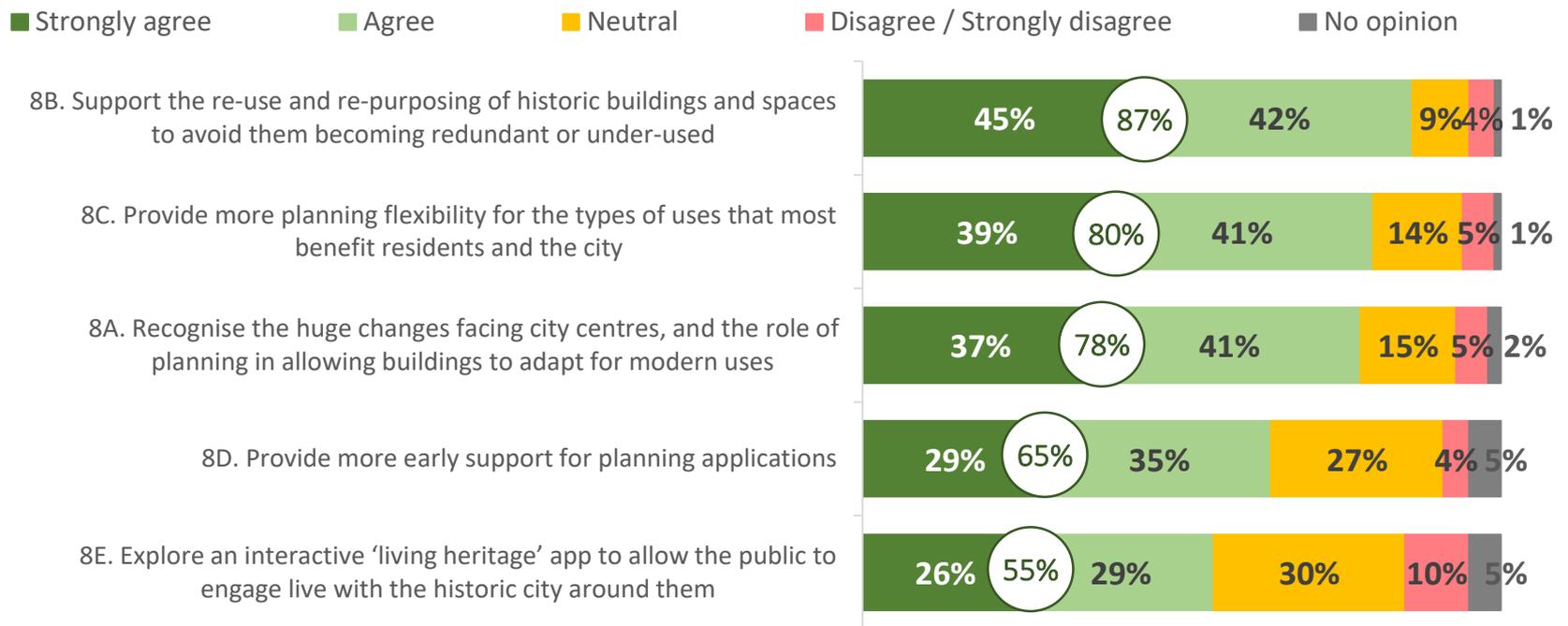
- *“This is something York Past and Present would support. Many of us are really interested in seeing those parts of York not normally accessible to the public.”*
- *“This should not be confined to empty buildings. Occupied buildings also have huge interest. London has a hugely popular Open House scheme where public and private places of architectural interest are open to the public once a year. This is widely promoted and coordinated centrally with maps and guides in print and online. It gives access to many small buildings and homes that are normally not accessible by the public and is a major event/draw...”*
- *“As long as accessibility is considered throughout (this does not mean that these buildings are fully accessible but that steps are taken when it is possible, and alternatives explored, e.g. 3D vision)”*
- *“As long as any money raised goes directly into the upkeep of these buildings”*
- *“Huge groups on guided tours in the city are a nuisance , blocking routes and causing significant inconvenience.”*

# 8. Celebrating heritage and making modern history



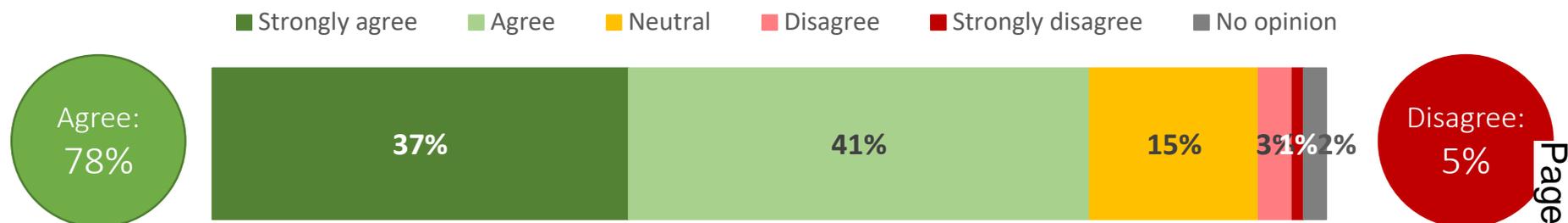
## 8. Celebrating heritage and making modern history: Summary

- Residents were most likely to support the following statements:
  - Support the re-use and re-purposing of historic buildings and spaces to avoid them becoming redundant or under-used
  - Provide more planning flexibility for the types of uses that most benefit residents and the city
- Those aged 60 and over were most likely to strongly agree with recognising the huge changes facing city centres, and the role of planning in allowing buildings to adapt for modern uses (88% agreed)



## 8A. Recognise the huge changes facing city centres, and the role of planning in allowing buildings to adapt for modern uses

- Agreement was high for this statement at over three quarters, though with slightly more saying they slightly, rather than strongly, agreed
- Agreement was highest amongst the over 60s (88% agreed vs. 73% under 40)

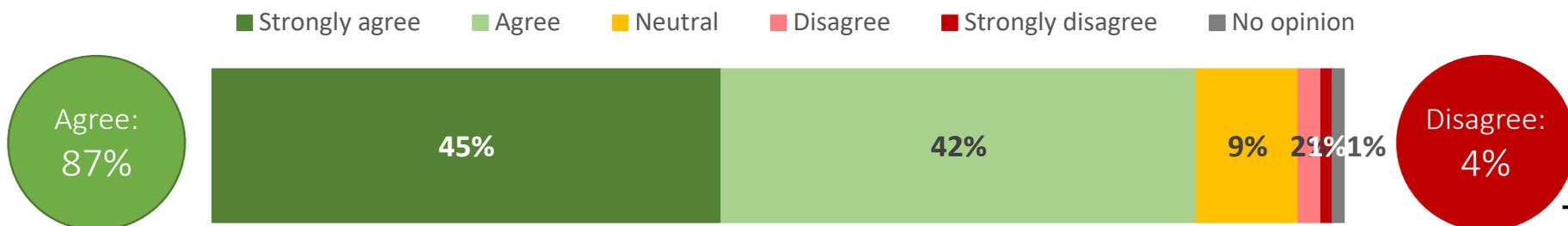


### Example responses to statement

- *“Without allowing developers to ride roughshod over the planning department” / “...there needs to be a truly collaborative approach between the local authority and developers to find a sustainable use for buildings and development sites.”*
- *“Planning rules must not be watered down, but should be strengthened instead.”*
- *“Good planning would promote adaptation rather than merely allowing it”*
- *“...better for a building to be repurposed than left to deteriorate because planning permissions and regulations are cost prohibitive”*
- *“Need to balance modern needs against losing history”*
- *“We need to be able to do this while also protecting certain uses of building that are/were important to the city’s history (i.e.: assembly room should become an exhibition space, concert hall, and assembly room again; guildhall and mansion house should be preserved as the living centres of the city’s civic life and not just be turned into museums and office spaces. Let’s keep history alive where we can.”*
- *“Changing the streetscape (with outdoor seating etc.) to encourage certain occupiers in certain areas and the market will dictate and follow.”*
- *“Isn't it time that any / all new builds are built to accommodate people with reduced mobility”*
- *“Not sure how working from home culture is going to affect this”*

## 8B. Support the re-use and re-purposing of historic buildings and spaces to avoid them becoming redundant or under-used

- Almost 9 out of 10 residents agreed with this statement, with 45% saying they strongly agree

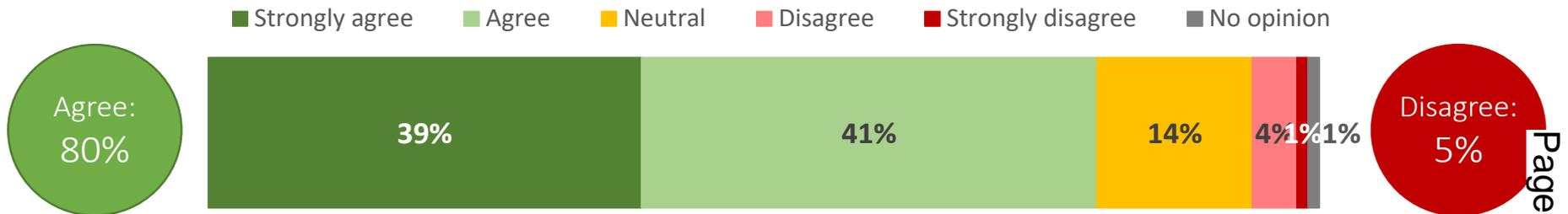


### Example responses to statement

- *"As long as this is sensitive to the existing building." / "Very sensitive approach required"*
- *"As long as, even if limited, access is allowed for residents and visitors" / "For community ends, not business ends"*
- *"Yes, if it is used for public benefit"*
- *"When they're under used or redundant they become neglected, make the buildings affordable to use too."*
- *"There are so many local artists looking for permanent affordable spaces. We need somewhere like the Malthouse again which was purely aimed at residents of all ages!"*
- *"Just look at things like the Van Gogh exhibition. What else could be done with arts & culture in some empty spaces. Don't charge people a fortune to use the spaces either. This is our city, let us use it."*
- *"Planning consent is too rigid at present"*

## 8C. Provide more planning flexibility for the types of uses that most benefit residents and the city

- 4 out of 5 residents agreed with this statement, while 2 out of 5 strongly agreed
- No significant differences were noted amongst sub-groups

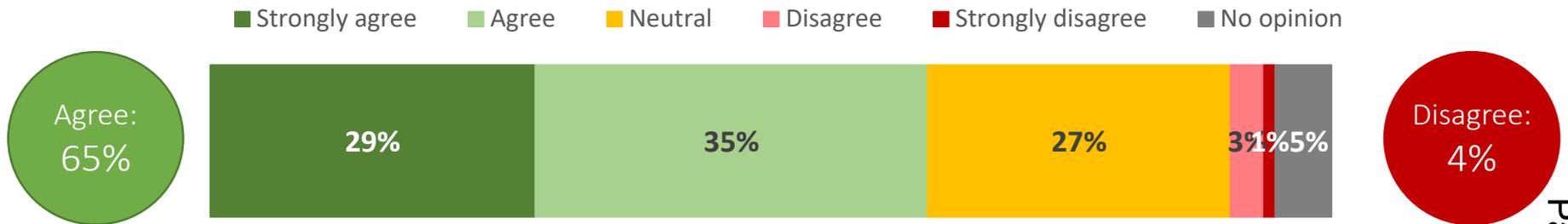


### Example responses to statement

- *“Not if “flexibility” is carte blanche for businesses to ride roughshod over local concerns”*
- *“This has to be a really careful balance so that it doesn’t mean that it has a detrimental effect on the heritage of the city or residents who live locally to new businesses/developments.”*
- *“But make sure this actually does benefit residents, not just more bars to support the night time economy”*
- *“...perhaps have some 'appropriate' uses in mind to align to?”*
- *“But there is a value judgment in 'benefit.’”*
- *“All residents, including disabled ones”*
- *“Planning and Conservation flexibility would be most welcome, and a greater support of the ordinary person trying to submit applications, particular those that need listed building consent application. It is too difficult, too onerous and too costly...”*

## 8D. Provide more early support for planning applications

- Just under two thirds of residents agreed with this statement, with around 3 in 10 saying they strongly agreed
- Agreement levels were consistent across demographic groups

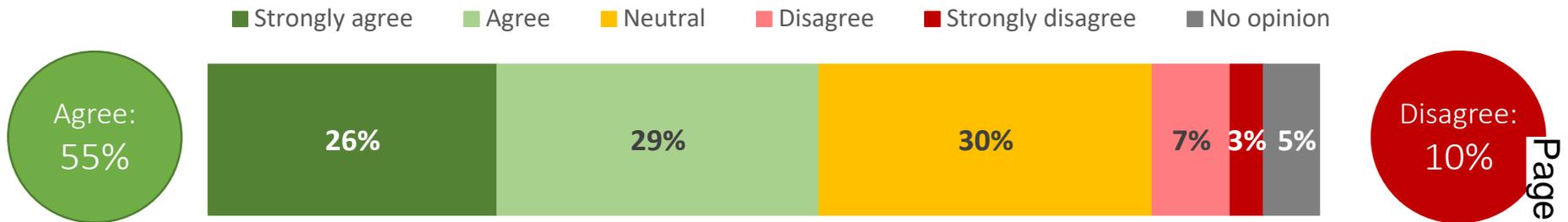


### Example responses to statement

- *“Developers should liaise with council departments at the earliest opportunity to avoid future problems and delays”*
- *“Good advice and guidance here could be a real asset, depending how independent and impartial the source is - I would rather see the council do this than a private company”*
- *“So much money and effort wasted on plans through late stage decisions. Work with the developers at all stages to reduce the wastage and rejections. It would only help the city.”*
- *“Speed the process by snagging early”*
- *“System works fine, no change required.”*
- *“Yes the planning department and investment teams need resource to allow meaningful pre-application discussions. A separate task force should be created to try to unlock difficult sites and premises and address poorly performing parts of the city centre.”*

## 8E. Explore an interactive 'living heritage' app to allow the public to engage live with the historic city around them

- Just over half of residents agreed with this statement, but the highest proportion, 30%, were neutral
- Findings were consistent regardless of age, gender or disability



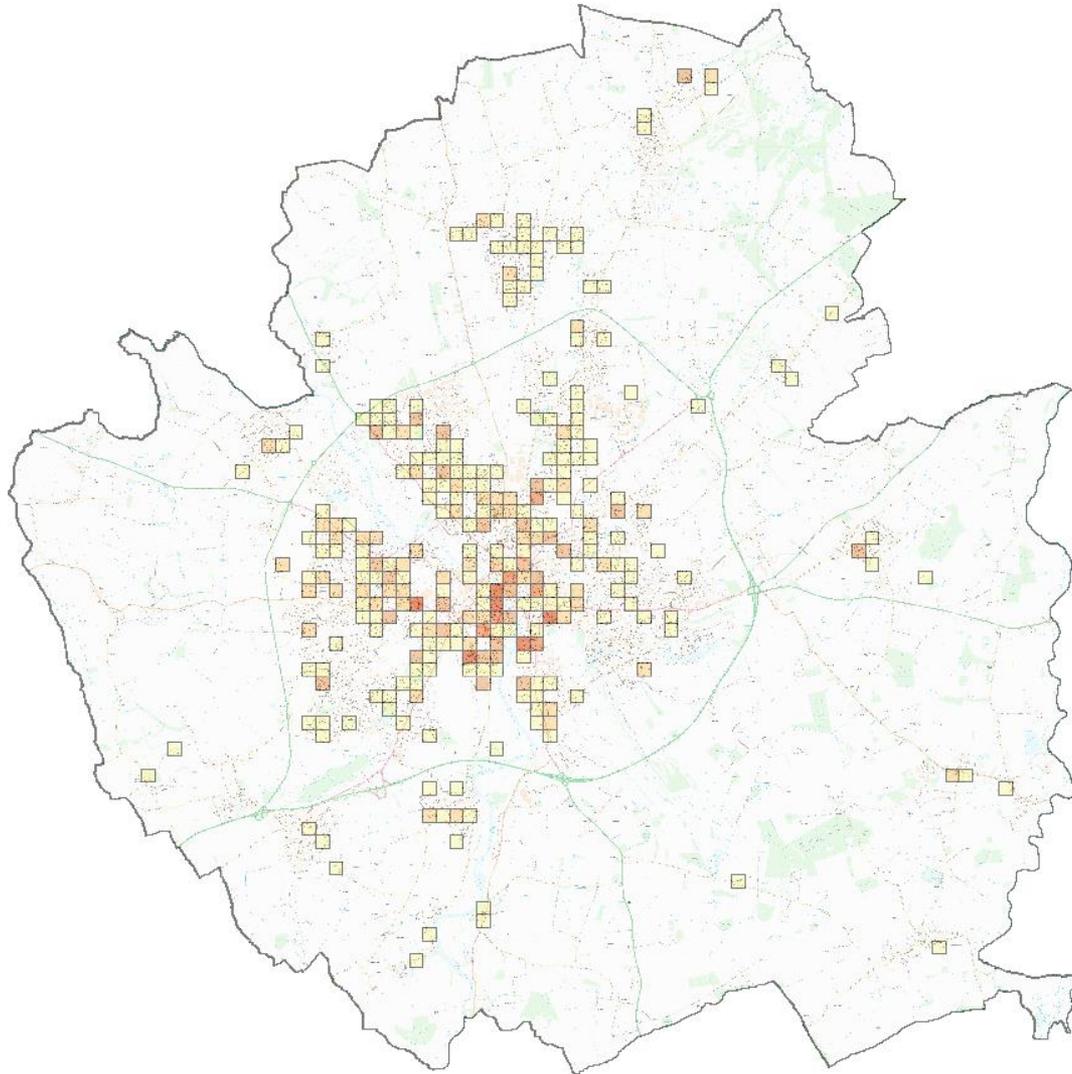
### Example responses to statement

- *"Sounds expensive. Other things like accessibility should be given financial priority"*
- *"Ensure these are accessible, also offer diverse areas, e.g. people interested in LGBT history or Black history."*
- *"Yes, if it's digitally accessible and the places are physically accessible - don't want to make anyone feel excluded - and how would this avoid financial exclusion?"*
- *"But tie this in with the digital media economy"*
- *"That's be awesome - and combine it with your idea of digital info about events etc."*
- *"This is a brilliant idea to let tourists connect with what they are seeing, touring the city walls with an interactive app would put in perspective what your actually looking."*
- *"Not everyone has the technology for this"*

# Appendix A: Demographics



# Locations of Respondents to Surveys



No. of Respondents per Area	
5 to 8	(6)
4 to 5	(6)
3 to 4	(28)
2 to 3	(56)
1 to 2	(190)

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Created

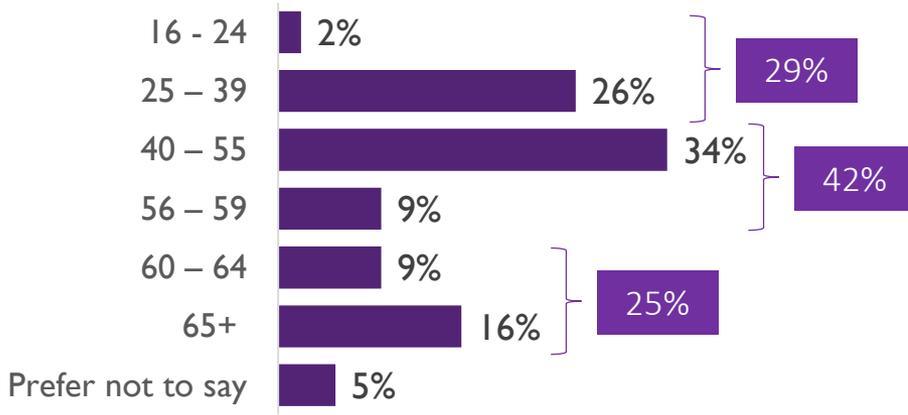
15/10/2021

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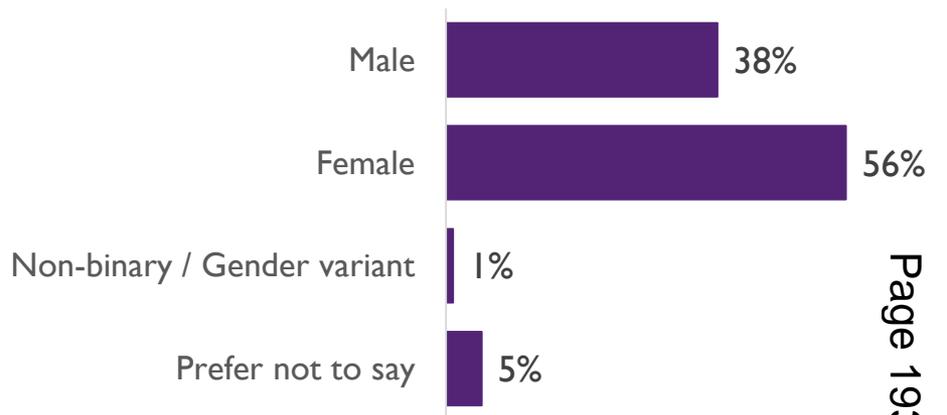
# Demographics

Total survey participants: **981**

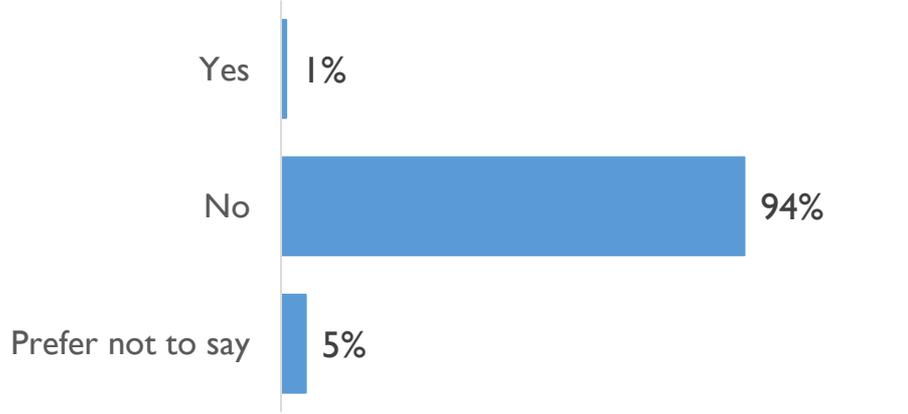
## Age (Answered: 925)



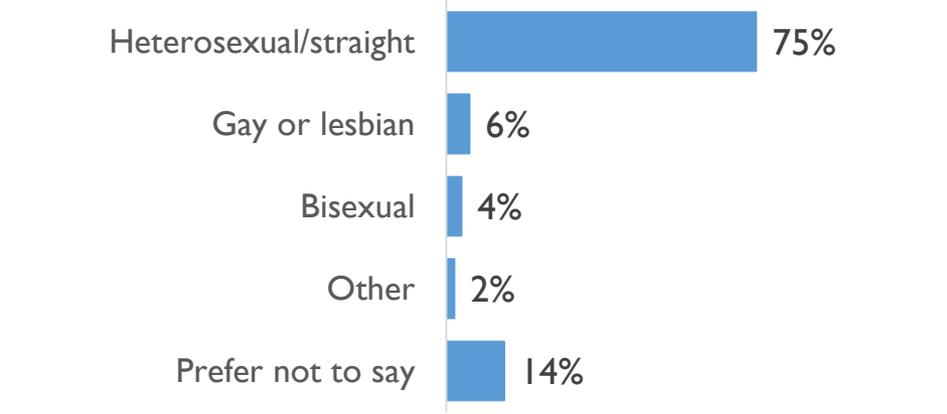
## Gender (Answered: 919)



## Identify as transgender/trans (Answered: 910)



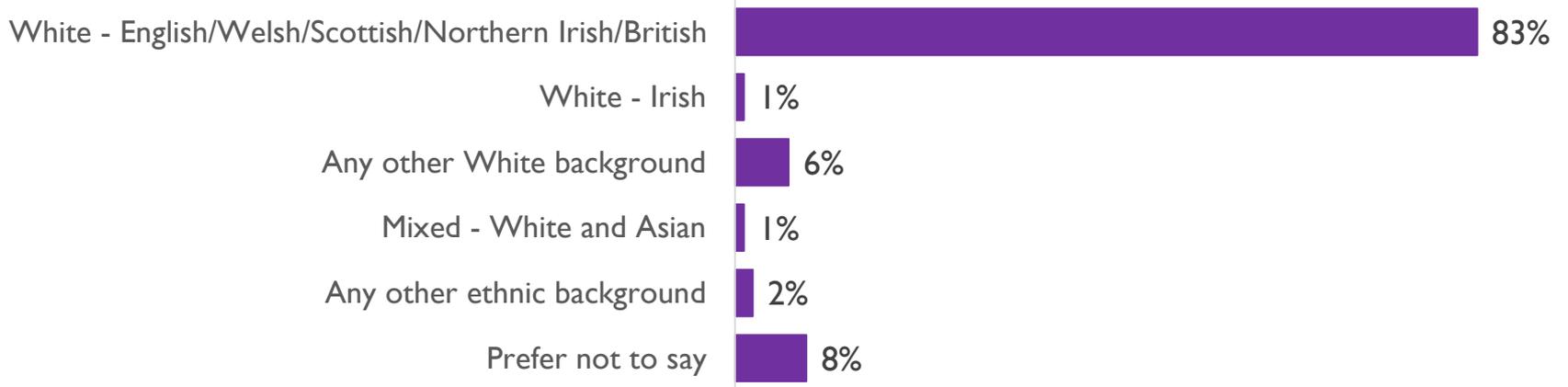
## Sexual orientation (Answered: 902)



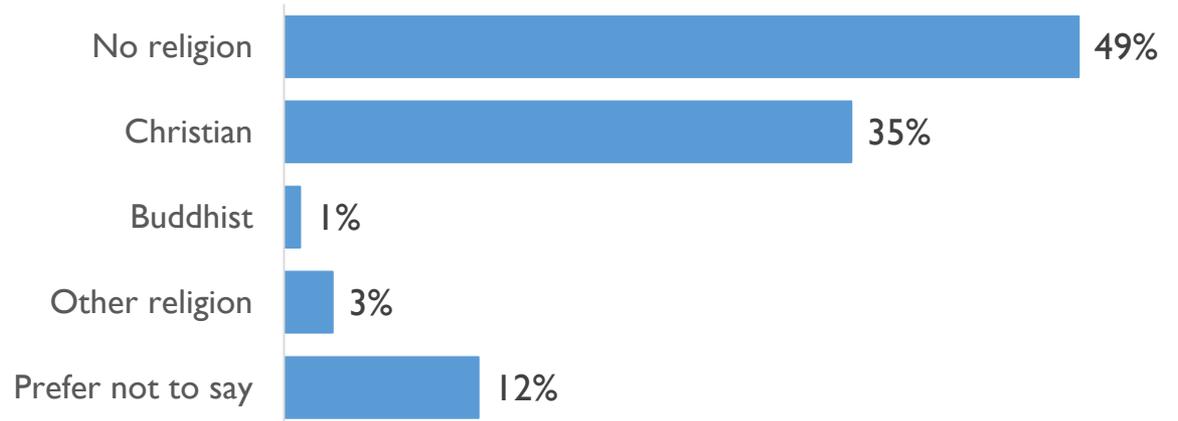
N.B. Totals may not add up to 100% due to rounding

# Demographics

## Ethnic group (Answered: 925)



## Religion or belief (Answered: 900)

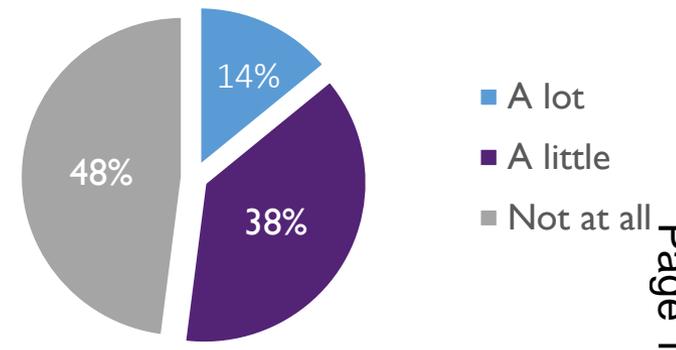
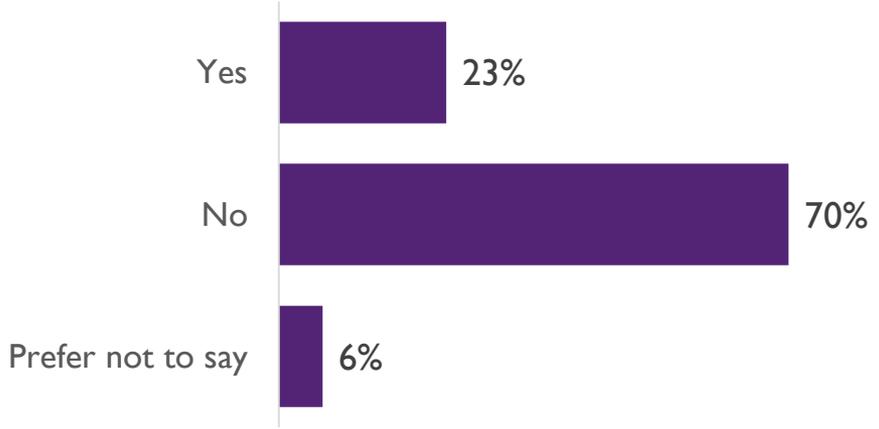


N.B. Totals may not add up to 100% due to rounding

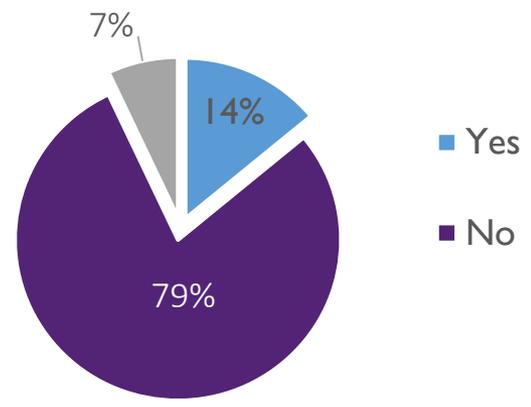
# Demographics

Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more? (Answered: 909)

If yes, do any of your conditions or illnesses reduce your ability to carry out day-to-day activities? (Answered: 345)



Do you look after, or give any help or support to, anyone because they have long-term physical or mental health conditions or illnesses, or problems related to old age? (Excluding anything which is part of paid employment) (Answered:901)



N.B. Totals may not add up to 100% due to rounding

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**City of York Council**  
**Equalities Impact Assessment**

**Who is submitting the proposal?**

<b>Directorate:</b>	Economy & Place		
<b>Service Area:</b>	Regeneration		
<b>Name of the proposal :</b>	My City Centre Vision		
<b>Lead officer:</b>	Andy Kerr		
<b>Date assessment completed:</b>	04.11.2021		
<b>Names of those who contributed to the assessment :</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
Ben Murphy	Commercial Project Officer	City of York Council	Regeneration, Town Planning
Andy Kerr	Head of Regeneration and Economy	City of York Council	Regeneration, Housing, Economy
Heidi Lahane	Senior Solicitor	City of York Council	Legal

## Step 1 – Aims and intended outcomes

<b>1.1</b>	<p><b>What is the purpose of the proposal?</b> Please explain your proposal in Plain English avoiding acronyms and jargon.</p>
	<p><i>The My City Centre vision establishes a long term strategic approach to how growth, development and change is managed in the city centre area to optimise it's social, environmental and economic performance, and ensure its sustainable future. The vision is aspirational in nature, rather than representing a firm commitment to delivery, but it is intended that projects and approaches identified in the vision will be delivered individually as and when possible, and the vision will be used to guide and shape investment and policy approach in the centre, and support future bids for funding.</i></p>
<b>1.2</b>	<p><b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)</p>
	<p><i>.The vision deals with a wide range of matters, including those related to placemaking, regeneration, planning, and business rates. These elements of the vision are bound by the wide-ranging legislative and best practice related frameworks of these areas – those associated with planning in particular are extensive. In addition, where the vision proposes changes to the use of public buildings and spaces in the centre, the council's duties under the Equalities Act 2010 and the Human Rights Act 1998 are key considerations.</i></p>
<b>1.3</b>	<p><b>Who are the stakeholders and what are their interests?</b></p>
	<p><i>The vision is broad in geographical and thematic scope, and will impact on a wide range of stakeholders. The project to establish the vision has been steered by a Stakeholder Group, comprised of a wide range of organisations with an interest in the city centre, and set out in more detail in the accompanying Executive report. Additionally, the project has been informed by extensive engagement, structured around understanding the needs of resident communities, business communities and visitors to the city centre.</i></p>

<b>1.4</b>	<b>What results/outcomes do we want to achieve and for whom?</b> 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.
	<i>The vision covers a wide range of objectives and outcomes which relate to making the city centre a more attractive place for residents, people to visit in order to support economic vitality and social benefits, whilst also ensuring that it is environmentally sustainable. The vision focusses particularly on the needs of residents of the local York area and of families and those who may have been discouraged from visiting the centre in the past. The vision has strong links to the Council Plan, as set out in detail at paragraph 28 of the accompanying Executive report.</i>

## Step 2 – Gathering the information and feedback

<b>2.1</b>	<b>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?</b> 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.	
<b>Source of data/supporting evidence</b>	<b>Reason for using</b>	
<i>Extensive community and stakeholder engagement undertaken since 2020 in three principal stages, and structured around the ‘My’ principles set out from paragraph 8 of the accompanying Executive report.</i>	<i>Hearing first hand from as broad an audience as possible, what they appreciate or would change about the centre has allowed us to build a vision which is shared by our communities, is founded on ‘lived experience’ of using the centre on a day-to-day basis, and will deliver the future city centre which best meets their needs.</i>	
<i>York Open Data, Council corporate datasets, ONS &amp; Census data, Movement Insights data procured by York BID.</i>	<i>Important sources of socio-economic data, these various datasets have allowed us to furnish the public debate with objective facts during engagement, ensure that our consultation is demographically representative, and formulate a vision which best responds to our existing make-up as a city and future trends.</i>	

<i>Regular input into project from My City Centre Stakeholder Group</i>	<i>This has allowed us to shape and steer the project from a broad range of technical and personal perspectives, ensuring that the project approach and vision is more representative, grounded in a broader base of experience, and technically sound.</i>
<i>Broader engagement undertaken as part of Our Big Conversation, Strategic Reviews of City Centre Access, Economic Strategy and other council projects</i>	<i>Aligning and utilising outcomes from engagement on these other projects ensures that broader insights from additional voices, and on wider matters, also help to shape the City Centre vision, and help mitigate the risk of over-consultation.</i>

### Step 3 – Gaps in data and knowledge

<b>3.1</b>	<b>What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.</b>	
<b>Gaps in data or knowledge</b>		<b>Action to deal with this</b>
<i>We are still waiting for individual and corporate behaviours and needs to settle post pandemic, and for a ‘new-normal’ to be fully established. The fact that we have prepared a vision at this point may mean that we have not anticipated or mis-forecast city centre impacts at a future point.</i>		<i>A future review of the vision, notionally set at a point three years from now, is built into the project architecture</i>
<i>The vision proposes a broad range of measures and actions, there is always a risk that interventions have unanticipated consequences, particularly when numerous interrelated interventions are in play.</i>		<i>The vision will be subject to a monitoring and evaluation function, in addition to the review mechanism set out above</i>

## Step 4 – Analysing the impacts or effects.

4.1	<p>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments? Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.</p>		
Equality Groups and Human Rights.	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
<b>Age</b>	<p><i>The vision seeks to establish a safe city centre community which is welcoming to all. In particular, specific actions seek to improve the accessibility of public realm (action 6D), embed dementia friendly standards into public spaces (6E), and achieve WHO charter status for an Age Friendly City. A core component of the vision is also focussed around creating a family friendly city centre (theme 1).</i></p>	+	M
<b>Disability</b>	<p><i>The vision seeks to establish a safe city centre community which is welcoming to all. In particular, specific actions seek to improve the accessibility of public realm, particularly for those with disabilities (6D), embed dementia and autism friendly standards into public spaces (6E), and improve toilet provision, including changing places and accessible toilets (1D). Many of the wider actions within the vision seek to make core changes in a way that ensures that amenities and attractions are accessible to all.</i></p> <p><i>Action 3A seeks to improve family-friendly activity in the early evening. Whilst there are no decisions taken in this report on</i></p>	+	M
		-	L

	<p><i>footstreet operating hours realising this vision could lead to a future statutory decision to the footstreet operating hours. This could potentially exclude some blue badge holders from accessing the footstreets at times when they could pre-pandemic.</i></p> <p><i>Action 3C seeks to support outdoor eating and café culture in the city centre. This can impinge on the footway and public realm, to the detriment of accessibility unless properly managed, particularly for those with disabilities. The action notes that this should be done in a way which manages accessibility and amenity impacts, and action 6D seeks to incorporate measures which could improve accessibility of the public realm.</i></p> <p><i>It should be noted that some disabled people also benefit from the vehicle free environment that is created by pedestrianised footstreets.</i></p>	-	L
<b>Gender</b>	<i>Action 6C sets out measures designed to improve the safety of the city centre, particularly for women.</i>	+	L
<b>Gender Reassignment</b>	<i>No differential impacts are anticipated</i>	0	
<b>Marriage and civil partnership</b>	<i>No differential impacts are anticipated</i>	0	

<b>Pregnancy and maternity</b>	<i>Theme 1 of the vision sets out measures designed to improve the attractiveness accessibility and amenity of the city centre to families, and 1D in particular sets an ambition to provide accessible parking, rest spaces, changing and breastfeeding facilities and buggy parking within the centre</i>	<b>+</b>	<b>L</b>
<b>Race</b>	<i>Action 6G sets out an aspiration to be a more welcoming and accepting city, and includes measures designed to enhance the vibrancy, cultural richness and diversity</i>	<b>+</b>	<b>L</b>
<b>Religion and belief</b>	<i>No differential impacts are anticipated</i>	<b>0</b>	
<b>Sexual orientation</b>	<i>No differential impacts are anticipated</i>	<b>0</b>	
<b>Other Socio-economic groups including :</b>	<b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b>		
<b>Carer</b>	<i>As noted in the Disability section, blue badge holders who previously parked in footstreet areas after 5pm before the pandemic would not be able to until later if there is any future long term change to the footstreets. This may impact negatively on carers who care for a disabled person affected by any future change.</i>	<b>-</b>	<b>L</b>
<b>Low income groups</b>	<i>The vision proposes investment in public space and green space to improve the amenity of these important and largely free-to-access assets (2A/ 2B), and references the need for an affordable offer in our markets (2G), and affordable access to city amenities and facilities (4D).</i>	<b>+</b>	<b>M</b>

	<i>The vision also includes measures designed to improve tourism employment (4C), which is traditionally a lower paid sector in comparative terms, but an important component of the city economy, and other measures are designed to support employment and economic activity in more general terms, which will benefit low income groups alongside others (actions 3A, 3B, 3C, 4A, 8A, 8B &amp; theme 7)</i>	<b>+</b>	<b>M</b>
<b>Veterans, Armed Forces Community</b>	<i>No differential impacts are anticipated</i>	<b>0</b>	
<b>Other</b>	<i>No other differential impacts are anticipated</i>	<b>0</b>	
<b>Impact on human rights:</b>			
List any human rights impacted.	<p><i>The Convention rights applicable are:</i></p> <ul style="list-style-type: none"> <li><i>Article 8 - protects the right of the individual to respect for their private and family life, their home and their correspondence. The private life part of this right covers things like wellbeing, autonomy, forming relationships with others and taking part in our community.</i></li> <li><i>Article 14 - protects the right to be free from discrimination when enjoying other rights, such as Article 8.</i></li> </ul> <p><i>The equalities impact assessment identifies some low negative impacts as a result of the aspirations set out within the vision, alongside many positive impacts, some of which could be considered as mitigations as referenced.</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><b>High impact</b> (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><b>Medium impact</b> (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><b>Low impact</b> (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	<b>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?</b>
<p><i>The vision directly identifies and incorporates a wide range of positive impact measures which may be considered compensatory in respect of the proposals identified as having a low negative impact, as well as direct mitigations proposed that are designed to offset any negative aspect of outdoor eating and café culture (3C). The positive impact measures have been identified through engagement with affected communities and directly reflect the feedback of individuals and stakeholders, they are intrinsically designed to optimise opportunities to advance equality and foster good relations.</i></p> <p><i>The project's monitoring and evaluation, and review mechanisms will be designed and deployed to review impacts (including unanticipated impacts) and may propose further mitigations in due course where these are necessary and feasible.</i></p> <p><i>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.</i></p>	

## Step 6 – Recommendations and conclusions of the assessment

6.1	<b>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:</b>
<ul style="list-style-type: none"><li>- <b>No major change to the proposal</b> – 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.</li><li>- <b>Adjust the proposal</b> – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.</li><li>- <b>Continue with the proposal</b> (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</li><li>- <b>Stop and remove the proposal</b> – 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.</li></ul> <p><b>Important:</b> If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.</p>	

Option selected	Conclusions/justification
<i>Continue with the proposal</i>	<i>The proposals are considered to be balanced and proportionate. Those proposed measures identified as having a negative impact will bring about broader public socio-economic benefits, and are both compensated by wider measures within the vision designed to bring about positive impacts to the affected communities of interest, and mitigated in part through measures identified in the interventions themselves.</i>

## 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>Potential adverse outdoor eating and café culture aspirations of the vision should they result in future decisions relating to footstreet hours</i>	<i>Any future decision on changes to permanent footstreet hours would be subject to a statutory consultation and future Equalities Impact Assessment which will include consideration of the Human Rights Act.</i>	<i>Head of Transport</i>	<i>Not yet confirmed if footstreet hours will change.</i>
<i>Potential adverse impacts of outdoor eating and café culture aspirations of the vision</i>	<i>Ongoing monitoring and evaluation of delivery of the vision</i>	<i>Ben Murphy/ Andy Kerr</i>	<i>Annually from vision adoption</i>
<i>Potential adverse impacts of outdoor eating and café culture aspirations of the vision</i>	<i>Future review of vision</i>	<i>Ben Murphy/ Andy Kerr</i>	<i>notionally set at 3 years</i>

**Step 8 - Monitor, review and improve**

<b>8. 1</b>	<b>How will the impact of your proposal be monitored and improved upon going forward?</b> 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?
	Monitoring and evaluation of the project will be undertaken on an annual basis as previously described, this will be undertaken by the Council’s regeneration team and reported corporately. This will include assessment of the impacts of the proposals on those with protected characteristics and marginalised groups. Engagement on the project, drawing particularly on those relationships and networks established amongst these groups, will be continued throughout the project in accordance with the ‘My’ principles. All projects flowing from the vision will be established through the council’s corporate project and programme management approach, which includes the embedding of ‘lessons learnt’ assessment in the projects, and corporate dissemination of these.



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**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

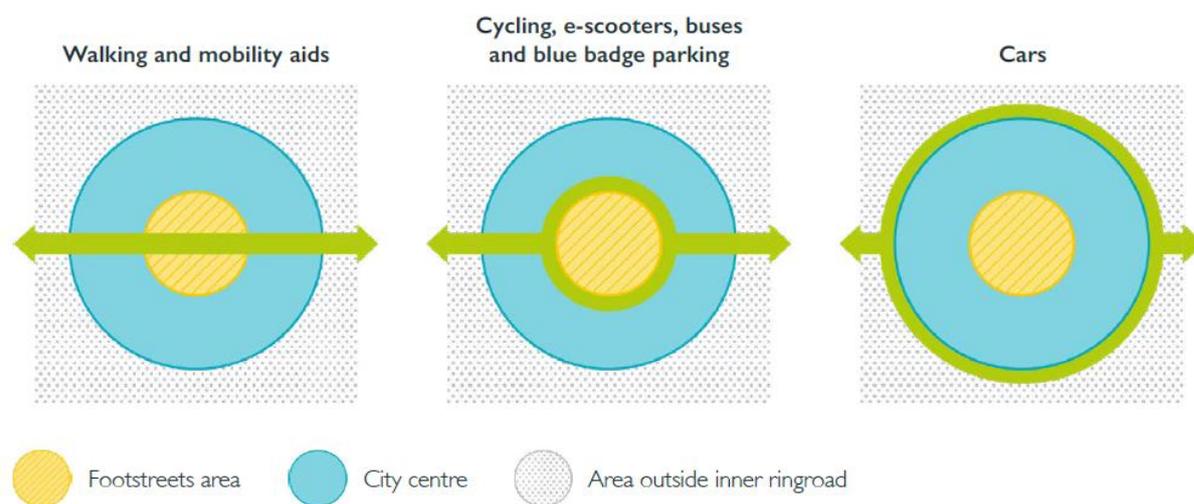
29. The response to this engagement is set out in detail in Annex 5. Overall the ideas which received the most support were; improving accessibility with better facilities for disabled people; that cycling, e-bikes and e-scooters should not be able to access the footstreets area during pedestrianised 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.

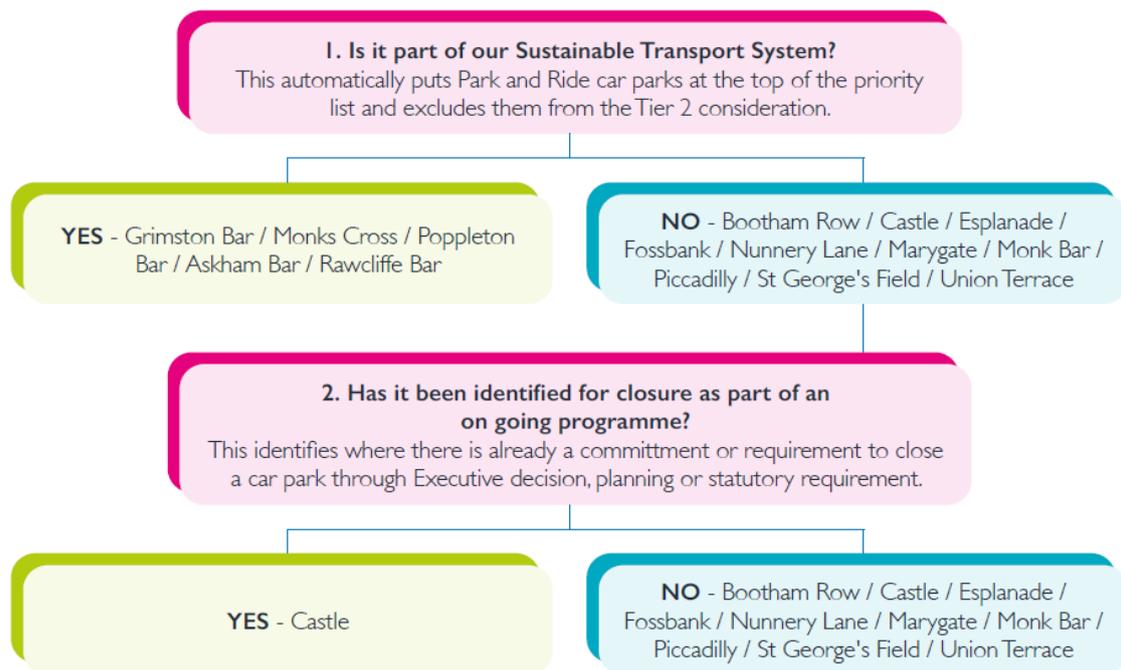
### **Strategic Review of Council Car Parking**

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		
<b>St George's Field</b>	Yes	No	No	less than £1.5m	£4.2k / space	£3.8k / space	Medium	Yes	Yes
<b>Nunnery Lane</b>	Yes	No	No	less than £1.5m	£4.5k /space	£2.7k / space	Medium	Yes	Yes
<b>Esplanade</b>	Yes	No	No	less than £1.5m	£3.7k / space	£2.2k / space	Medium	No	No
<b>Union Terrace</b>	Yes	No	Yes	more than £2.5m /acre	£4.1k / space	£3.6k / space	Medium	Yes	Yes
<b>Fossbank MSCP</b>	Yes	No	Yes		£1.2k / space	£1.1k / space	Medium	No	No
<b>Bootham Row</b>	Yes	Yes	Yes	between £1.5m and £2m	£5.2k / space	£4.4k / space	Medium	No	Yes
<b>Monk Bar</b>	Yes	Yes	Yes	between £1.5m and £2.5m	£4.4k / space	£2.2k / space	Medium	No	Yes
<b>Marygate</b>	Yes	Yes	Yes	between £1.5m and £2.5m	£5.5k / space	£2k / space	Medium	No	Yes
<b>Coppergate MSCP</b>	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.

## Contact Details

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**Report**  **Date** 9 November 2021  
**Approved**

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**Wards Affected:** [List wards or tick box to indicate all]

**All**

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## 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 City Centre Access

November 2021



# Executive Summary

Our city centres are experiencing an unprecedented period of change. Even before the Covid pandemic the way we use, access and interact with the city centre was in a state of flux. The continued rise of online shopping and digital technology was reducing the demand for retail and in-person services, whilst there was a growth in people seeking out leisure activities and food and drink. The pandemic has magnified these trends, and created a whole new range of challenges. Increased home working is changing the times of day people access the city centre, home deliveries have become more prevalent, and digital platforms even more important.

York is uniquely placed to recover from the pandemic and deal with these changes. The number of people visiting the city as restrictions have eased has exceeded pre-pandemic levels, whether through residents shopping local or meeting friends and family, people from the surrounding area as a day trip, or staycationers holidaying in this country instead of abroad. All of these people are vital to the success of our economy and to support jobs for our residents.

But the success of York also brings pressures, and the 8 million visitors to the city each year and tens of thousands of local residents who regularly use the city centre mean there is huge demand on our narrow historic medieval streets. Added to this are the changes being seen across the country where people want to be able to sit outside and enjoy café culture, experience events and attend markets. And the more people who are attracted to a place unfortunately brings higher risk of terrorism and the need to have measures in place to respond to the most common forms of attack.

One of the key tools that are increasingly being used across the country to create safe and vibrant city centres are pedestrianised footstreets that allow vehicle free environments where people can shop, socialise, and carry out their daily task in the busiest parts of the city centre without being confined to narrow pavements or be at risk from cars. However, these also present challenges for some groups such as disabled people who need to park close to services, cyclists who navigate through the city centre pedestrianised area, delivery couriers who service businesses, and residents who live within the footstreets.

In recognition of the above the Executive commissioned a full strategic review of how to improve access to and through the pedestrianised footstreets in November 2020. This review has worked with all of the affected groups and wider public to develop a strategy for how people access the city centre and identifies a number of key interventions and actions to improve the barriers to access.

The strategy sets out a city centre access model that defines the core principles of accessing the city centre. This establishes that the footstreets should be for those who are walking or using a mobility aid; cyclists, e-scooters, buses and blue badge parking is encouraged within the city centre but on and around the edge of the footstreets; and where possible vehicles are encouraged to use and park outside of the inner-ring road.

Within this strategic approach there are a number of recommendations and funding commitments to deliver city centre improvements for the key affected groups. Attached to the strategic review is an Action Plan which sets out how these measures will be delivered and implemented and by when.

Finally, improving access to the city centre is not a one off intervention. It is part of an ongoing evolution as our city centre adapts to the way in which we all use it, and how people's needs may change over time. This strategy seeks to improve the situation now, but will form part of a continued commitment to work with all those who want to visit and enjoy York city centre.



# Background

York's current permanent pedestrianised footstreets were introduced in the 1980s and have traditionally run from 10.30am to 5pm, although in recent years the hours have been extended on a temporary basis until 6pm on Sunday to Wednesday and 8pm on Thursday to Saturday during the festive period to accommodate the large numbers of people visiting the city at that time.

The conflict between pedestrians and vehicles on the busiest city centre streets has been an ongoing concern for a number of years, leading to the core vehicle free area being extended and protected with removable bollards. These bollards are a cost effective solution to stop vehicles entering the footstreets, and improvements to signs and the highway layout have also been introduced to reduce the number of vehicles entering the high pedestrian flow streets.

In recent years there has also been the council's commitment to becoming Carbon Neutral by 2030 and the council motion to explore options to become car free by 2023. Both of these projects will require further consideration of how, where and when vehicles are able to access the city centre.

The extent of the footstreet areas has been subject to ongoing discussions for a number of years as part of the City Centre Access project in response to the threat of terrorism, and particularly the use of hostile vehicles as a potential mode of attack. This had led to the approval of a first phase of anti-hostile vehicle measures for the existing permanent footstreet area, with a future phase to expand the area of protection.

In response to the Covid pandemic there was a further restriction of the exemptions that allowed blue badge holders to park in some areas of the city centre. This was broadly in line with the future phase of Hostile Vehicle Measures – in effect the busiest streets and squares – and was introduced to allow space for social distancing, outdoor queuing for businesses and outdoor seating in response to the Government's Safer Public Places guidance. A statutory consultation has been undertaken to consider permanently adding these streets to the pedestrianised area.

# Review methodology

The strategic review is separate to the statutory consultation and decisions on the geographical extent of the footstreets, and decisions over the implementation of any Hostile Vehicle Mitigation measures. Instead this report focuses on the ways in which access to and through the pedestrianised footstreets can be improved. The review objectives are set out below:



The review has used extensive public engagement to explore these issues with the affected groups, as set out in the following sections. This led to a series of draft proposals which were tested through public engagement and were then refined in to the recommendations and action plan.

# Open Brief

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.

The initial engagement ran across almost 12 months, using surveys distributed online and to every household in York – with freepost return – in the council's Our City publication. While surveys play an important role in allowing a broad range of voices to participate, the cornerstone of the engagement was holding workshops and insight meetings which allowed 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 York Disability Rights Forum, My Sight York, the Older People's Advocacy Group and others with a combined membership of several thousand. In 2021, the council 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.

All of these events went in to producing an Open Brief on the issues raised, capturing the wide range of views and feedback which are summarised later in this strategy. The draft recommendations were then based on that Open Brief and tested with the public. 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. In addition two independent reviews commissioned by the council and conducted in 2020 and 2021 by Disabled Motoring UK and Martin Higgett Associates explored a range of issues and helped guide the outcomes as set out in this strategy document.

# Outcomes of third party reviews

## Independent Review of York – Disability Motoring UK

The Executive decision in November 2020 to commission this strategic review was guided by an independent review of York's access offer undertaken by Disability Motoring UK. This review concluded that:

- An on-site audit of York's accessibility is undertaken (completed) ✓
- The council should consider appointing an Access Officer (recommendation of this review) ✓
- An audit of accessible local public transport (to be delivered through Local Transport Plan 4) ✓
- Strengthen the council's link with Shopmobility and dial-&-ride (recommendation of this review) ✓
- Audit of privately owned car parks in York and charges (part completed) ✓
- Consideration for charging for blue badge parking in council car parks (considered but discounted) ✗
- Identifying "Parking Hubs" where visitors continue their journey into the centre via other transport methods e.g. walking, cycling, or shuttle service (recommendation of this review) ✓
- The council should invest in accessible routes from parking and other transport hubs into the centre and footstreets (recommendation of this review) ✓

## **Martin Higgett Associates (MHA)**

MHA were commissioned to undertake the above audit of the accessibility of the footstreets, consider whether a safe cycle route could be provided through the heart of the footstreets. They were also asked to propose two priority disabled car parking locations for upgrading and improved routes in to the city centre for those who had identified that quality of route was a greater consideration than proximity. On the latter point the report identified that there is no obvious car parks as each have their merits and disadvantages. Instead this will be considered by officers and co-designed with disabled groups as set out in the accompanying Strategic Review of Council Car Parking.

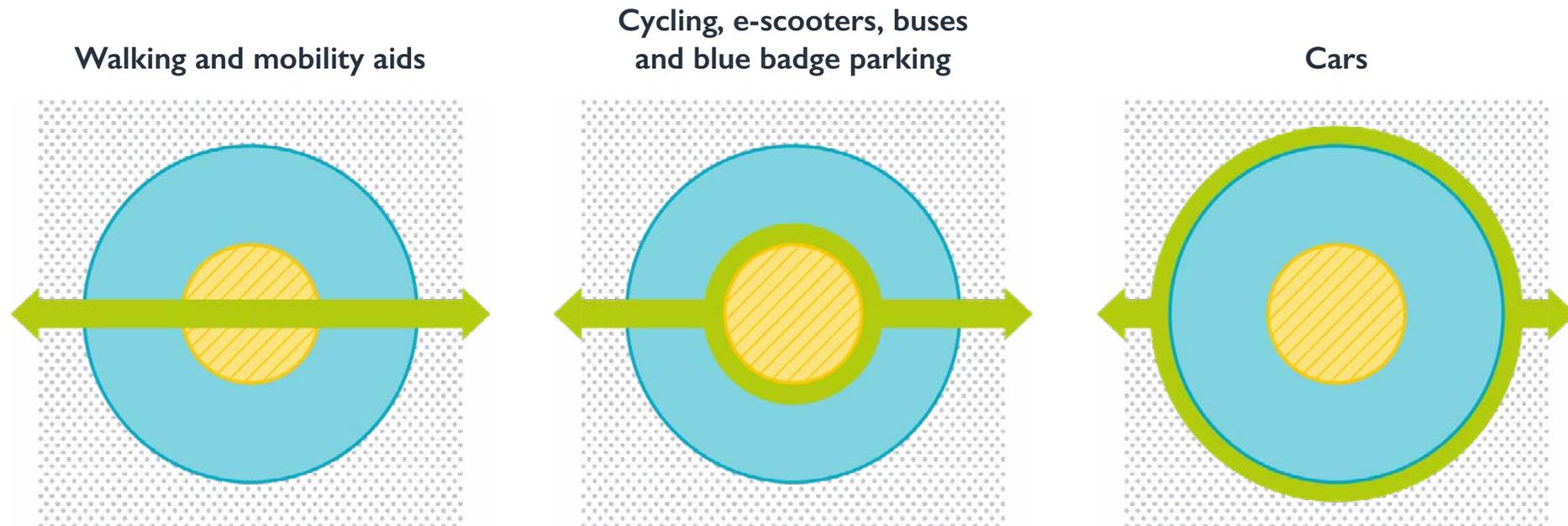
MHA set out a number of detailed improvements that could be made to improve accessibility through the footstreets and these form the recommendations set out in this report. They also supported the council's proposals to explore a dedicated shuttle service, and invest to improve Shopmobility.

MHA did consider ways in which a cycle route could be introduced as proposed by York Cycle Campaign, running through Parliament Street, Davygate and Blake Street. Their view was the route could work with a dedicated contraflow cycle line, pinch-points where the width narrows, a suspension of the cycle lane during events in Parliament Street, and cyclists being required to dismount during the busiest periods when there are high volumes of pedestrians. Having considered their proposal the council's highways officers are of the view that the proposals were unworkable in practice without a complete redesign of the space, and could only be considered should there be future plans and funding to redesign the whole of that area of the city.

In addition to their commission MHA were of the view that until the improvements in this review are implemented either the geography of the footstreets or the hours should be amended to reduce the impact on blue badge holders. The consideration of the impact of this will be considered as part of Executive decisions on the future of the footstreets.

# City Centre Access model

The City Centre Access model that has been developed in response to all these factors is set out in the diagram below. This 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.



-  Footstreets area
-  City centre
-  Area outside inner ringroad

The measures set out in the remainder of this strategy are all based on these core principles, and when a recommendation deviates from this model it is only because of a clear rationale which is set out in the report.

# Disabled access

## Open Brief outcomes

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.

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 also 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 discussions highlighted that 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.

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 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 awareness and demand is low, providing a real growth opportunity to improve the offer and increase the number of customers.

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'.

## Improving disabled access

The strategic review recommendations to improve disabled access are set out below, and in more detail in the following pages:



## Measures to improve disabled access

Action	Why	Purpose
Create an Access Officer post	This was a key recommendation of both independent reviews and an ask of disabled groups.	To create a dedicated resource to liaise with and represent disabled people; to lead on council equalities issues and training; to coordinate the recommendations in this review; and ensure disabled access is considered in all council projects
Develop a York Standard for the city centre with disabled groups and stakeholders	This is a proposal from disabled groups to develop a standard for the accessibility of York's streets.	For the Access Officer to liaise with disabled groups and council departments to design and agree a standard for how our streets operate and ensure accessibility is considered.
Implement disabled bays as per the previous statutory consultation, and continue to explore additional locations on the edge of the footstreets	Since summer of 2020 new dedicated disabled parking bays have been created across the city centre. Further bays have been identified and consulted on in the summer of 2021.	To allow blue badge parking on the edge of the footstreets to provide as short a distance as possible to shops and services. Wherever possible more bays will be identified and implemented if the existing bays are well used.

Action	Why	Purpose
Invest in Shopmobility to increase awareness, seek to expand the offer and improve the service	Shopmobility is well liked by those who use the service, but awareness of the offer is low amongst some disabled group and there is potential to grow the customer base and expand the offer.	To ensure that there is greater awareness of the services offered and increase usage, increasing access and mobility for some disabled York residents. This would in turn make the service more viable and increase the potential to expand the offer.
Investing in the Dial-&-Ride service, to increase awareness and improve the service	Dial-&-Ride was identified as being poorly used and not a very popular service with disabled people, exacerbated by concerns over Covid and the need to share the bus with others.	Work with Dial-&-Ride to address the issues raised by disabled people to improve the service, noting that it could have a key role to play for those who wish to access locations in the very heart of the pedestrianised area.
Work with micro mobility operator (Tier) to explore the roll out of mobility aids at key points across the city	Access to mobility aids remains one of the barriers for people being able to travel longer distances independently.	Tier, which have multiple locations throughout the city including car parks with disabled bays, may be able to expand the offer of e-scooters and e-bikes to include mobility aids to provide a cost effective commercial solution for disabled people.

Action	Why	Purpose
Continue to work with disabled people to assess what constitutes a mobility aid and should be permitted in the footstreet areas.	One proposal from disabled groups was to allow those who use their cycle as a mobility aid to have an exemption for cycling in the footstreets. This has been discounted at this stage but if issues can be resolved it may be considered in the future.	Work with those who use their cycle as a mobility aid to explore solutions to administering a permit scheme and who the exemption can be enforced without creating confusion as to whether all cycling is permitted in the footstreets.
Improved routes into and around the city centre, included improved paving and dropped kerbs	Engagement with disabled people has identified that the routes to and around the footstreets are of a poor quality and impact on the accessibility of the city centre. This was supported by the two independent studies which identified improvements.	To deliver key improvements to the accessibility of the city centre, including dropped kerbs and paving, to be co-designed with disabled groups.
Additional seating to be provided at key points along routes in to and around the city centre	Regular accessible seating is important for disabled people and those with mobility issues to allow regular rest points.	To increase the provision of accessible seating at strategic points, to be determined with disabled groups.
Improve access to disabled toilets in the city centre through multi-partner provision	Many disabled people identified that there is a shortage of accessible toilets in the city centre.	Working with businesses and partners we will look to identify and clearly sign where all accessible toilets are, and seek to develop a scheme where businesses support and promote free access. We will also seek to improve toilet provision through Changing Places funding.

Action	Why	Purpose
Carry out a feasibility study for a dedicated shuttle service for disabled people and those with mobility issues	MHA recommended that the council explore options for a shuttle service to take disabled people through pedestrianised areas	Early feasibility work has identified that this is technically possible. The next step is to explore what a service would need to look like to be used by disabled people, understand what that would cost and whether it is a viable service
Improve awareness of blue badge parking and services which are available to improve access to the city centre including toilets, accessible routes	Disabled people have stressed the importance of being able to plan their routes and journeys.	Once the future arrangements and changes to the city centre's accessibility have been implemented, develop a comprehensive and easy to access single point of information on disabled parking, access routes and facilities.
Work with the Quality Bus Partnership, and local disability representative groups to review how drivers prioritise wheelchair users' access and makes Class 3 access training available in York	Disabled bus users have said that accessing buses can sometimes be challenging and that bus drivers would benefit from better training as to their needs.	Work with bus operators to improve training.

# Cycling, e-bikes and e-scooters

## Open Brief outcomes

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 shared pedestrian spaces are unpopular with some residents, who feel that sharing pedestrianised spaces with cycles and e-scooters impacts on their perception of feeling safe.

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.

## Improving city centre cycling

The strategic review recommendations to improve city centre cycling are set out below, and in more detail in the following pages:

### City Centre Access Model:

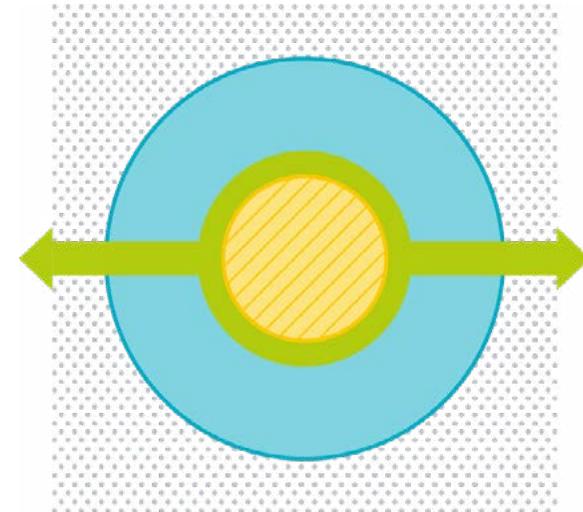
Cycle, e-bikes and e-scooters encouraged to city centre, with parking and routes through the city centre around the edge of the footstreets.

Improve existing city centre cycle routes

Improve city centre cycle parking provision and security

Improve cycle parking provision for adapted cycles

### Cycling, e-scooters, buses and blue badge parking



The other major areas that were 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.

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.

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.

### Measures to improve city centre cycling

Action	Why	Purpose
Improving existing city centre cycle routes	The City Centre Access model sets out that cycling should not take place through the pedestrianised footstreets. It is therefore important to ensure that the routes that navigate through the city centre and around the footstreet area are improved, responding to the issues that have been identified by cyclists and officers.	A £250k funding bid to the Active Travel Fund has been made to invest in improving the route and signing along High Petergate, Minster Yard, Deangate, Goodramgate, Aldwark, Hungate, Navigation Road and Walmgate.
Improving city centre cycle parking	As the City Centre Access model has established, for the cycle park and continue on foot through the pedestrianised area approach it is important that the quality and availability of cycle parking is improved.	A £150k funding bid has been made to the Active Travel Fund to upgrade existing cycle parking facilities in key strategic locations on arrival in the city centre; to introduce provision for adapted cycles; and explore options for city centre lockers or secure storage

# Deliveries

## Open Brief outcomes

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.

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.

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 those 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.

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 due to the high levels of delivery activity.

## Improving city centre deliveries

The strategic review recommendations to improve city centre deliveries are set out below, and in more detail in the following pages:

### **City Centre Deliveries vision:**

Aim for all city centre business deliveries by ultra-low emission vehicles or cargo bikes by 2030.

Full feasibility for a city centre trans-shipment hub

Work with the BID to continue to understand the evolving nature of food delivery businesses in the city centre

## Measures to improve city centre deliveries

Action	Why	Purpose
Undertake a feasibility study for a city centre trans-shipment hub	To deliver the aim for all city centre vehicles to be by ultra-low emission vehicles or cargo bikes by 2030 options for city centre trans-shipment hubs will be considered	£300k has been secured from DEFRA to undertake a feasibility study for trans-shipment hub(s) for the city centre, to allow deliveries to arrive at centralised points before being brought in to the city centre in smaller ultra-low emission vehicles or cargo bikes
Work with the BID to continue to understand the evolving nature of food delivery businesses in the city centre	Working with the BID the council will undertake further work with city centre businesses and food couriers to understand how the food delivery models are likely to develop. This work will also 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.	To ensure that food deliveries from the pedestrianised footstreet area do not attract significant numbers of delivery vehicles that park on the edge of the footstreets during footstreet hours, or drive in to the busy city centre on weekends after 7pm. Also to ensure that cycle couriers respect the footstreets during the operational hours and dismount from their cycle.

# Taxis

## Open Brief outcomes

Taxi drivers would like to see improved taxi services, including 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.

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.

## Improving taxi services

The strategic review recommendations to improve city centre deliveries are set out below, and in more detail in the following pages:

Unmet demand survey to be carried out

Clearer signage indicating location of taxi ranks (Clifford Street)

Potential new evening rank on Piccadilly

Forum to be facilitated between Taxi operators/drivers and representation from disabled groups to discuss how the taxis could better meet the needs of disabled people

## Measures to improve taxi services

Action	Why	Purpose
Undertake an unmet demand survey	To understand the demand on city centre taxi services	Part of an ongoing piece of work to assess the ongoing and future demand on taxi services to plan future taxi rank provision
Clearer signage indicating location of taxi ranks (Clifford Street)	Identified as a taxi rank which has poor awareness	To improve the taxi rank
Potential new evening rank on Piccadilly	Piccadilly is a high demand area that has no current taxi rank provision	To provide additional capacity for taxis on busy weekends
A forum to be facilitated between taxi operators/drivers and disabled groups to discuss how taxis could better meet the needs of disabled people	Disabled people have identified that taxi operators are not always aware of the needs of disabled people and adapted vehicles are not always available	To facilitate a discussion between disabled people and taxi operators to improve the service offer

# Action Plan

Recommendation	Required to implement	Budget required	Funding Source	Action Owner	Timescales for delivery
Create an Access Officer post	To be funded through existing budgets	£24k per annum	To be funded through existing budgets	AD for Lifelong Learning, Communities and Neighbourhoods	Spring 2022
Develop a York Standard for the city centre with disabled groups and stakeholders	To be delivered by the Access Officer but would need to cost any proposals and seek appropriate funding for delivery	None	To be delivered by the Access Officer	Access Officer	December 2022
Consult on permanently extending the footstreets until 7pm	Undertake Statutory consultation	None	Existing Resource	Head of Transport	Complete by August 2022
<b>Disabled Access</b>					
Implement disabled bays as per statutory consultation, and continue to explore additional locations on the edge of the footstreets		None	Existing Transport Budgets	Head of Transport	February 2022

Recommendation	Required to implement	Budget required	Funding Source	Action Owner	Timescales for delivery
Invest in Shopmobility to increase <b>awareness</b> of the service	CYC promotion support Additional grant	£10k (one off)	Covid Recovery contingency	Head of Transport	March 2022
Access Officer to work with Shopmobility, expand the provision of mobility aids, and meeting the needs of service users	To be delivered by the Access Officer	TBC		Access Officer	Summer 2022
Investing in the Dial-& Ride service, to improve <b>awareness</b>	CYC promotion support Additional grant	£10k (one off)	Covid Recovery contingency	Head of Transport	March 2022
Investing in the Dial-& Ride service, to better meet the needs of service users		£50k (one off)	Covid Recovery Contingency	Head of Transport	Proposals Summer 2022
Work with micro mobility operator (Tier) to explore the roll out of mobility aids at key points across the city		No – Commercial Operator	Not Required	Head of Transport	Summer 2022

Recommendation	Required to implement	Budget required	Funding Source	Action Owner	Timescales for delivery
Continue to work with disabled people to assess what constitutes a mobility aid and should be permitted in the footstreet areas.	To be delivered by the Access Officer	No	Not Required	Access Officer	On-going
Improved routes into and around the city centre, included improved paving and dropped kerbs	Dropped kerbs, paving	£250k one off	Active Travel Fund (subject to successful bid) or prioritised Transport Budgets	Head of Transport/Access Officer	Spring 2022
Additional seating to be provided at key points along routes in to and around the city centre	Locations to be co-designed with disabled groups, to be delivered by the Access Officer	£15,000 one off	Public Realm budgets	Head of Transport/Access Officer	Summer 2022
Improve access to disabled toilets in the city centre through multi-partner provision	Work with stakeholders and partners to improve access  Support Home Instead and YDRF to progress the "Take a Seat+" initiative	TBC	Subject to Changing Places bid for physical improvements	AD for Lifelong Learning, Communities and Neighbourhoods	Initiative launch planned for Spring 2022

<b>Recommendation</b>	<b>Required to implement</b>	<b>Budget required</b>	<b>Funding Source</b>	<b>Action Owner</b>	<b>Timescales for delivery</b>
Carry out a feasibility study for a dedicated shuttle service for disabled people and those with mobility issues	Initial engagement carried out by Access Officer  Study already carried out, further work required to understand service user needs and requirements to inform any future proposals	£50k one off	Bus Service Improvement Plan funding (subject to successful bid)	Head of Transport	Subject to successful funding bid
Improve awareness of Blue Badge parking and services which are available to improve access to the city centre including toilets, accessible routes	Identify the improvements as listed in this action plan and compile in to single point of reference	No	Existing Transport budgets	Head of Transport/Access Officer	December 2022

Recommendation	Required to implement	Budget required	Funding Source	Action Owner	Timescales for delivery
Work with the Quality Bus Partnership, and local disability representative groups to review how drivers prioritise wheelchair users' access and make Class 3 access training available in York;		No		Access Officer	Commence Spring 2022
<b>Cycling, e-scooters and e-bikes</b>					
Improving existing city centre cycle routes	Improved route and signing along High Petergate, Minster Yard, Deangate, Goodramgate, Aldwark, Hungate, Navigation Road and Walmgate	£250k one off	LTP 4 (part of wider package of improvements totalling £600,000)  Active Travel Fund (subject to successful bid)	Head of Transport	
Improve city centre cycle parking	Upgrade existing cycle parking facilities, introduce provision for adapted cycles and look at city centre lockers/ secure storage	£150k one off	Active Travel Fund (subject to successful bid)	Head of Transport	

Recommendation	Required to implement	Budget required	Funding Source	Action Owner	Timescales for delivery
<b>Deliveries</b>					
Undertake a feasibility study for a city centre transshipment hub	Carry out a feasibility study and pilot scheme looking in to low emission deliveries in York	£300k one off	Defra	Head of Transport	
Work with the BID to continue to understand the evolving nature of food delivery businesses in the city centre		Not required	Existing resource	Head of Regeneration and Economy	Ongoing
<b>Taxis</b>					
Clearer signage indicating location of taxi ranks (Clifford Street)	Unmet Demand Survey	No	To be carried out by licencing team	Head of Public Protection	Spring 2022
Potential new evening rank on Piccadilly	Unmet Demand Survey	No	To be carried out by licencing team	Head of Public Protection	Spring 2022

Recommendation	Required to implement	Budget required	Funding Source	Action Owner	Timescales for delivery
Forum to be facilitated between Taxi operators/drivers and representation from disabled groups to discuss how the taxis could better meet the needs of service users	Representation to be invited to the Taxi Association Forum	No	To be carried out by licencing team	Head of Public Protection	Nov/Dec 2021
<b>Total</b>		<b>£1.1m</b>			

# 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

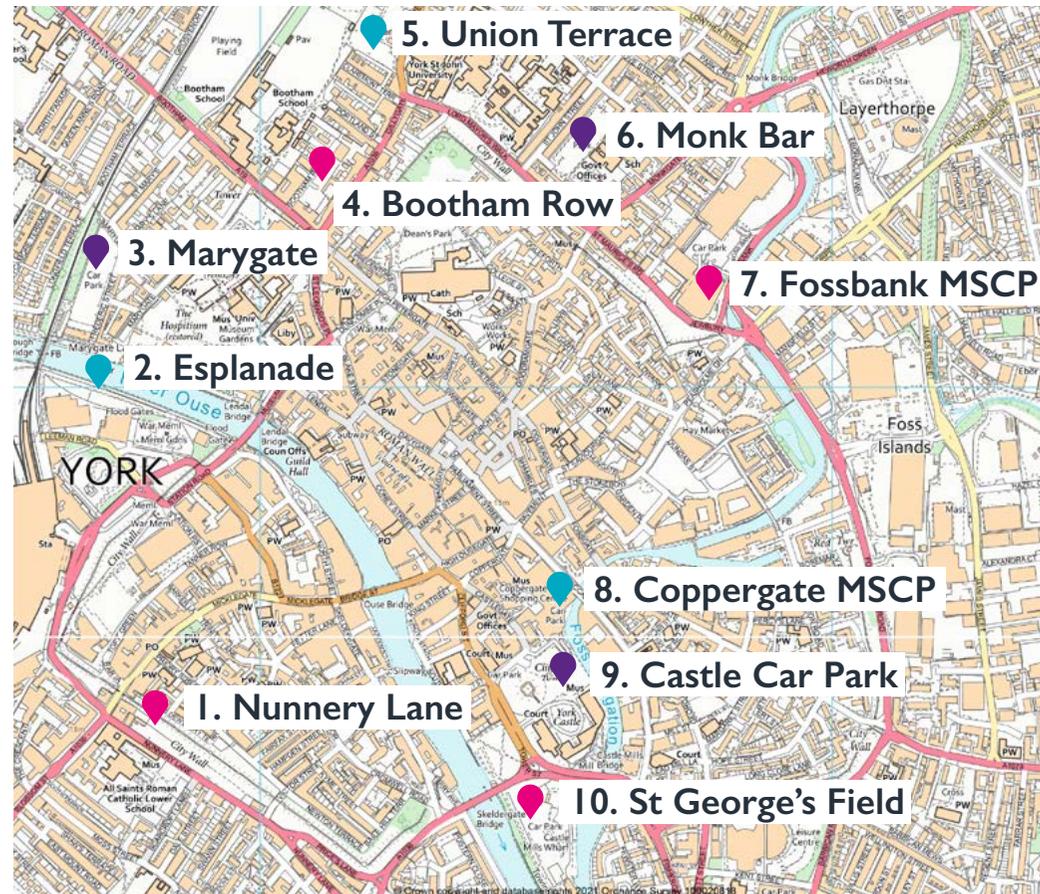
1.7 acres  
316 Standard Spaces  
4 Disabled bays  
£230k per year  
£1.2k per space

## 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

## 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

## 1. Nunnery Lane

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

## 10. St George's Field

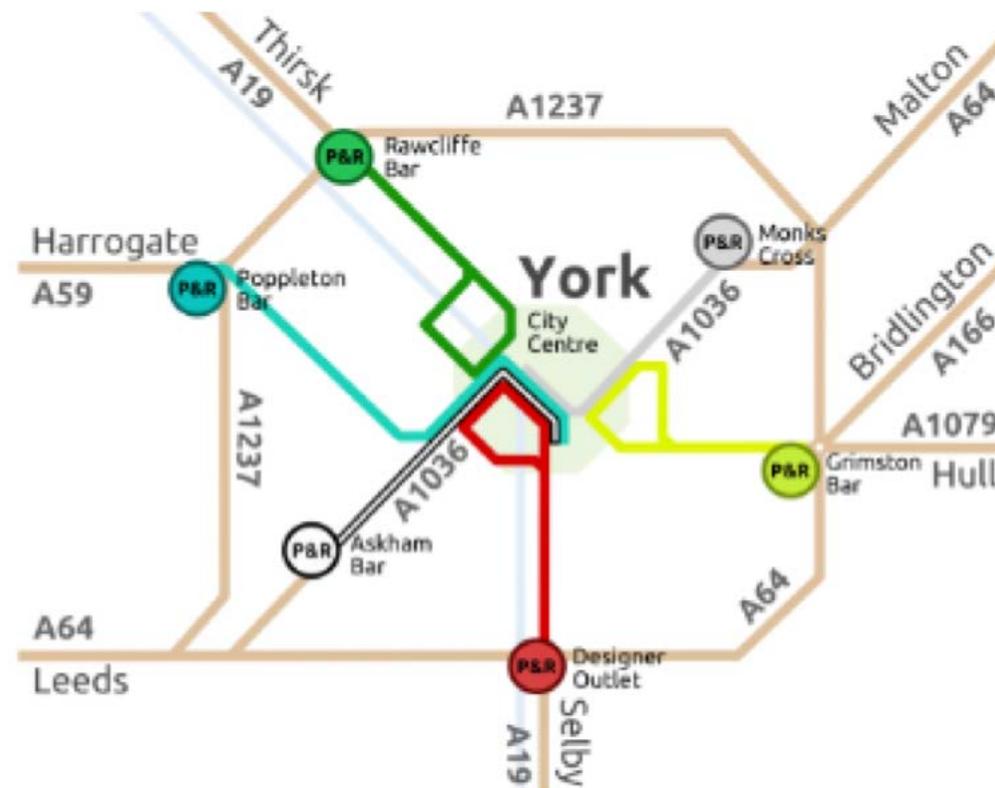
2.2 acres  
150 Standard Spaces  
7 Disabled bays  
£432k per year  
£4.5k per space

# 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
<b>Total P&amp;R provision</b>	<b>5020</b>

## 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.

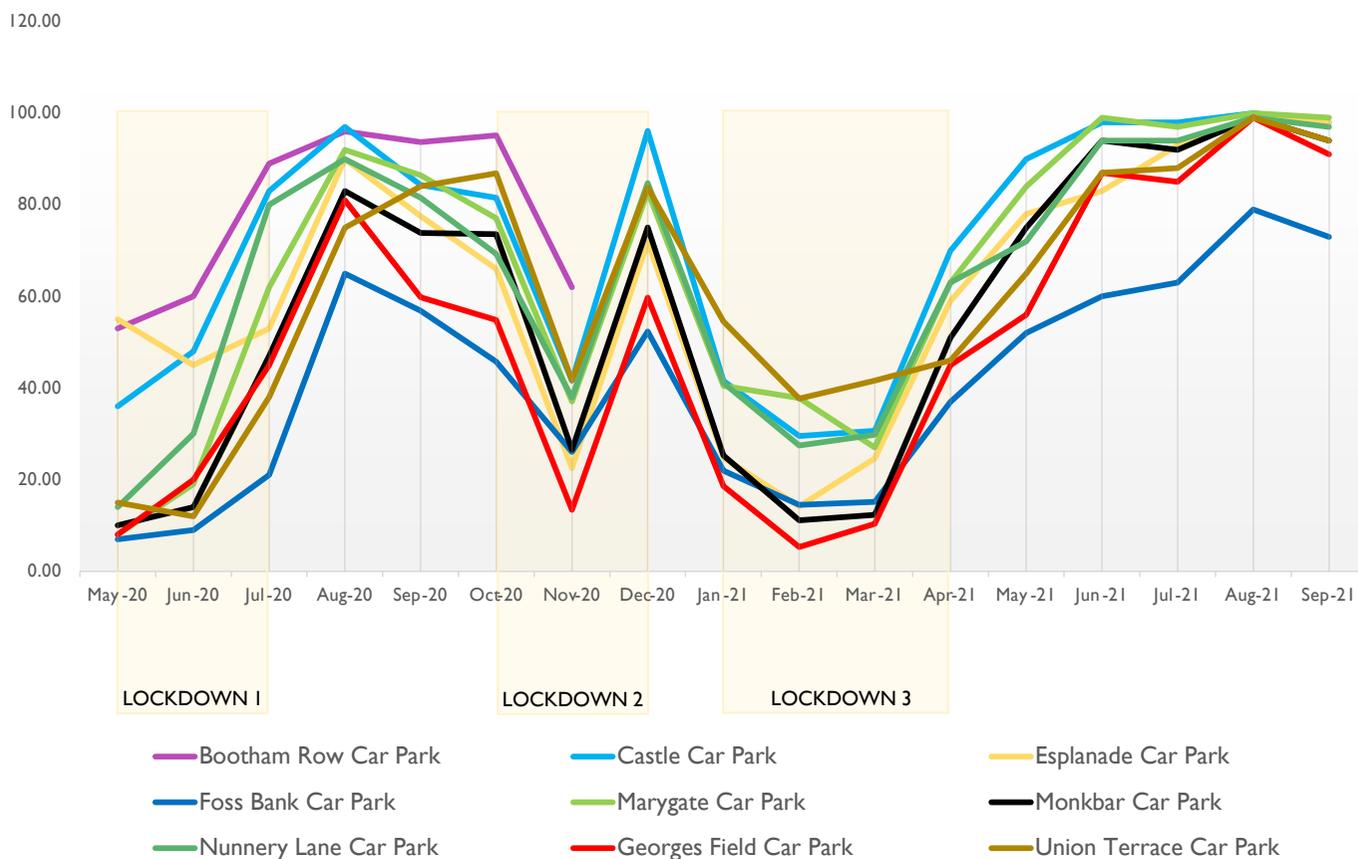
The current most accurate measure of car parking usage is the revenue that is generated. Analysis of these figures shows that parking demand fluctuates significantly during the year, with the council's car parks at high capacity at peak times during school holidays and the run up to the festive period, 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.



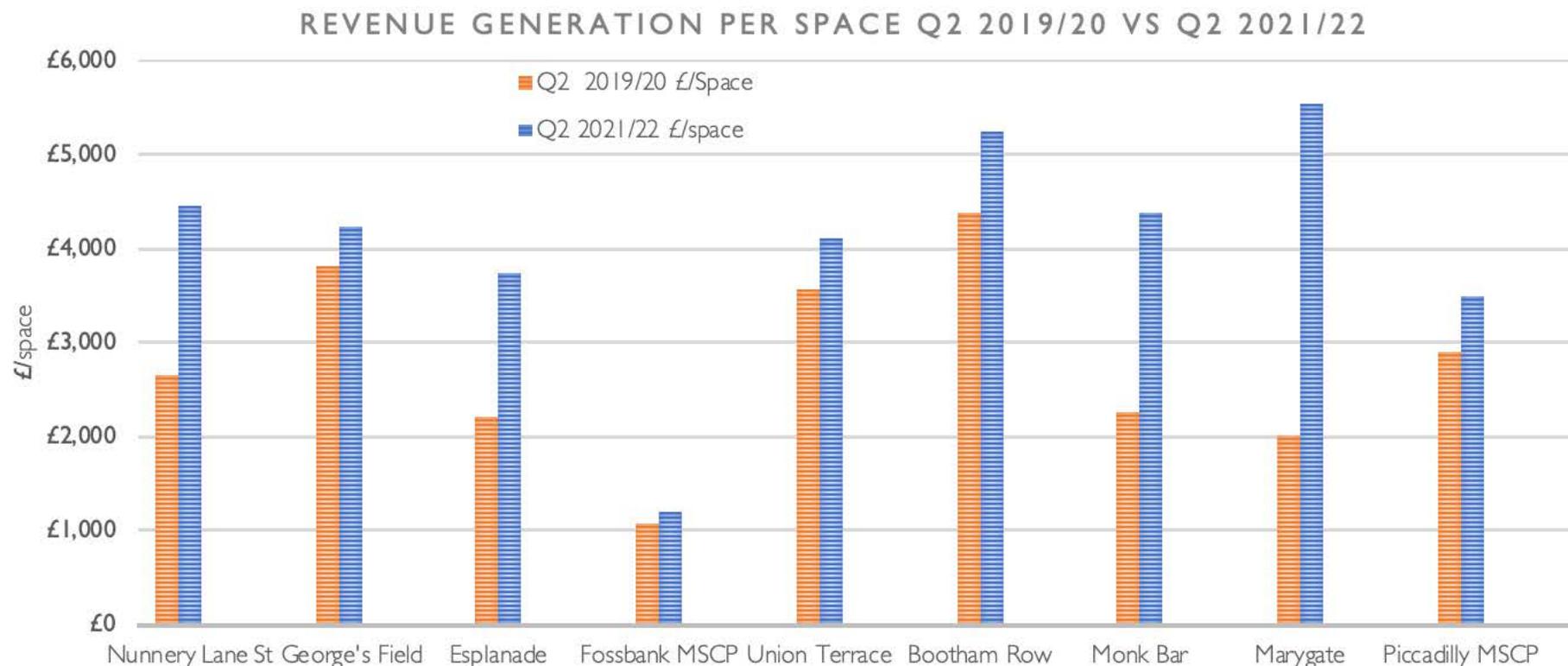
# Impact of the pandemic on council car parks

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

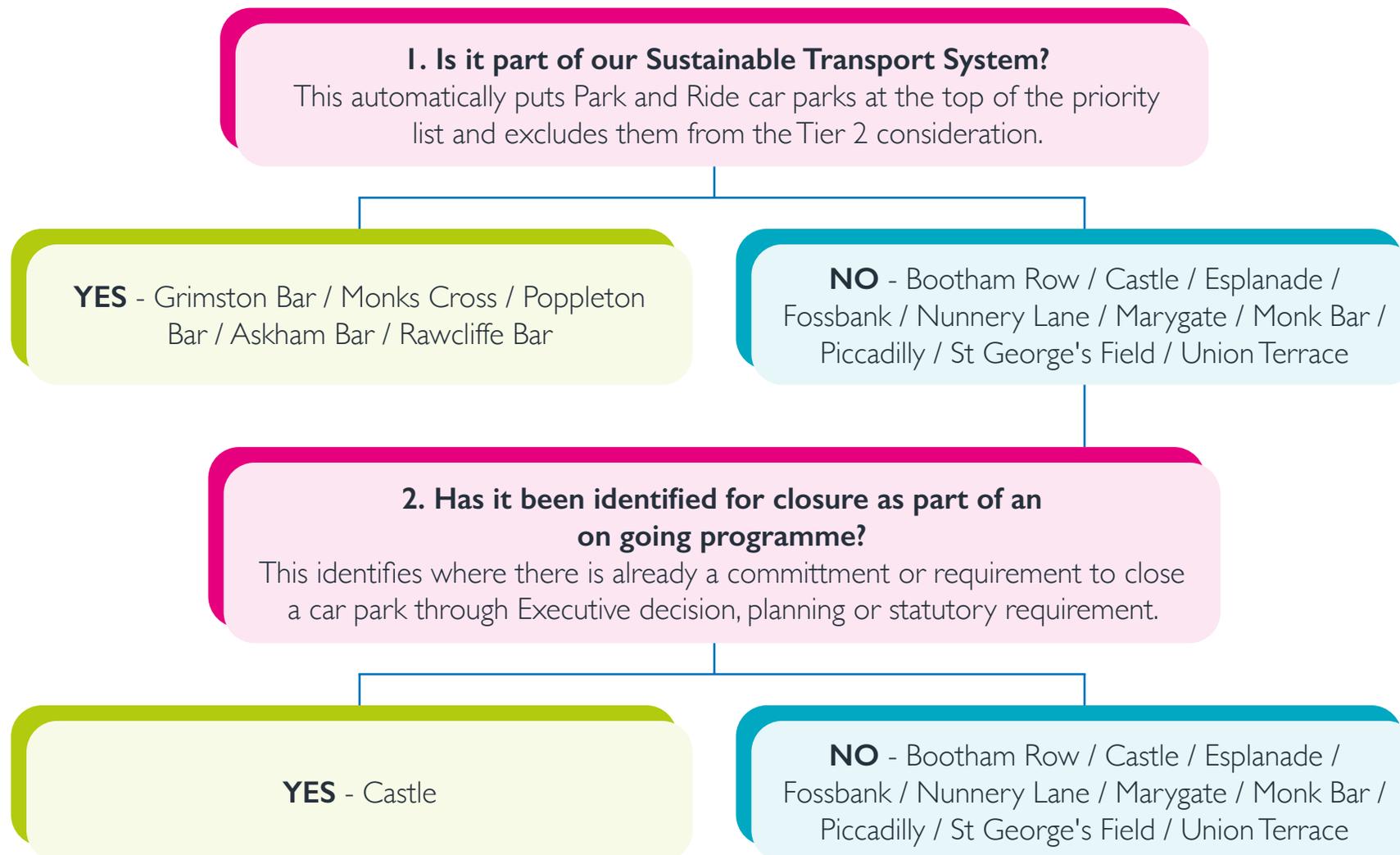
The primary purpose of the review is to use the available information to create a matrix to assess the council's car parks and place them within a hierarchy. This hierarchy will then be used to prioritise investment decisions, and ensure that any spend over and above general improvements and maintenance 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 I/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

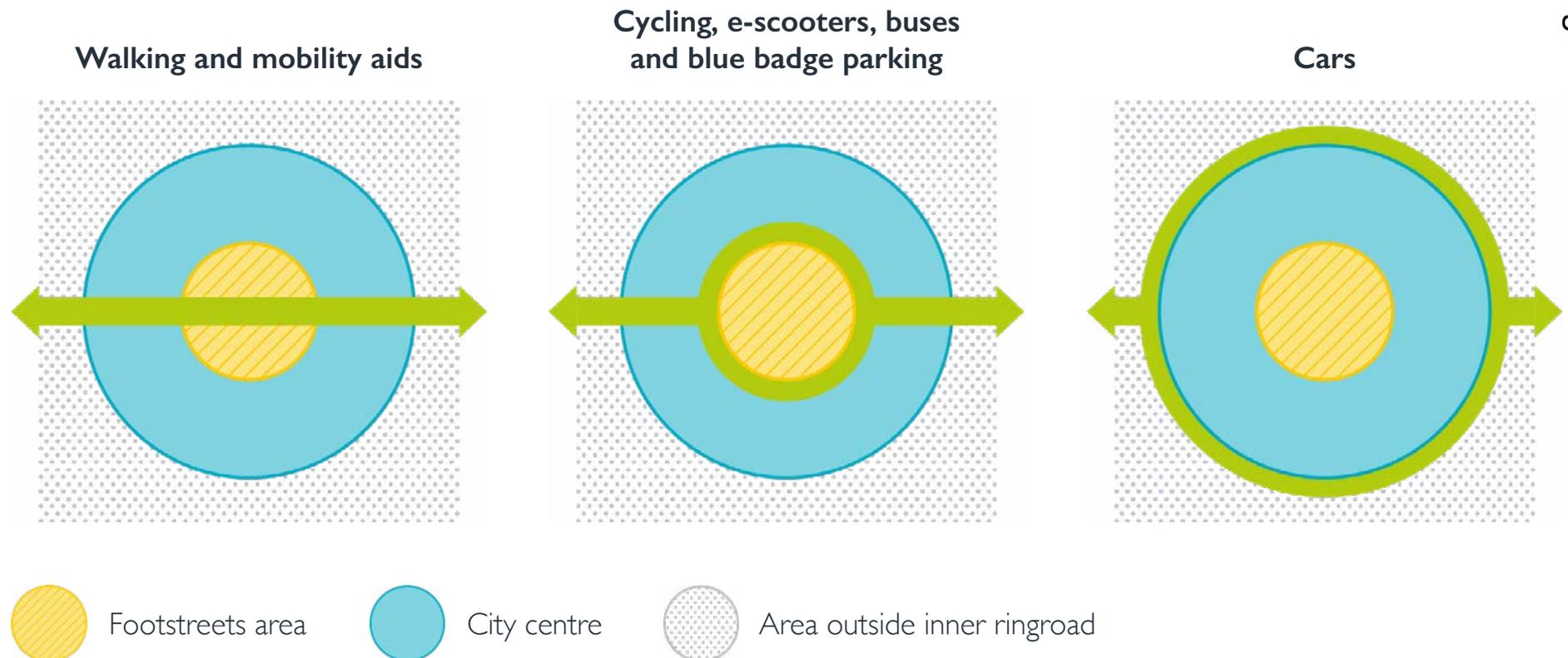
### Tier 2 / Hierarchy Questions

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		
<b>St George's Field</b>	Yes	No	No	less than £1.5m	£4.2k / space	£3.8k / space	Medium	Yes	Yes
<b>Nunnery Lane</b>	Yes	No	No	less than £1.5m	£4.5k /space	£2.7k / space	Medium	Yes	Yes
<b>Esplanade</b>	Yes	No	No	less than £1.5m	£3.7k / space	£2.2k / space	Medium	No	No
<b>Union Terrace</b>	Yes	No	Yes	more than £2.5m /acre	£4.1k / space	£3.6k / space	Medium	Yes	Yes
<b>Fossbank MSCP</b>	Yes	No	Yes		£1.2k / space	£1.1k / space	Medium	No	No
<b>Bootham Row</b>	Yes	Yes	Yes	between £1.5m and £2m	£5.2k / space	£4.4k / space	Medium	No	Yes
<b>Monk Bar</b>	Yes	Yes	Yes	between £1.5m and £2.5m	£4.4k / space	£2.2k / space	Medium	No	Yes
<b>Marygate</b>	Yes	Yes	Yes	between £1.5m and £2.5m	£5.5k / space	£2k / space	Medium	No	Yes
<b>Coppergate MSCP</b>	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

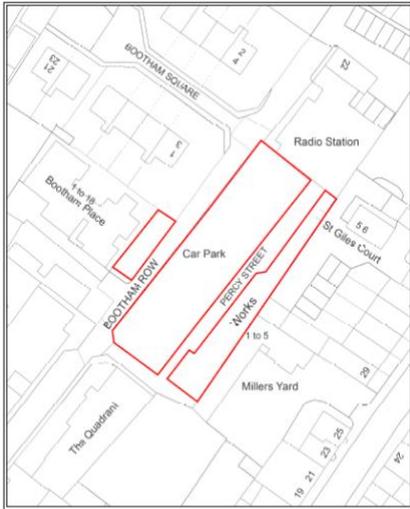
Recommendations and Requirements to implement	Budget already identified / Budget required	Funding Source	Action Owner	Timescales for delivery	Parking Review Objectives
<b>Electric Vehicle Charging Points</b>					
<p>Continue the roll out of the Electric Vehicle charging strategy across the council's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

# Annex 1 to the Strategic Review of Council Car Parking



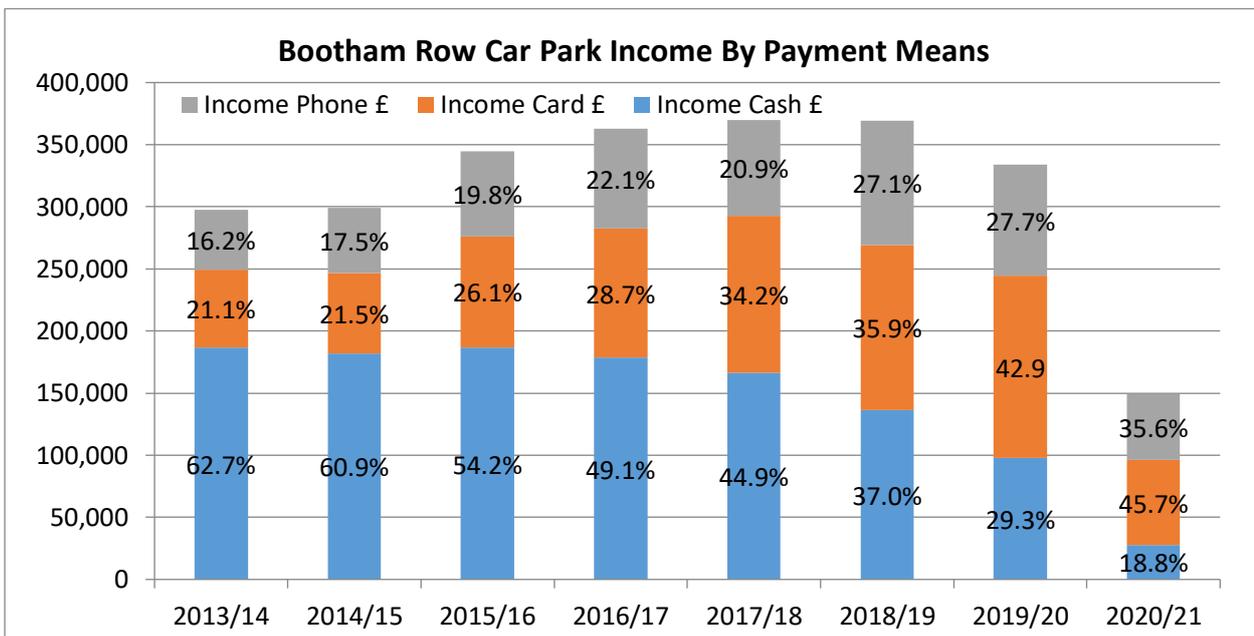
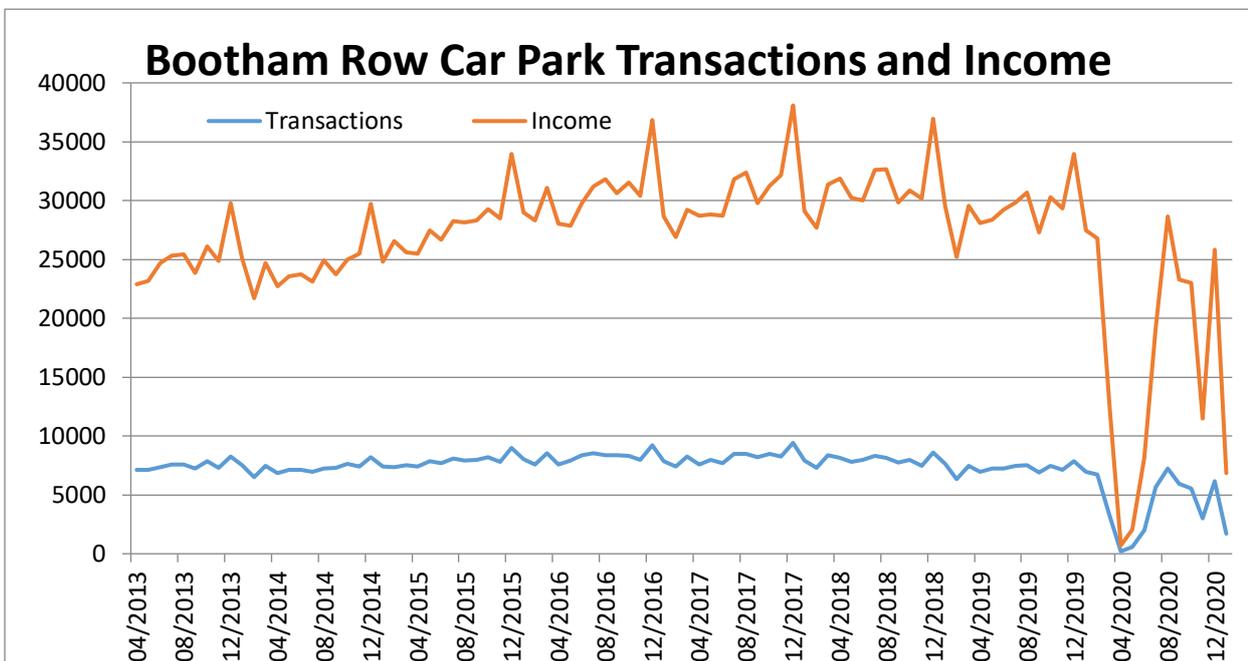
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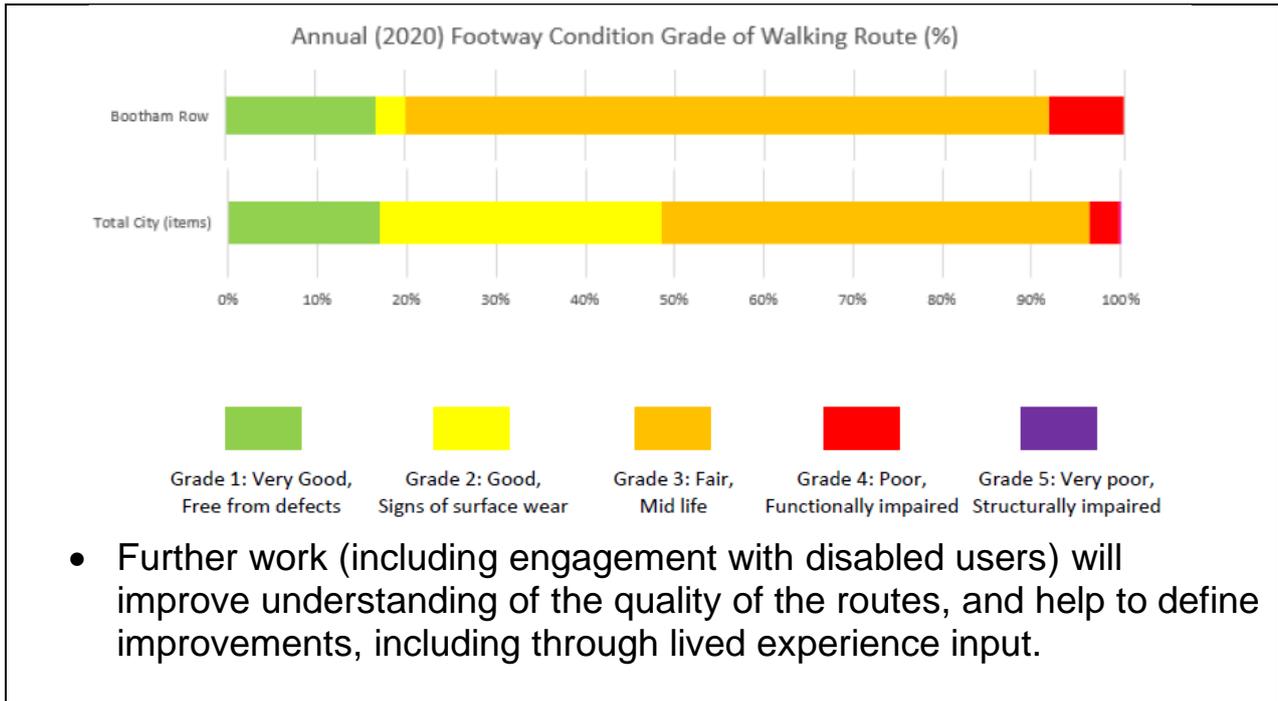
<b>Car Park Profile:</b>	<b>Bootham Row</b>	
<b>Postcode</b>	YO30 7BP	
<b>Location</b>	<p><i>On Bootham Row, off Bootham, close to its junction with Gillygate, half a mile from the city centre.</i></p> <p><i>Marygate car park and Union Terrace car park in close proximity.</i></p>	
<b>Site Area (acres)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

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



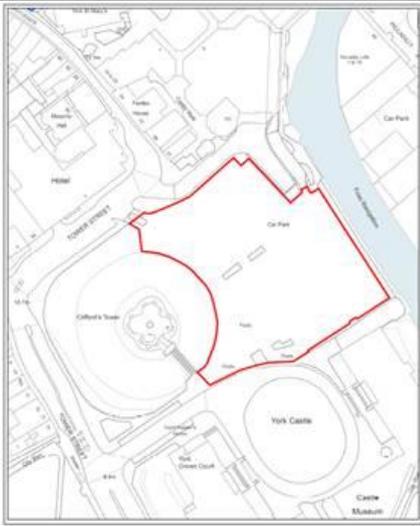
<b>Transport Information:</b>	
<b>Is this car park outside of, or accessed from the inner ring road?</b>	Yes
<p>Bootham Row car park is surrounded by mainly residential development. It is accessed of Bootham via a narrow access route.</p> <p>The car park is well located for access to Gillygate shops, 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><b>City Centre Access Route Assessment</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 6 existing seating facilities are provided, averaging 1 per 57 linear metres, and representing the best level of provision of the assessed car parks.</li> <li>• The assessed route to the PSA is considered to be <b>reasonably</b> safe at night, being largely well lit and populated, with the exception of the immediate routes from the car park.</li> <li>• Convenient and safe accessible crossings are provided to highway crossings on the assessed route</li> <li>• Existing footway condition on the assessed walking route is <b>fair</b>, with grade 1 commensurate with the wider city, but a higher proportion at grades 3 and 4, none is grade 5 (very poor):</li> </ul>	



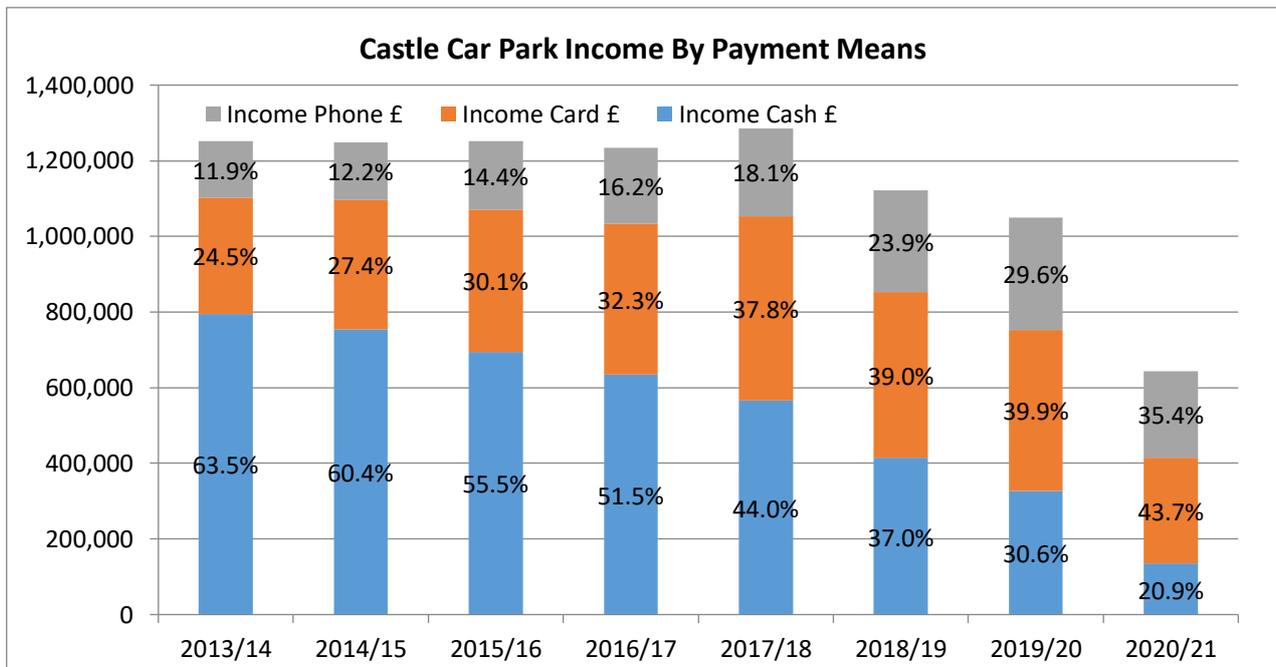
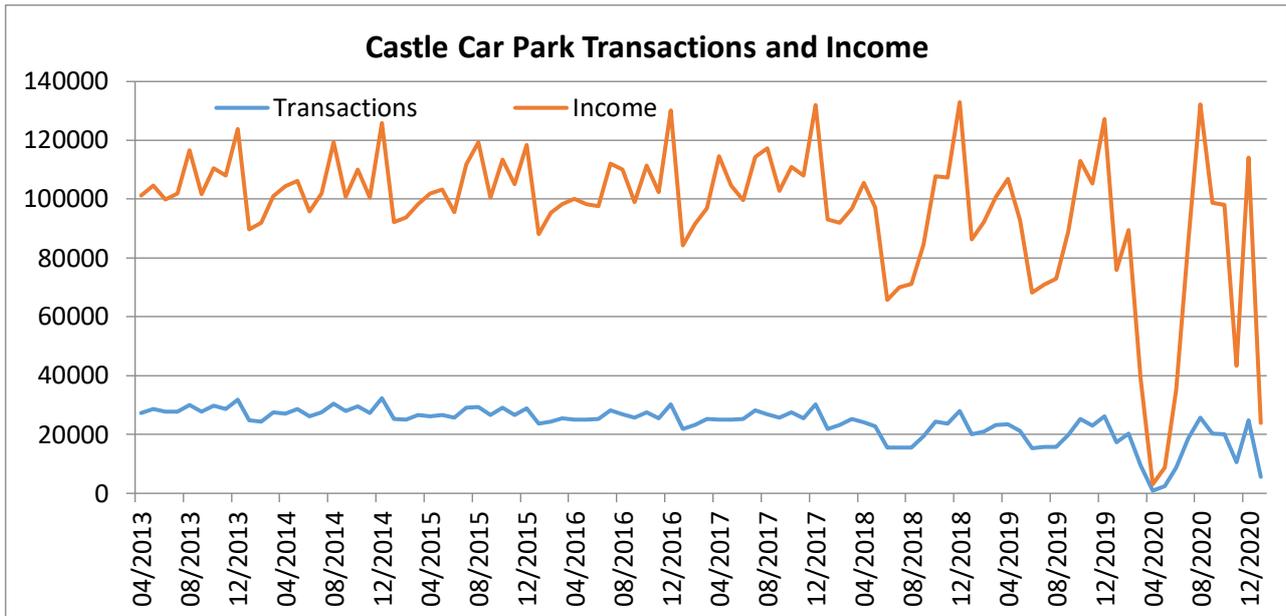
Property Information:	
<p><b>Does the site have development potential?</b> <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>There is potential for residential development on the site, although this would be subject to the rights of access detailed below. There 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><b>What known site constraints are there?</b></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><b>Could the site facilitate a smaller footprint multi storey?</b></p>	<p>No - The site is considered to be too constrained to facilitate a multi-storey car park.</p>
<p><b>What is the potential value of the site?</b></p>	<p>Between £1.5m and £2m (indicative value)</p>

<b>Is there or has there been market interest in the site?</b>	Not for the whole site. There has been interest from neighbouring developers for peripheral areas.
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<b>EV Charging:</b>	
<b>Number and type of EV charging spaces</b>	6 fast charge
<b>Date of installation or upgrade</b>	Apr-21
<b>Any planned future upgrades installation, including and timescales</b>	Bootham Row has recently been upgraded - any further upgrades will be based on future demand
<b>Usage</b>	30 charging events per space per month
<b>Revenue generation per space?</b>	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 - <a href="https://www.york.gov.uk/EVChargingStrategy">https://www.york.gov.uk/EVChargingStrategy</a></p>	

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

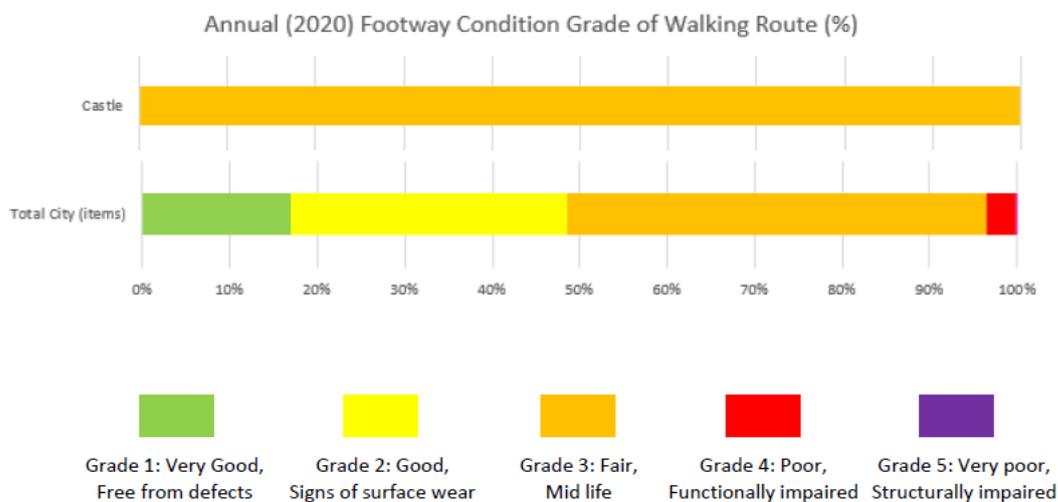
Yes

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.

<b>Property Information:</b>	
<p><b>Does the site have development potential?</b> <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><b>What known site constraints are there?</b></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><b>Could the site facilitate a smaller footprint multi storey?</b></p>	<p>Unlikely to secure planning for a multi-storey car park due to the historical significance of the site.</p>
<p><b>What is the potential value of the site?</b></p>	<p>Less than £1.5m per acre</p>
<p><b>Is there or has there been market interest in the site?</b></p>	<p>No</p>

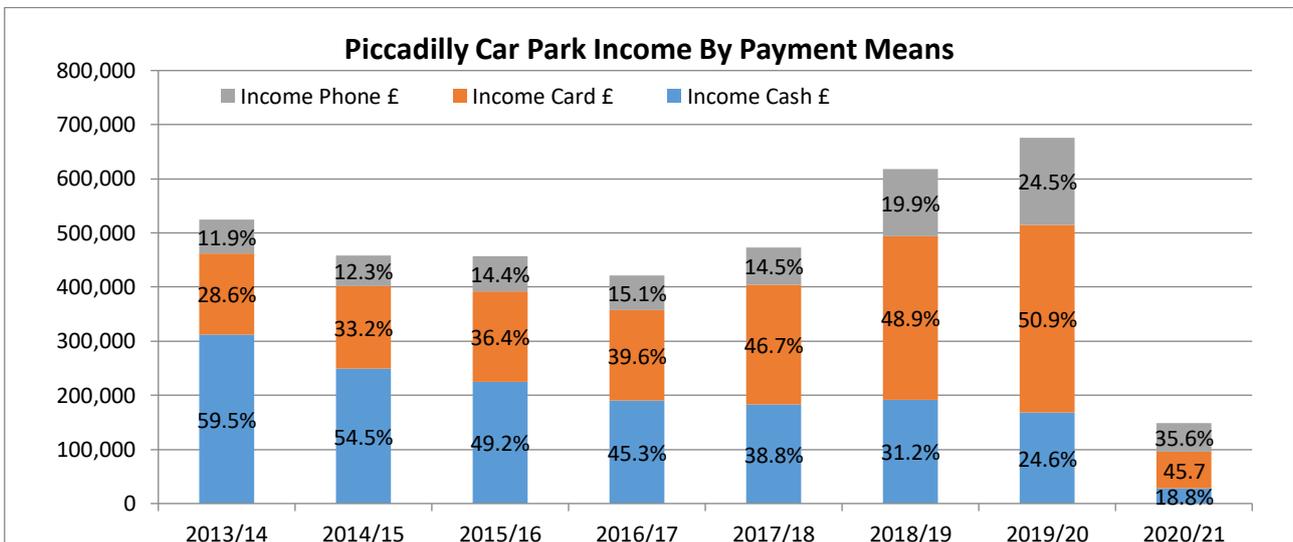
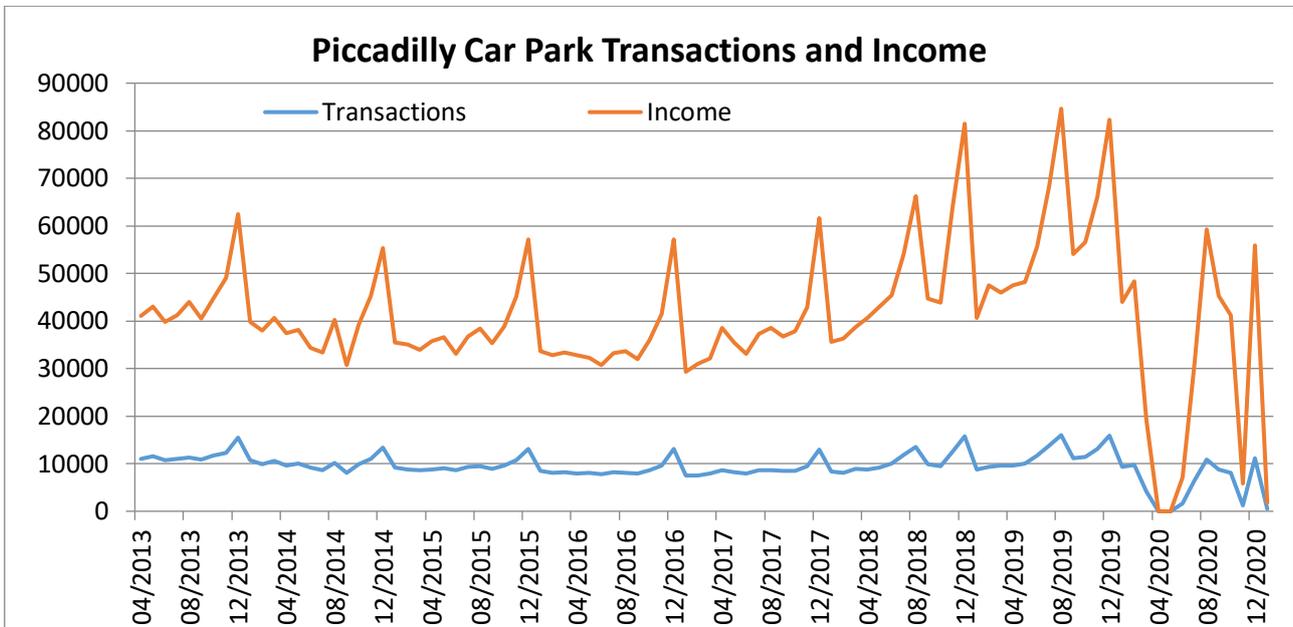
<b>EV Charging:</b>	
<p><b>Number and type of EV charging spaces</b></p>	<p>2 fast chargers</p>
<p><b>Date of installation or upgrade</b></p>	<p>2013</p>
<p><b>Any planned future upgrades installation, including and timescales</b></p>	<p>Due to the car park being identified for closure to facilitate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

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

### General Information:

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

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

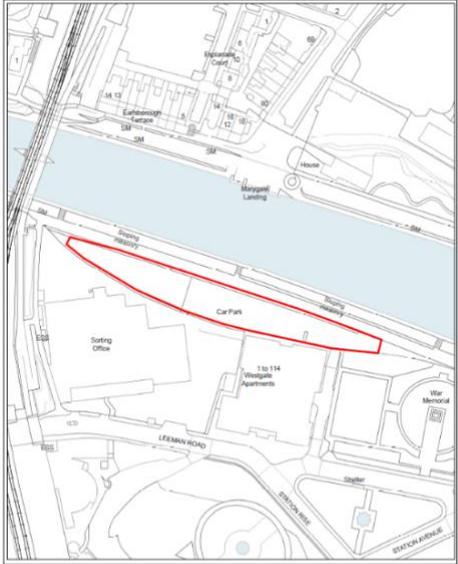


<b>Transport Information:</b>	
<b>Is this car park outside of, or accessed from the inner ring road?</b>	No
<p>Coppergate multi-storey car park is built in to the Coppergate Shopping centre, accessed from Piccadilly. It is surrounded by predominantly commercial uses with some residential in the area.</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><b>City Centre Access Route Assessment</b></p> <ul style="list-style-type: none"> <li>• The carpark is located within the Primary Shopping Area - the closest to the PSA across the assessed car parks.</li> <li>• Existing seating facilities were not assessed, since the car park is within the PSA.</li> <li>• The safety of the location was not assessed, since the car park is within the PSA.</li> <li>• Highway crossings were not assessed, since the car park is within the PSA.</li> <li>• Existing footway condition was not assessed, since the car park is within the PSA</li> <li>• 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.</li> </ul>	

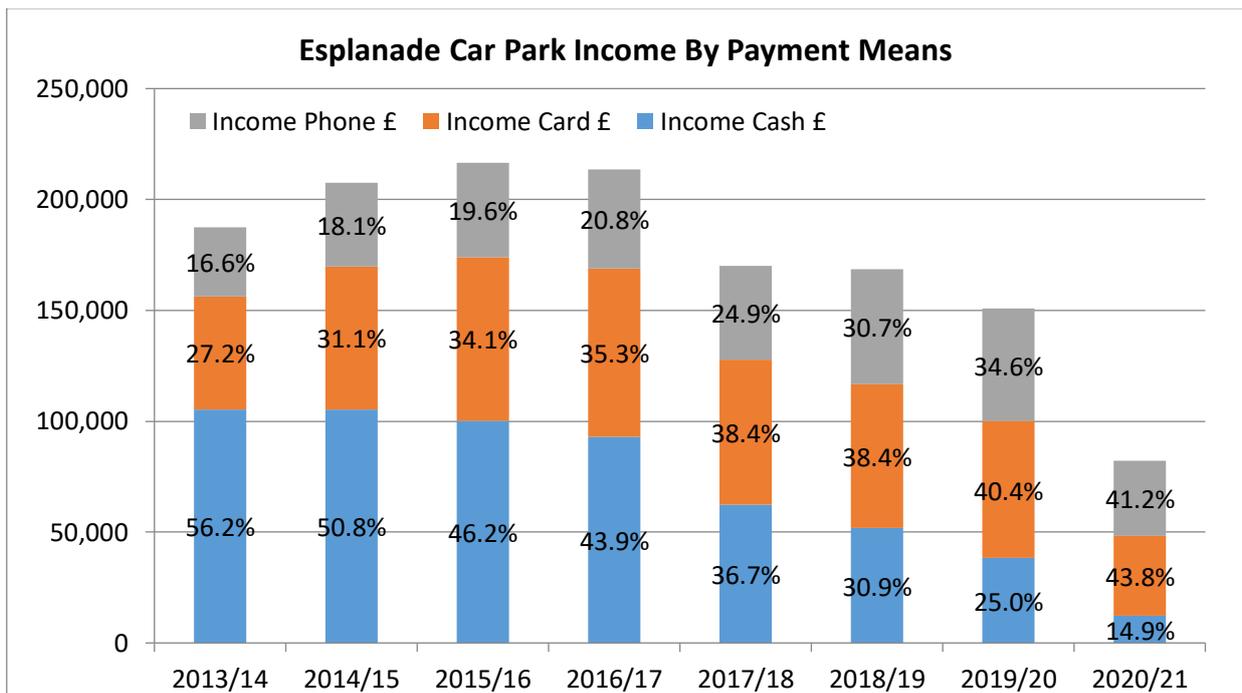
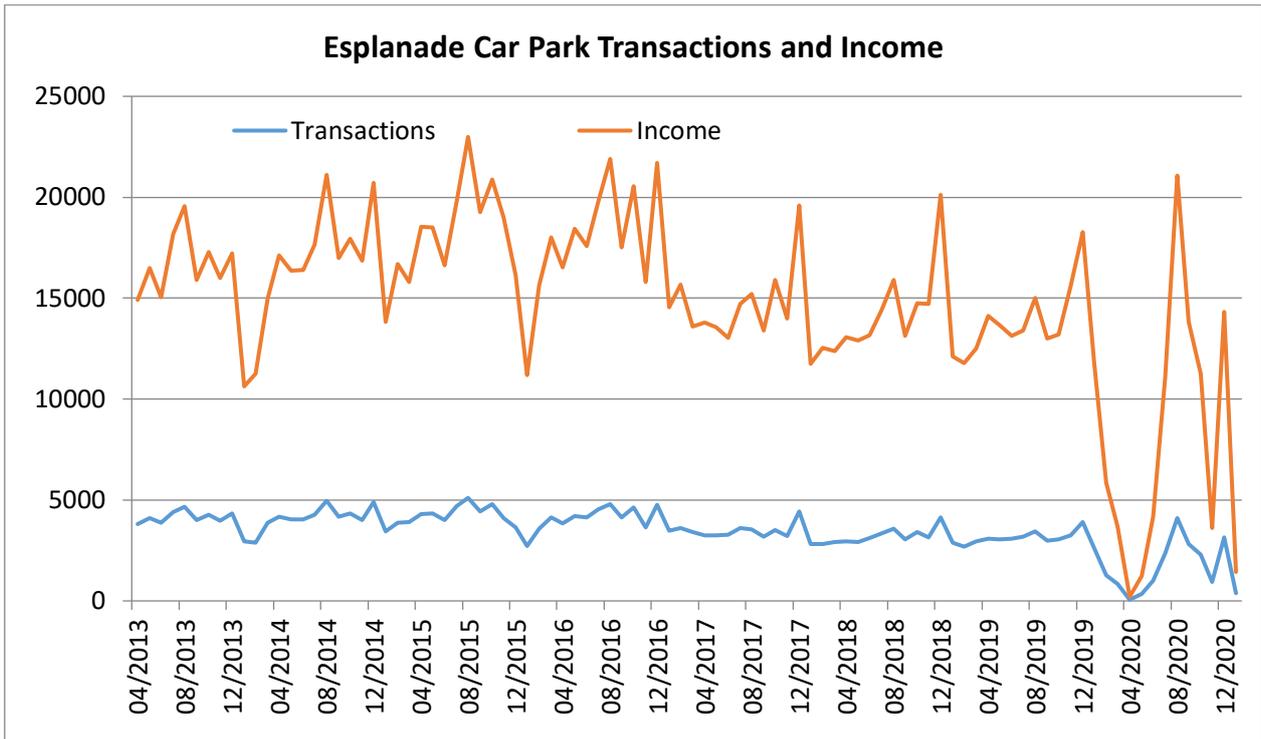
<b>Property Information:</b>
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<p><b>Does the site have development potential?</b> <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>This car park does have the potential for development, however due to it being physically located within the Coppergate Centre, incorporating both built forms would need to be considered, requiring a holistic scheme.</p>
<p><b>What known site constraints are there?</b></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><b>Could the site facilitate a smaller footprint multi storey?</b></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><b>What is the potential value of the site?</b></p>	<p>As the council is a leaseholder for the property, there is no land value to the council.</p>
<p><b>Is there or has there been market interest in the site?</b></p>	<p>There has been interest in people looking to invest in the Coppergate Centre.</p>

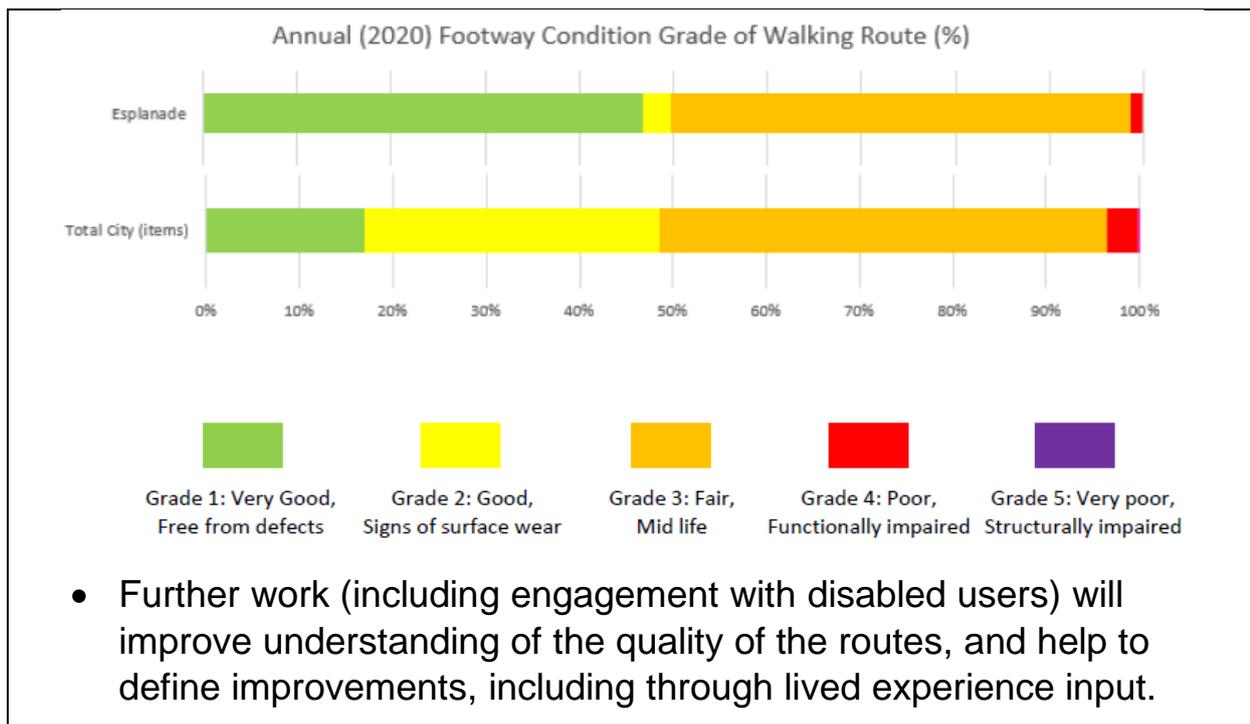
<b>EV Charging:</b>	
<p><b>Number and type of EV charging spaces</b></p>	<p>None - Coppergate car park is not currently part of the city's strategy for the provision of EV charging.</p>
<p><b>Date of installation or upgrade</b></p>	<p>n/a</p>
<p><b>Any planned future upgrades installation, including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

<b>Car Park Profile:</b>	<b>Esplanade</b>	
<b>Postcode</b>	YO26 4ZP	
<b>Location</b>	<i>West Esplanade, within 10 mins walking distance of city centre</i>	
<b>Site Area (acres)</b>	0.7	
<b>General Information:</b>		
<b>Total Number of Spaces</b>	80	
<b>Standard Spaces</b>	75	
<b>Disabled Bays</b>	5	
<b>EV charging spaces</b>	0	
<b>Car Club Spaces</b>	0	
<b>Coach Spaces</b>	0	
<b>Tier Bays</b>	0	
<b>Motorcycle Spaces</b>	0	
<b>Toilets</b>	There are no toilets in Esplanade car park	
<b>Season Tickets Available</b>	yes	
<b>Resident Contract Permit</b>	no	
<b>Accreditation</b>	yes	
<b>Operational Hours</b>	24 hours	
<b>Type of Parking System (Pay and Display or Pay on Exit)</b>	Pay & Display Cash, card, RingGo	
<b>Evening Parking?</b>	yes - after 6.00pm £3.00 charge (or free with a minster badge)	
<b>Overnight parking</b>	yes	
<b>Maximum Stay</b>	no	
<b>Height restrictions</b>	yes	

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



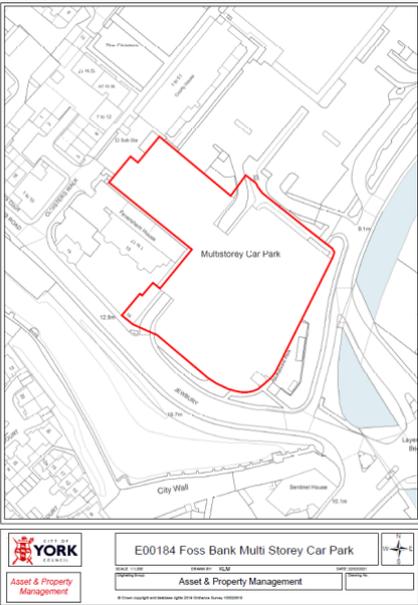
<b>Transport Information:</b>	
<b>Is this car park outside of, or accessed from the inner ring road?</b>	Yes
<p>Esplanade car park is accessed from Station Rise/ Leeman Road via a short unadopted stretch of highway adjacent to Westgate Apartments and the riverside War Memorial Garden.</p> <p>The car 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><b>City Centre Access Route Assessment</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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</li> <li>• The assessed route to the PSA is considered to be <b>reasonably safe</b> at night, the majority of the route being well lit and populated beyond the initial link to Station Rise.</li> <li>• Convenient and safe accessible crossings are provided to highway crossings on the assessed route</li> <li>• Existing footway condition on the assessed walking route is <b>good</b>, with almost half being grade 1: Very Good, and half Grade 3: Fair. None is grade 5 (very poor):</li> </ul>	



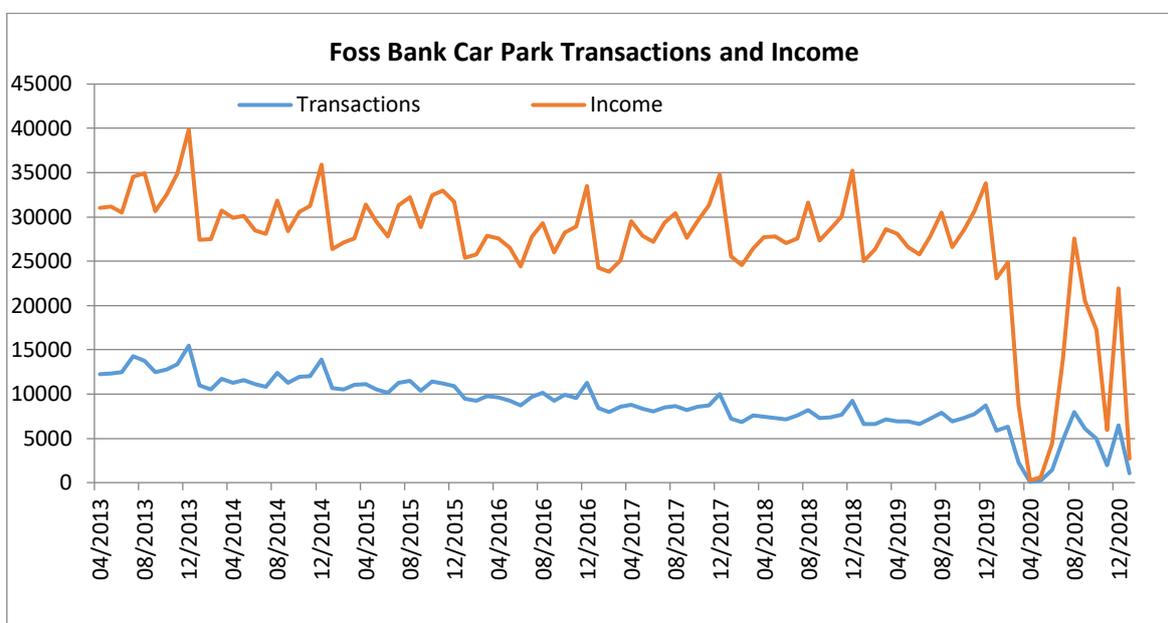
<b>Property Information:</b>	
<p><b>Does the site have development potential?</b> <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>This site does have development potential if it formed part of a wider proposal with any future plans for the Royal Mail site.</p> <p>However, this site has a number of site constraints as identified below.</p>
<p><b>What known site constraints are there?</b></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>

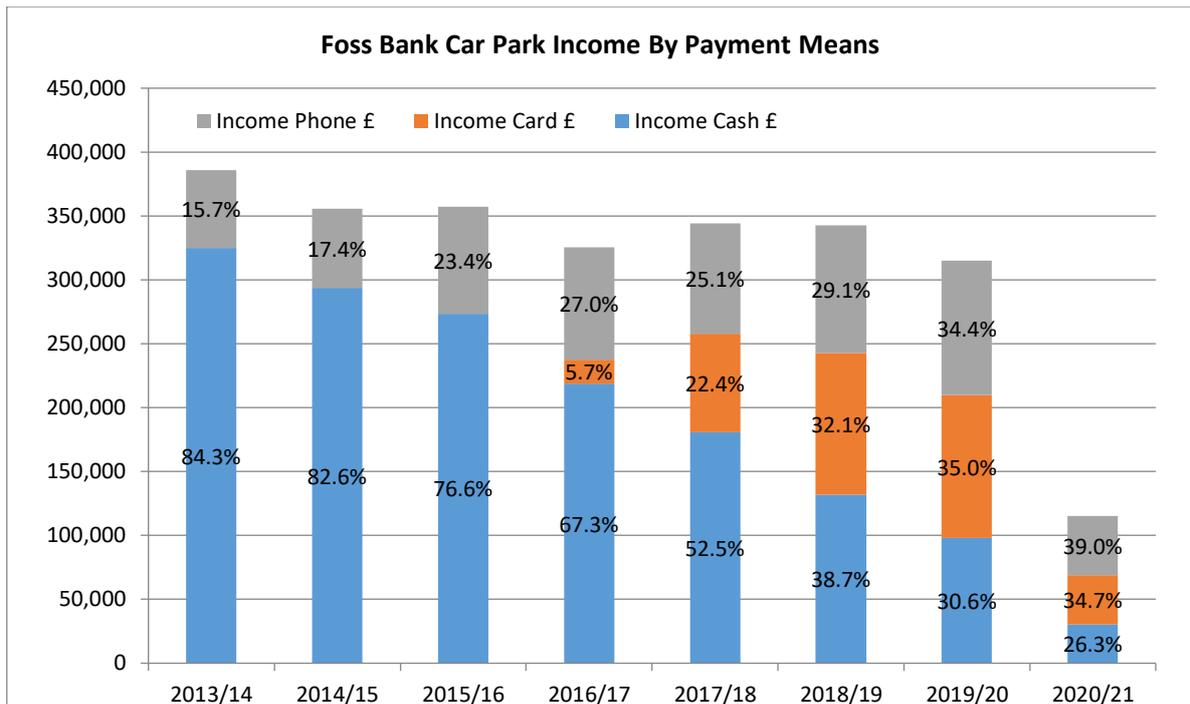
<b>Could the site facilitate a smaller footprint multi storey?</b>	No – given the site constraints above
<b>What is the potential value of the site?</b>	Less than £1.5m per acre (indicative value)
<b>Is there or has there been market interest in the site?</b>	No

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

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

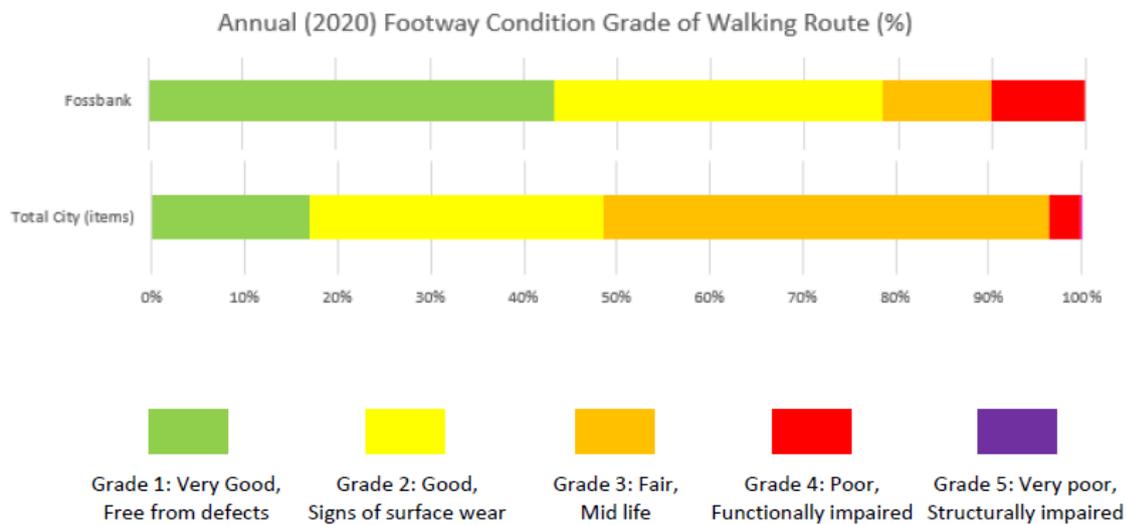
Parking Data:	
Annual revenue generated per car park	£320,000 per annum (2019/20)
Annual revenue per space	£1,100 per space (Q2 2019/20)
% revenue generation per payment method: Cash, card, ringo	See graphs below (2013-2021)
Are any of the spaces long term let to businesses?	Yes
What investment or improvements 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:	
<b>Is this car park outside of, or accessed from the inner ring road?</b>	Yes
<p>Foss Bank Multi-Storey car park is accessed directly from the Inner Ring Road at the junction of Foss Bank &amp; 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><b>City Centre Access Route Assessment</b></p> <ul style="list-style-type: none"> <li>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.</li> </ul>	

- 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.

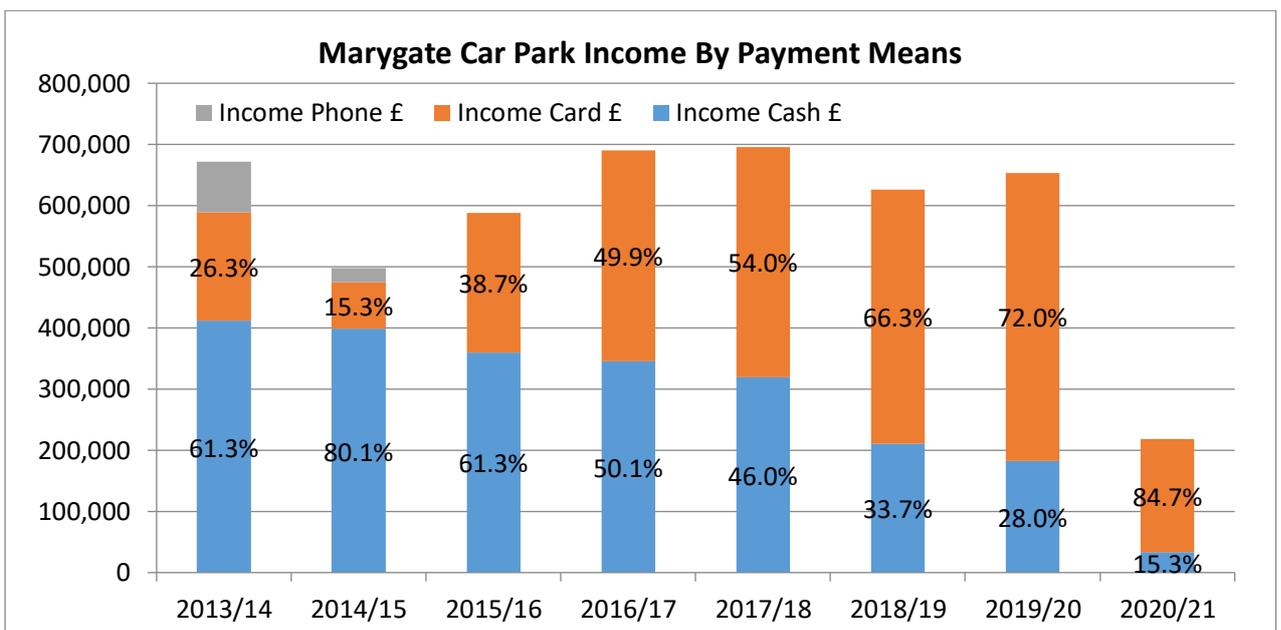
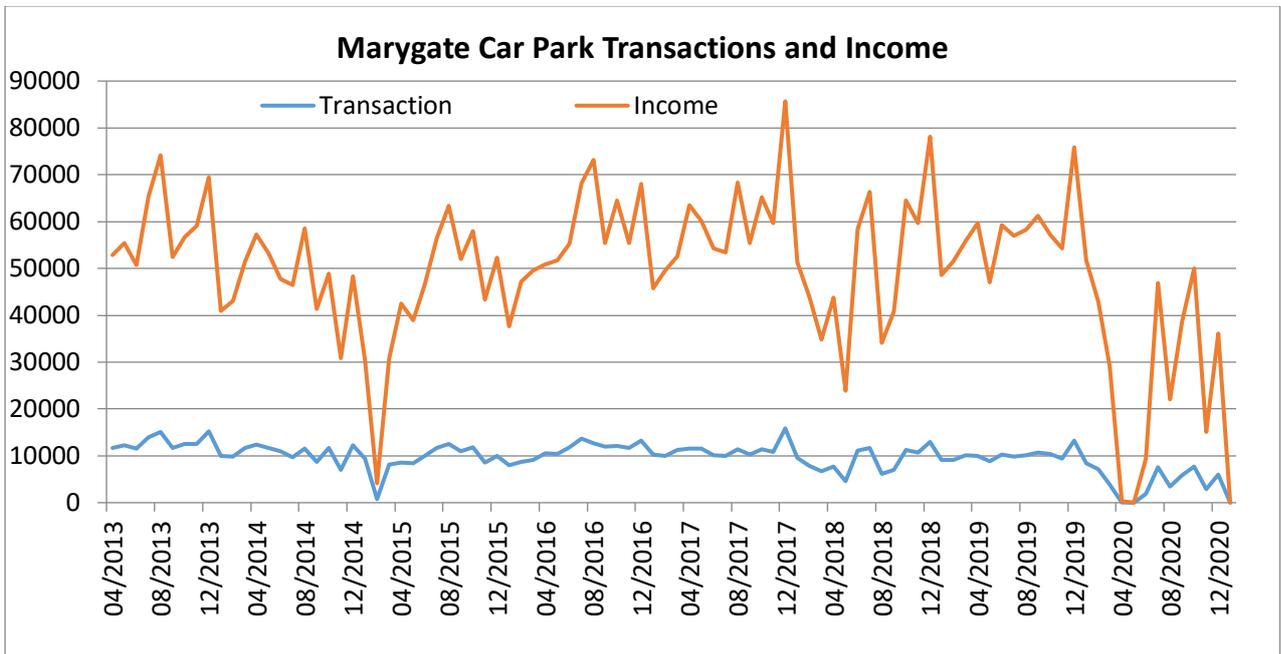
Property Information:	
<p><b>Does the site have development potential?</b>  <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>Yes – this site has development potential. The site would be suitable for residential or commercial. The scale of scheme could depend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

<b>What known site constraints are there?</b>	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.
<b>Could the site facilitate a smaller footprint multi storey?</b>	This car park is already a multi storey.
<b>What is the potential value of the site?</b>	As noted above, we do not have an unencumbered freehold to the site which would allow the Council to dispose.
<b>Is there or has there been market interest in the site?</b>	Yes

<b>EV Charging:</b>	
<b>Number and type of EV charging spaces</b>	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.
<b>Date of installation or upgrade</b>	n/a
<b>Any planned future upgrades installation, including and timescales</b>	n/a
<b>Usage</b>	n/a
<b>Revenue generation per space?</b>	n/a

<b>Car Park Profile:</b>	<b>Marygate</b>	 <p>The map shows the Marygate Car Park area outlined in red. It is situated off Frederic Street, which runs parallel to the city wall. Bootham Row is visible to the east of the car park. The map includes street names like 'FREDERIC STREET', 'BOOTHAM ROW', and 'MAYNARD STREET'. A scale bar indicates 0.1m and 0.2m. A north arrow is also present.</p>
<b>Postcode</b>	YO30 7DT	
<b>Location</b>	<p>Frederic Street, off Marygate, within 10 mins walking distance of the city centre.</p> <p>Bootham Row car park is in close proximity.</p>	
<b>Site Area (acres)</b>	2.3	
<b>General Information:</b>		
<b>Total Number of Spaces</b>	339	
<b>Standard Spaces</b>	312	
<b>Disabled Bays</b>	11	
<b>EV charging spaces</b>	16	
<b>Car Club Spaces</b>	0	
<b>Coach Spaces</b>	0	
<b>Tier Bays</b>	1	
<b>Motorcycle Spaces</b>	0	
<b>Toilets</b>	None	
<b>Season Tickets Available</b>	yes	
<b>Resident Contract Permit</b>	yes	
<b>Accreditation</b>	yes	
<b>Operational Hours</b>	24 hours	
<b>Type of Parking System (Pay and Display or Pay on Exit)</b>	Pay & Exit Cash, card, RinGo	
<b>Evening Parking</b>	yes - 6.00pm to 8.00pm £3.00 (or free with a minster badge)	
<b>Overnight parking</b>	yes	
<b>Maximum Stay</b>	no	
<b>Height restrictions</b>	yes	

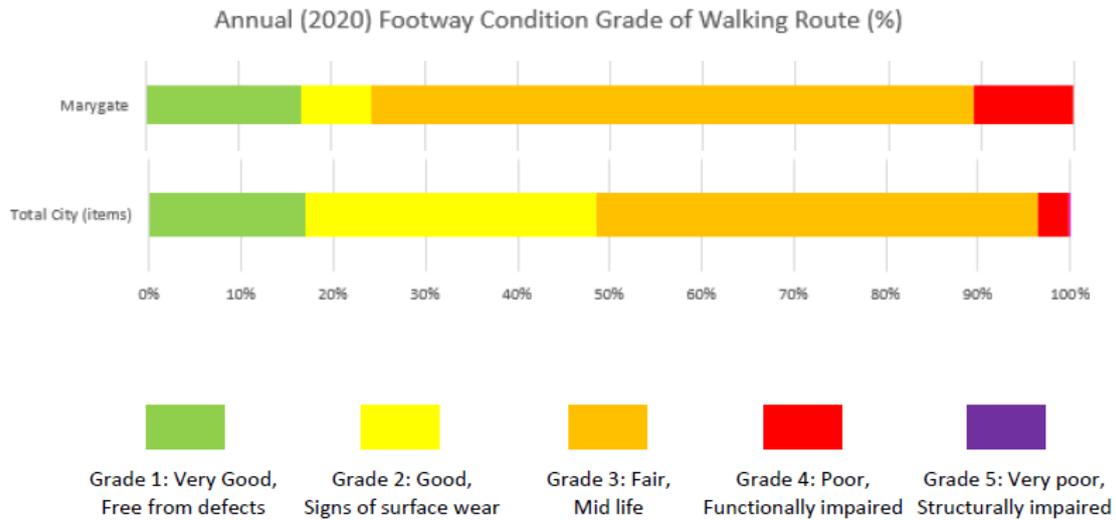
Parking Data:	
<b>Annual revenue generated per car park</b>	£654,000 per annum (2019/20)
<b>Annual revenue per space</b>	£2,000 per space (Q2 2019/20)
<b>Are any of the spaces long term let to businesses?</b>	No
<b>What investment or improvements would be needed to provide a high quality car park?</b>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



<b>Transport Information:</b>	
<b>Is this car park outside of, or accessed from the inner ring road?</b>	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><b>City Centre Access Assessment</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• The assessed route to the PSA is considered to be <b>slightly unsafe</b> at night, a large portion being on the less well lit and</li> </ul>	

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.

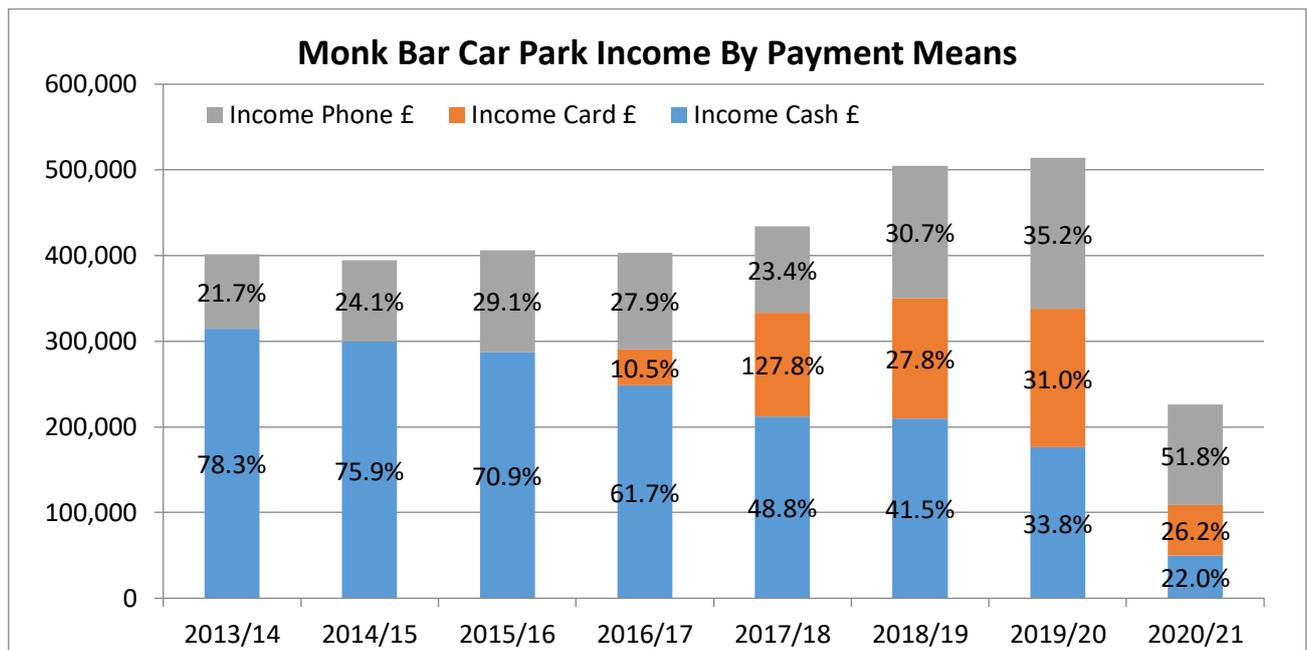
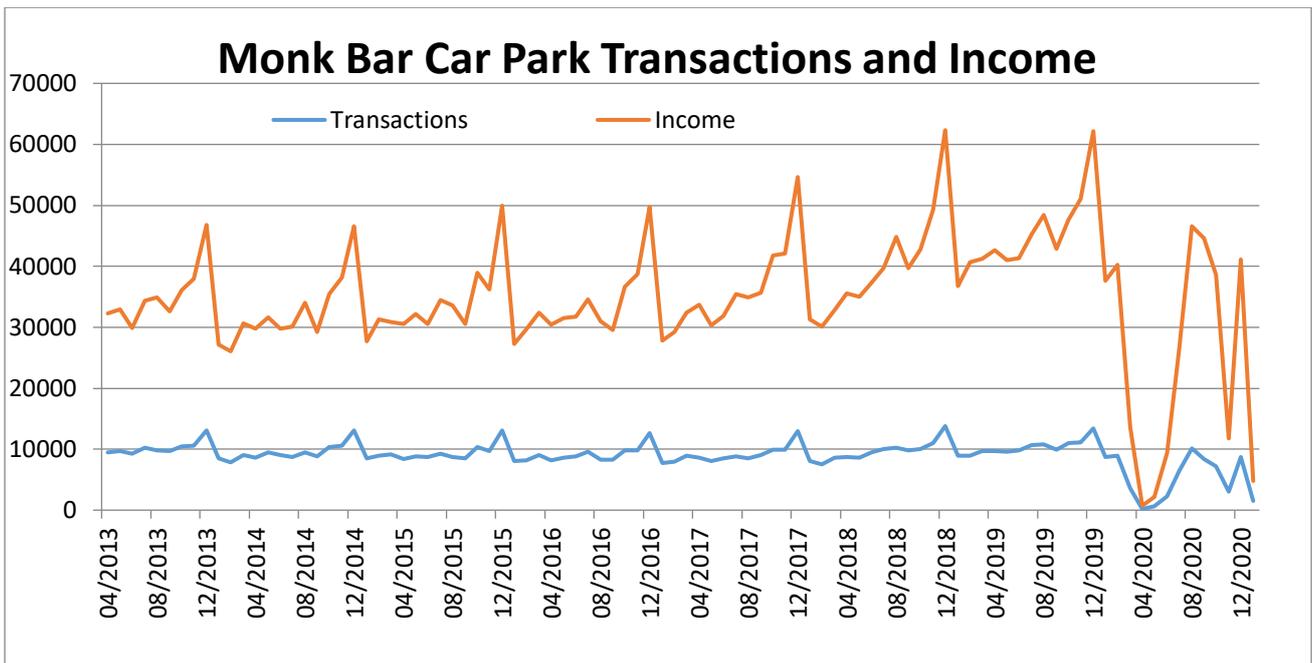
<b>Property Information:</b>	
<p><b>Does the site have development potential?</b>  <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>Prime residential development site. Given the size of the site a scheme could incorporate part green space, shop mobility and 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>

<b>What known site constraints are there?</b>	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.
<b>Could the site facilitate a smaller footprint multi storey?</b>	Yes - The site could facilitate a smaller footprint multi storey. This would be subject to planning approval.
<b>What is the potential value of the site?</b>	Between £1.5m and £2.5m (indicative value)
<b>Is there or has there been market interest in the site?</b>	Not in recent times.

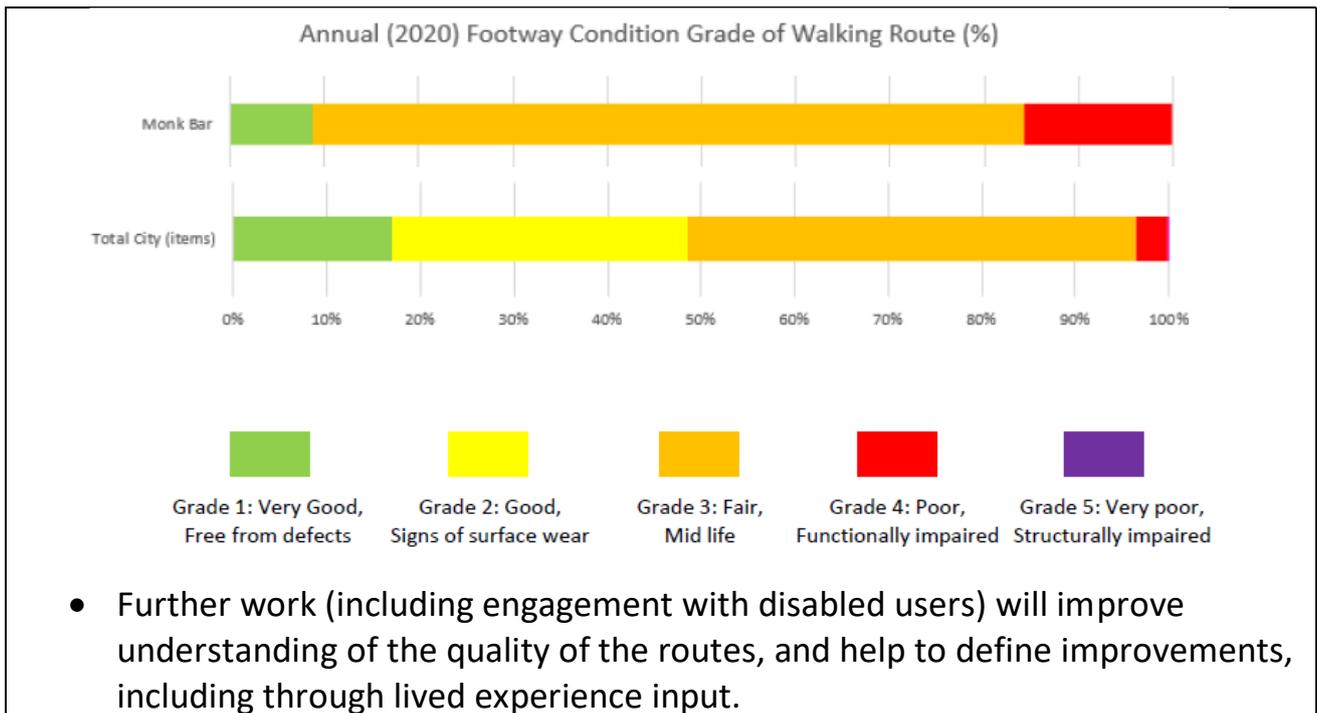
<b>EV Charging:</b>	
<b>Number and type of EV charging spaces</b>	18 fast charge
<b>Date of installation or upgrade</b>	Summer-21
<b>Any planned future upgrades installation, including and timescales</b>	Marygate has recently been upgraded - any further upgrades will be based on future demand
<b>Usage</b>	This is a new site - usage information is not yet available.
<b>Revenue generation per space?</b>	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 - <a href="https://www.york.gov.uk/EVChargingStrategy">https://www.york.gov.uk/EVChargingStrategy</a></p>	

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



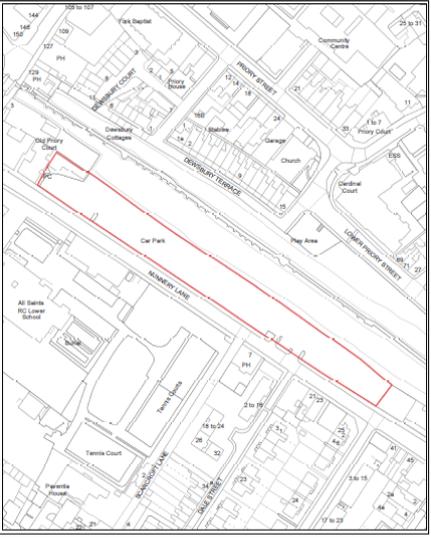
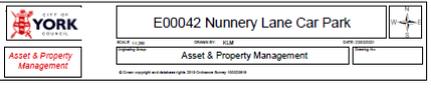
<b>Transport Information:</b>	
<b>Is this car park outside of, or accessed from the inner ring road?</b>	Yes
<p>Monk Bar car park is located off Lord Mayor's Walk, with vehicular access via a narrow route through a residential area.</p> <p>Monk bar car park is located just outside the inner ring road 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><b>City Centre Access Route Assessment</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• No existing seating facilities are currently provided to the assessed route.</li> <li>• The assessed route to the PSA is considered to be <b>reasonably safe</b> at night, the majority of the route being well lit and populated, with the exception of very initial links to the inner ring road.</li> <li>• Convenient and safe accessible crossings are provided to highway crossings on the assessed route</li> <li>• Existing footway condition on the assessed walking route is <b>reasonably fair</b>, 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):</li> </ul>	



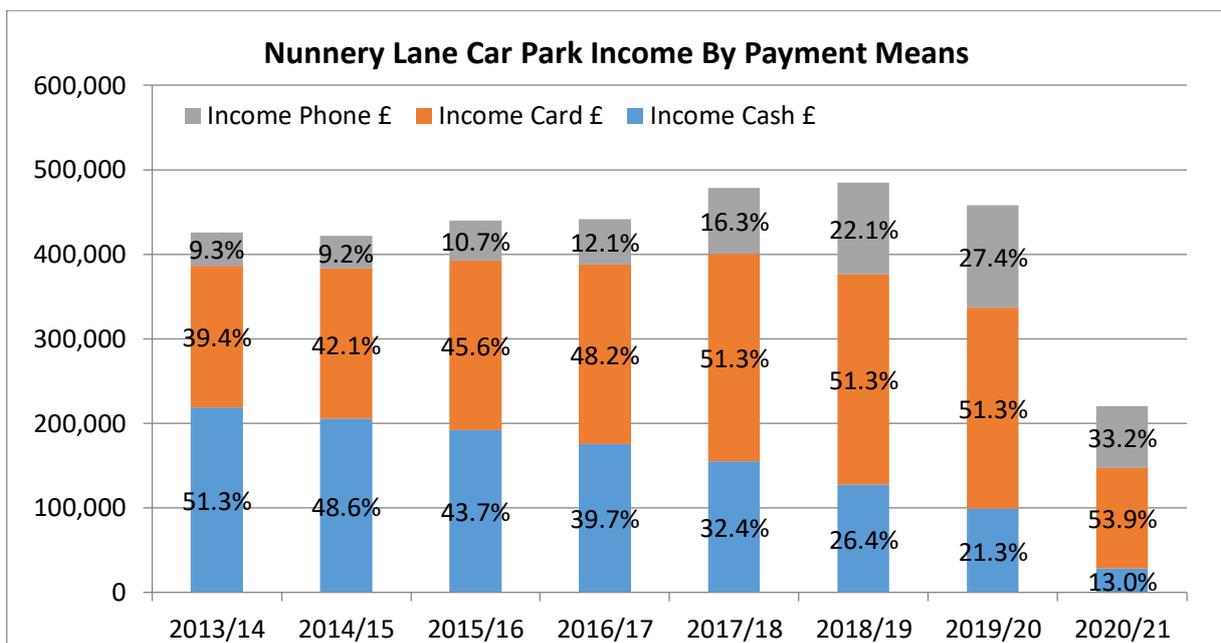
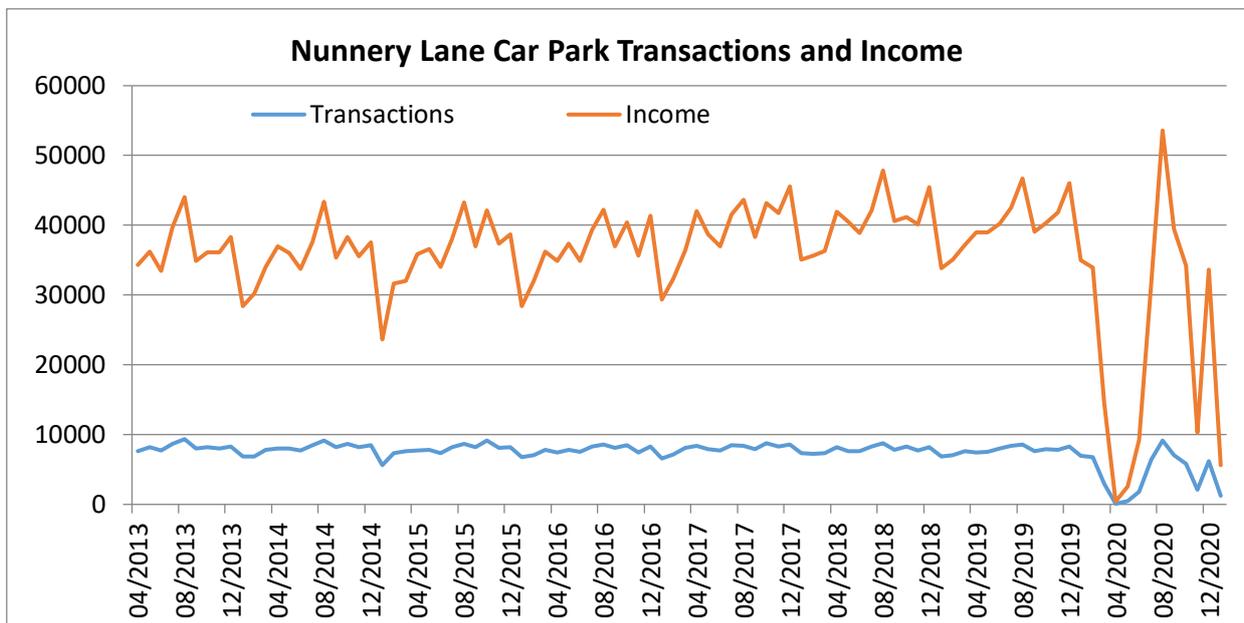
<b>Property Information:</b>	
<p><b>Does the site have development potential?</b>  <i>(Any development would be subject to the necessary investigations and consents)</i></p>	<p>Yes, this site has development potential, particularly residential as it is mostly surrounded by residential uses currently.</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><b>What known site constraints are there?</b></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><b>Could the site facilitate a smaller footprint multi storey?</b></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.
<b>What is the potential value of the site?</b>	Between £1.5m and £1.5m per acre (indicative value)
<b>Is there or has there been market interest in the site?</b>	No

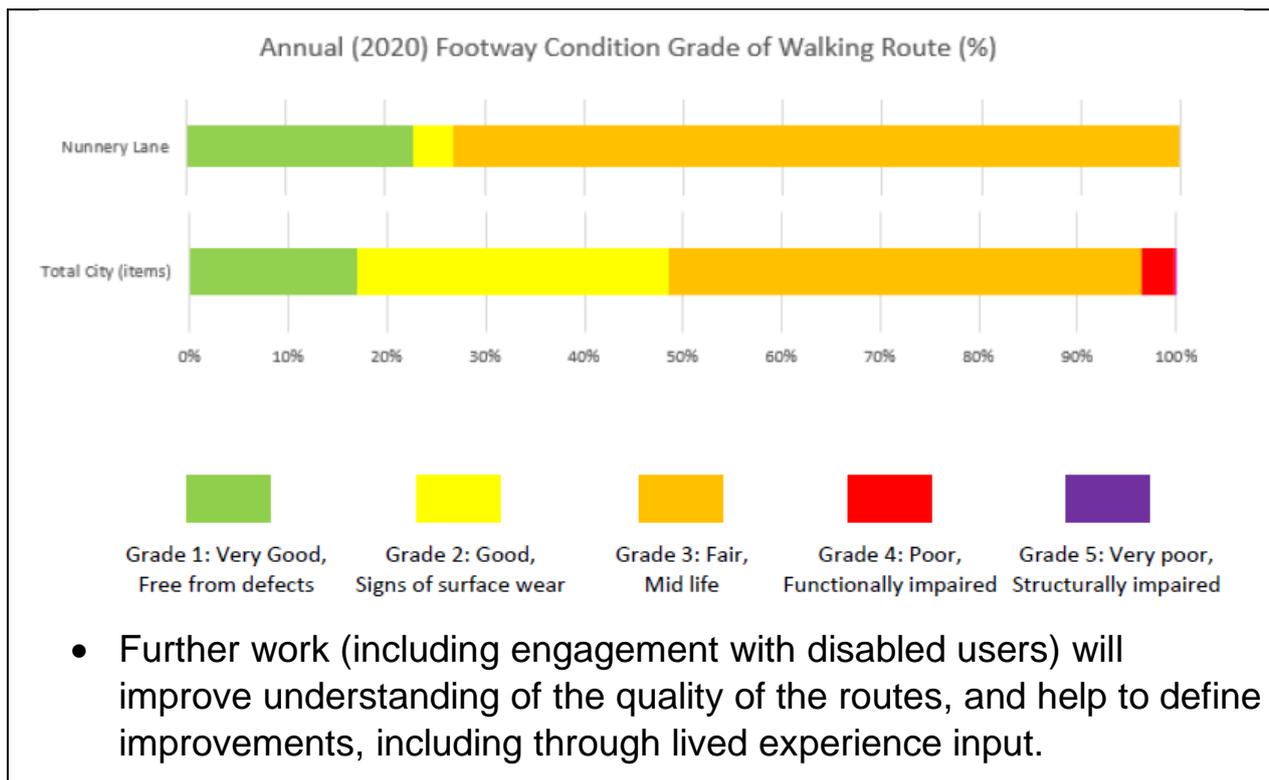
<b>EV Charging:</b>	
<b>Number and type of EV charging spaces</b>	12 fast charge
<b>Date of installation or upgrade</b>	Installed Autumn 2021
<b>Any planned future upgrades installation, including and timescales</b>	Installation currently in process, any future upgrades based on demand
<b>Usage</b>	Information is not yet available.
<b>Revenue generation per space?</b>	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 - <a href="https://www.york.gov.uk/EVChargingStrategy">https://www.york.gov.uk/EVChargingStrategy</a></p>	

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



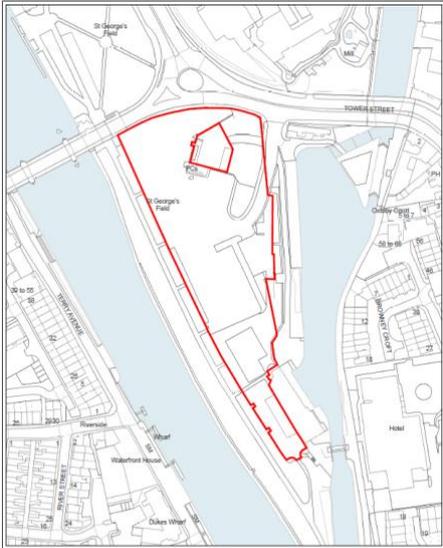
<b>Transport Information:</b>	
<b>Is this car park outside of, or accessed from the inner ring road?</b>	Yes
<p>Nunnery Lane car park just inside the inner ring road, accessed of Nunnery Lane.</p> <p>The car park is well located for access to commercial uses and services on Micklegate and Blossom Street, 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><b>City Centre Access Route Assessment</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 1 existing seating facility is currently provided to the assessed route - a low level of provision.</li> <li>• The assessed route to the PSA is considered to be <b>reasonably safe</b> at night, the majority of the route being well lit and populated. The topography of the route is adverse to some user groups.</li> <li>• Convenient and safe accessible crossings are provided to highway crossings on the assessed route</li> <li>• Existing footway condition on the assessed walking route is <b>fair</b>, 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):</li> </ul>	



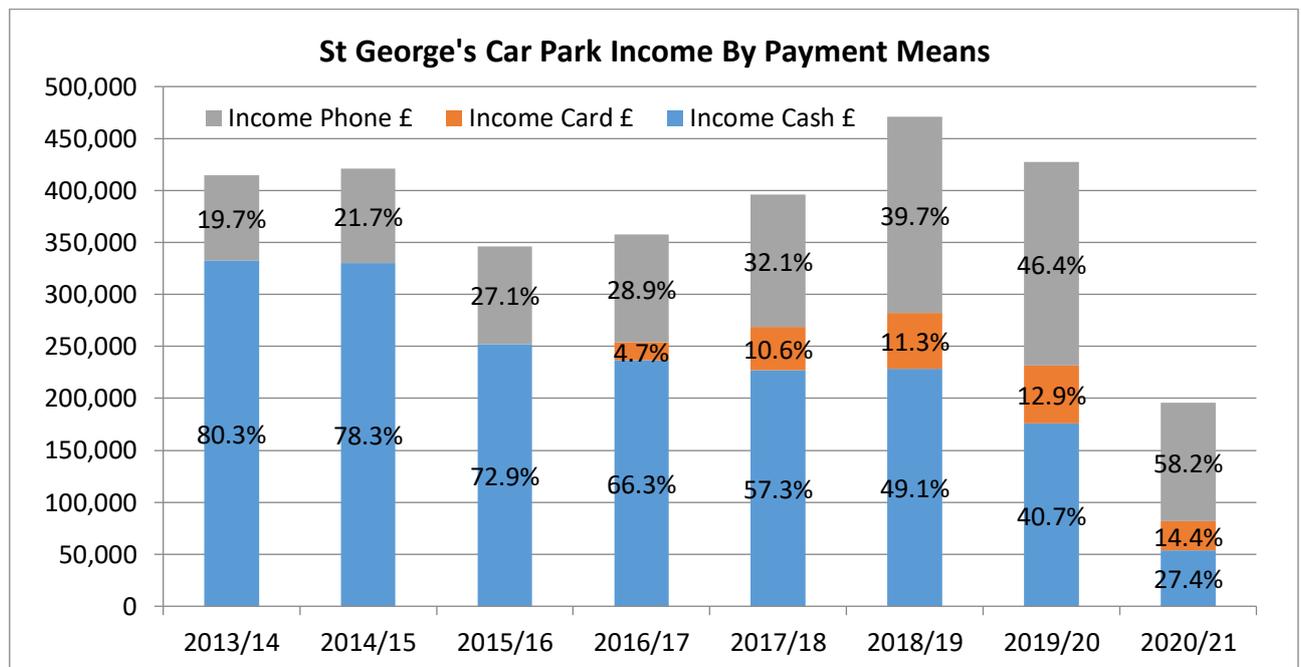
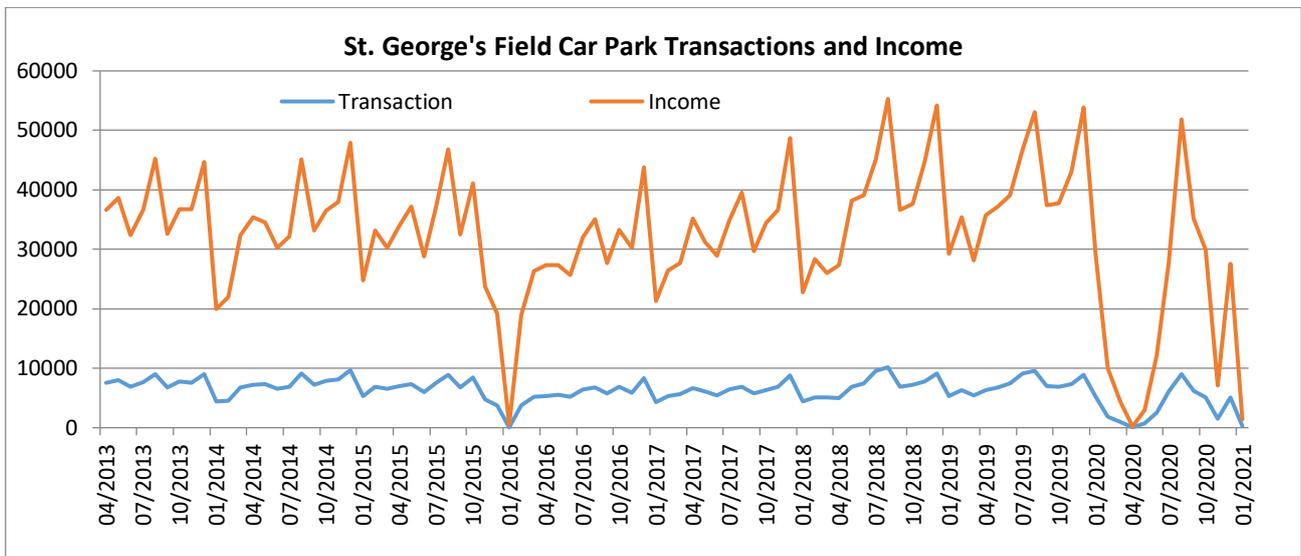
<b>Property Information:</b>	
<b>Does the site have development potential?</b> <i>(Any development would be subject to the necessary investigations and consents)</i>	No, this site is unlikely to be developed as the car park currently provides an open vista of the City Walls. A scheme is unlikely to secure planning due to the heritage impact.
<b>What known site constraints are there?</b>	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.
<b>Could the site facilitate a smaller footprint multi storey?</b>	No – given the proximity to the City Walls
<b>What is the potential value of the site?</b>	Less than £1.5m per acre (indicative value)
<b>Is there or has there been market interest in the site?</b>	No

**EV Charging:**

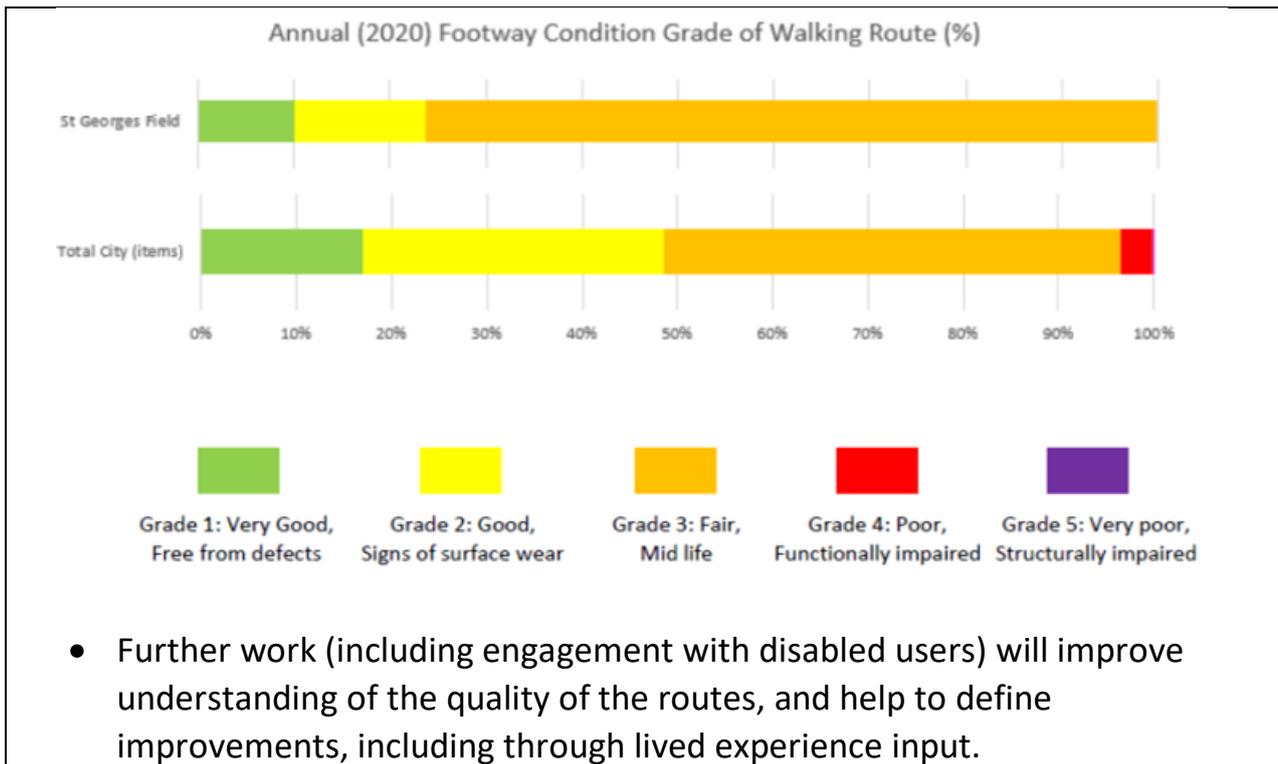
<b>Number and type of EV charging spaces</b>	For public use - 4 Fast and 1 Rapid chargers  For use by the Car Club - 6 fast charge
<b>Date of installation or upgrade</b>	Installed Autumn 2021
<b>Any planned future upgrades installation, including and timescales</b>	Installation currently in process, any future upgrades based on demand
<b>Usage</b>	Well used and provides City Centre Rapid which is strategically important
<b>Revenue generation per space?</b>	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 - <a href="https://www.york.gov.uk/EVChargingStrategy">https://www.york.gov.uk/EVChargingStrategy</a></p>	

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



<b>Transport Information:</b>	
<b>Is this car park outside of, or accessed from the inner ring road?</b>	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><b>City Centre Access Route Assessment</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• No existing seating facilities are currently provided to the assessed route.</li> <li>• The assessed route to the PSA is considered to be <b>reasonably safe</b> at night, the majority of the route being well lit though perhaps less well populated by pedestrians than other routes initially.</li> <li>• Convenient and safe accessible crossings are largely provided to highway crossings on the assessed route. Tower Street is less well provided for.</li> <li>• Existing footway condition on the assessed walking route is <b>fair</b>, with the majority rated at grade 3: Fair, and a lower proportion than average at grades 1 &amp; 2. None is grades 4 (poor) or 5 (very poor):</li> </ul>	

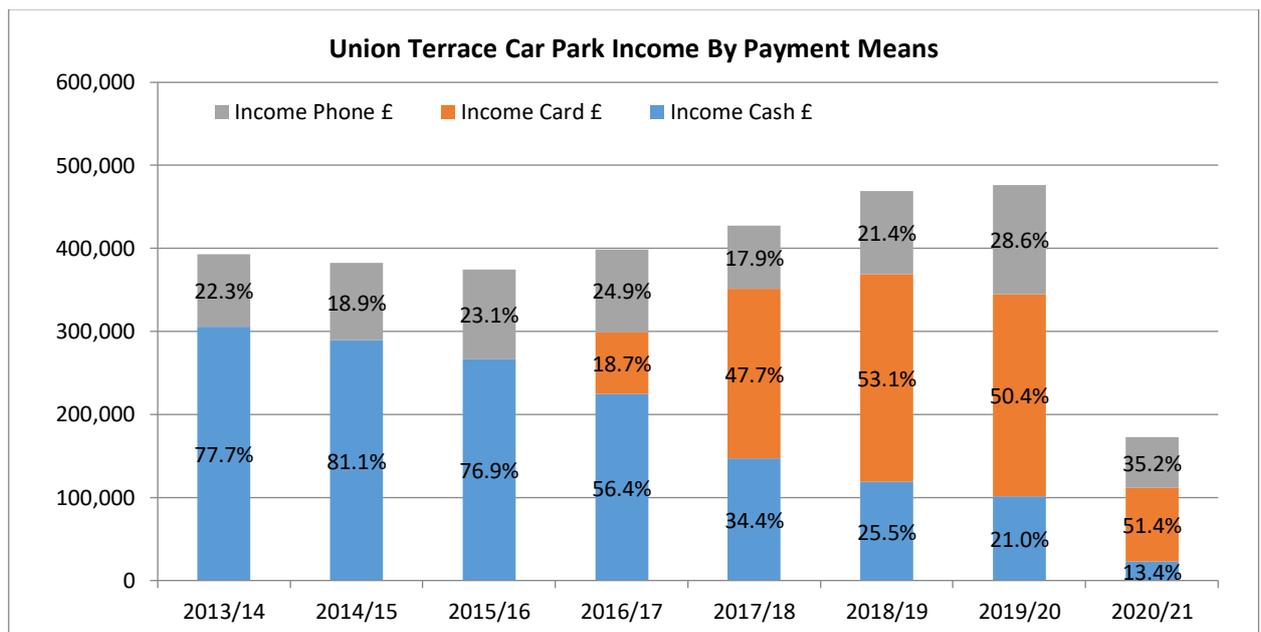
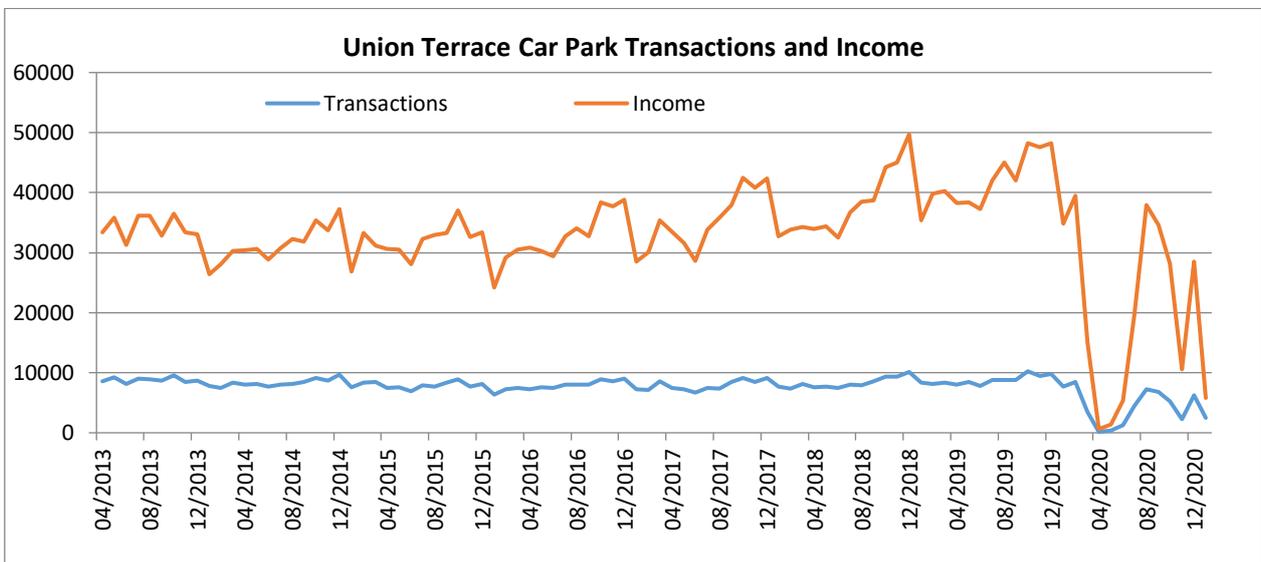


<b>Property Information:</b>	
<b>Does the site have development potential?</b> <i>(Any development would be subject to the necessary investigations and consents)</i>	No, due this site being a functional floodplain, there is no commercial or residential potential on the site.  The Castle Gateway masterplan,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

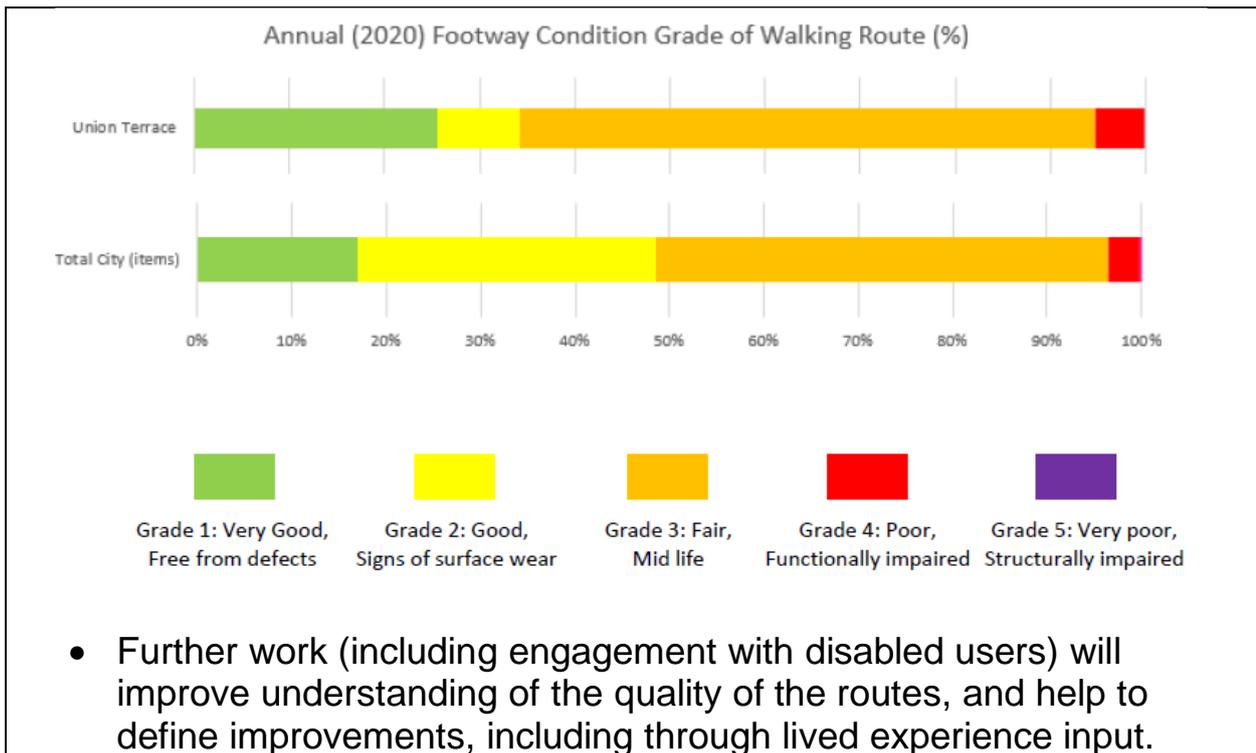
<b>EV Charging:</b>	
<b>Number and type of EV charging spaces</b>	None
<b>Date of installation or upgrade</b>	n/a
<b>Any planned future upgrades installation, including and timescales</b>	Due to the car park regularly flooding, there are no EV chargers planned for this car park. The proposed multi-storey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

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

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



<b>Transport Information:</b>	
<b>Is this car park outside of, or accessed from the inner ring road?</b>	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><b>City Centre Access Route Assessment</b></p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• The assessed route to the PSA is considered to be <b>reasonably safe</b> at night, the majority of the route being well lit though perhaps less well populated by pedestrians than other routes in its initial stretches.</li> <li>• Convenient and safe accessible crossings are provided to highway crossings on the assessed route.</li> <li>• Existing footway condition on the assessed walking route is <b>fair</b>, 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):</li> </ul>	



<b>Property Information:</b>	
<p><b>Does the site have development potential?</b> <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><b>What known site constraints are there?</b></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>

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

<b>EV Charging:</b>	
<b>Number and type of EV charging spaces</b>	2 fast charge
<b>Date of installation or upgrade</b>	Installed in 2013
<b>Any planned future upgrades installation, including and timescales</b>	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
<b>Usage</b>	Information is not available.
<b>Revenue generation per space?</b>	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. - <a href="https://www.york.gov.uk/EVChargingStrategy">https://www.york.gov.uk/EVChargingStrategy</a></p>	

**City of York Council**  
**Equalities Impact Assessment**

**Who is submitting the proposal?**

<b>Directorate:</b>	Economy and Place		
<b>Service Area:</b>	Regeneration		
<b>Name of the proposal :</b>	Strategic Review of City Centre Access and Council Car Parking		
<b>Lead officer:</b>	Andy Kerr		
<b>Date assessment completed:</b>	04/11/2021		
<b>Names of those who contributed to the assessment :</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
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><b>1.1</b></p>	<p><b>What is the purpose of the proposal?</b> 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>

<b>1.2</b>	<b>Are there any external considerations?</b> (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 (<a href="http://www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-england">www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-england</a>)</p>

1.3	<p><b>Who are the stakeholders and what are their interests?</b></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 <b>Cyclists</b> and cycling groups who use the routes in to and around the city centre.</i></p> <p><i><b>Disabled people</b>, and the groups that represent and advocate the views and rights of these individuals.</i></p> <p><i>City Centre <b>business</b> 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 <b>delivery/courier businesses</b> and <b>employees</b>, and businesses who rely on these services.</i></p> <p><i><b>City Centre residents</b> 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><b>1.4</b></p>	<p><b>What results/outcomes do we want to achieve and for whom?</b> 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 &amp; 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 &amp; 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 &amp; 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><b>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?</b> 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><b>Source of data/ supporting evidence</b></p>	<p><b>Reason for using</b></p>
<p><i>Extensive community and stakeholder engagement carried out directly related to this review.</i></p>	<p><b>Strategic Review of City Centre Access Engagement</b></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"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>

	<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><b>My City Centre engagement</b> – 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&amp;A, and social media interactions.</p> <p><b>City Centre Access Project</b> (<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><b>Temporary Covid measures</b> – 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

<b>3.1</b>	<b>What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.</b>	
	<b>Gaps in data or knowledge</b>	<b>Action to deal with this</b>
	<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>		
<b>Gender</b>	<b><i>No differential impact identified.</i></b>  <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>	<b>Positive</b>	<b>Low</b>
<b>Gender Reassignment</b>	<b><i>No differential impact identified.</i></b>		
<b>Marriage and civil partnership</b>	<b><i>No differential impact identified.</i></b>		
<b>Pregnancy and maternity</b>	<i>The proposals have been identified as having a <b>positive impact</b> 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>	<b>Positive</b>	<b>Low</b>

	<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><b>Positive impacts</b> – <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>		
<b>Race</b>	<i>No differential impact anticipated</i>		
<b>Religion and belief</b>	<p><i>The proposals have been identified as having a <b>positive impact</b> 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>	<b>Positive</b>	<b>Low</b>

<b>Sexual orientation</b>	<i>No differential impact anticipated</i>		
<b>Other Socio-economic groups including :</b>	<b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b>		
<b>Carer</b>	<p><i>The proposals have been identified as having a <b>positive impact</b> 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><b>Negative:</b> <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><b>Positive</b></p> <p><b>Negative</b></p>	<p><b>Medium</b></p> <p><b>Low</b></p>
<b>Low income groups</b>	<p><b>Mixed:</b> <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>	<b>Neutral</b>	<b>Low</b>

<b>Veterans, Armed Forces Community</b>	<i>No differential impact anticipated</i>		
<b>Other</b>			
<b>Impact on human rights:</b>			
List any human rights impacted.	<p><b><i>Article 8 of the Human Rights Act 1998 - right to respect for private and family life</i></b>  <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><b>High impact</b> (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><b>Medium impact</b> (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><b>Low impact</b> (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	<b>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?</b>
<p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p>	

## Step 6 – Recommendations and conclusions of the assessment

6.1	<b>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:</b>
<ul style="list-style-type: none"><li>- <b>No major change to the proposal</b> – 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.</li><li>- <b>Adjust the proposal</b> – 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.</li><li>- <b>Continue with the proposal</b> (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</li><li>- <b>Stop and remove the proposal</b> – 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.</li></ul> <p><b>Important:</b> If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.</p>	

Option selected	Conclusions/justification
<p>No major change to the proposal</p>	<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
<p><i>This report identifies that 7pm is the preferred time for the footstreets to re-open.</i></p>	<p><i>Any approval to proceed with changing the footstreet hours will require a statutory consultation and its own EIA.</i></p>	<p><i>Head of Transport</i></p>	<p><i>Decision yet to be taken</i></p>

## Step 8 - Monitor, review and improve

<b>8. 1</b>	<b>How will the impact of your proposal be monitored and improved upon going forward?</b> 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"><li>• <i>Ongoing liaison with key disabled groups through the Access Officer (once appointed – subject to approval)</i></li><li>• <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></li><li>• <i>Ongoing engagement with the business community in the city centre through representative groups such as the BID</i></li></ul>

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## City Centre Access: An open community brief

Please note, this Open Brief was hosted on the City of York Council [website](#). This provides a commentary along with the key questions associated with the City Centre Access consultation. The information was provided in an accessible and easy to navigate manner.

### 1. Footstreet hours

We've summarised what you have told us so far, during [previous engagement exercises](#), in this 'open brief'; each page highlights the nature of 'key questions' residents and businesses were able to feedback on in our latest survey. Find out [how to get involved in the City Centre Access consultation](#).

### Background to footstreet hours

During 'footstreet' hours, all but essential traffic (like emergency vehicles) are banned from certain streets in York city centre.

Before COVID-19, the footstreet hours ran from 10.30am to 5.00pm. In response to the pandemic, these hours were extended to run from 10.30am to 8.00pm in the evening, which allowed more outdoor seating for businesses and space to social distance.

Substantial feedback has supported the temporary later hours, as they have:

- allowed more people to enjoy the city after 5.00pm
- allowed an outdoor café culture to develop
- allowed shops to open later

However other feedback has suggested:

- some blue badge holders have commented that the extended hours prevent them from accessing York's evening attractions, events and meetings
- some food businesses have fed back that it slows down takeaway deliveries as it stops delivery vehicles entering the footstreets

See details of current [footstreet](#) arrangements.

### What you've told us about footstreet times

Some disabled people are able and choose to visit the city centre before the morning footstreet restrictions begin. However, this is not an option for many, for a variety of reasons, including set times for carer support, and, many shops open at 10.00am, so this only allows 30 minutes access. They will often be competing with delivery drivers looking to do the same.

The extension into the evening makes accessing the shops before they close more difficult. This has been a particular issue with services like banks, many of which shortened their opening hours during the COVID-19 pandemic.

The evening extension has affected some people's ability to attend evening groups on Spurriergate and at Friends' Meeting House, and once lockdowns are finished with, the 8.00pm finish will have a greater effect on Blue Badge Holders. Most city centre evening and cultural events start before 8.00pm, meaning blue badge user cannot park centrally to attend them.

In addition, business representative groups have told us that the 5.00pm finish discourages the evening economy, by presenting a visual signal to people, including residents leaving work, that the city is closed.

In workshops that were held earlier this year, Blue Badge holders told us that longer evening parking was beneficial to use leisure facilities, such as the theatre, opera house, and York Minster.

One possibility to improve city centre access (for vehicles) is for footstreet hours to start from 12.00 noon on weekdays - this is something we'd like to test with York residents before making any permanent changes to footstreet hours.

A later start time would mean that Blue Badge holders are able to access the services they've said are important, for longer in the mornings, when the streets are less busy with pedestrians, although during some school holidays and the busiest times of year the increased numbers of people may not allow this to happen.

Differing rules at different time would also be inconsistent, which would make signage difficult and could cause confusion.

This would also mean that deliveries, and all other vehicles, would be able to drive in to the footstreet areas too, meaning there could be significantly more traffic at those times and increased risk to pedestrians on busy streets.

We would also have to take clear guidance on whether this would be acceptable under our duties to protect people from terrorism, following instances where a vehicle has been used as a weapon in areas of large footfall in other cities.

Blue Badge holders have told us that using the city centre before 10.30am is not an option for many, for a variety of reasons, including set times for carer support, while many shops opening at 10.00am leaves a very short window.

## **Key questions we asked about footstreets**

Following the summer engagement with the public and stakeholders, we're considering making the permanent hours of footstreets from 10.30am to 7.00pm. Do you agree or disagree with this proposal? If you disagree, what time would you prefer it to end?

If footstreets finished later in the evening, do you agree they should start later on weekdays, and what time would you prefer footstreet hours to start?

This survey has now **closed**. Residents and businesses provide feedback by answer this question alongside a range of other questions.

Thank you for providing feedback on key questions ahead of plans being put before Executive council members in November 2021.

## **2. Improving access to and from footstreets for people with disabilities**

We've summarised what you have told us so far, during [previous engagement exercises](#), in this 'open brief'; each page highlights the nature of 'key questions' you can feedback on in our latest survey. Find out [how to get involved in the City Centre Access consultation](#).

### **Background to improving access to and from footstreets for people with disabilities**

Previous engagement has shown that, on arrival in the city centre, 65% of survey respondents choose to park in Blue Badge Bays, in city centre car parks, or using on-street 'double yellow line' locations. Buses were also considered useful, but were not as frequently used, with just 19% opting for this service.

Both surveys and focus groups have shown the quality of pavements ranks highly in disabled access priorities, but scores poorly when rating the city's current provisions, with over 60% of survey respondents ranking York's city centre surfaces as 'poor' or 'very poor'.

Dropped kerbs were cited as a particular issue in current footstreets, particularly due to the increase in outdoor hospitality taking up valuable space on pavements.

### **What you've told us about accessible parking**

The majority of respondents are unable to comfortably walk very far.

Government guidance states that "applicants who can walk more than 80 metres, and do not demonstrate very considerable difficulty in walking" would usually not be deemed as eligible for a Blue Badge. This means a relatively small increase in the footstreets area (for example extending the walk from Castlegate to Castle Car Park) can be the difference between making a journey possible, or not.

As a result of this, a high proportion of survey respondents (91%) cited a car park's proximity to a desired location as the most important consideration when choosing where to safely leave a vehicle.

Multi-storey car parks remain unpopular with disabled visitors, due to inconsistent access to lifts.

## **Conflicting needs and perspectives**

There are conflicting needs within, and perspective inevitably differ about, York city centre.

The desire from many people with disabilities for spaces to be free from vehicles and cyclists, while other Blue Badge holders are requesting access to pedestrianised roads, appears incompatible. This is also an issue to address when considering the potential use of e-Scooters, bicycles, and delivery locations within the city centre.

For an alternative perspective, WalkYork, a new engagement group representing the views of pedestrians, supported the extension of the footstreets (90% of respondents), but recognised the need to make the city centre more inclusive for Blue Badge holders and disabled groups.

## **Shopmobility and Dial & Ride Service**

During engagement, awareness of the Shopmobility service was low. However, those who had used the service expressed positive feedback. It was suggested that the current location (Coppergate Car Park) wasn't the most suitable location for all vehicles and/or residents to access, as it is a multi-storey car park.

The Shopmobility service closes at 4.00pm, which also makes the service currently unsuitable for workers and evening activities. Once again, users expressed concern over poor quality pavements, surfaces and lack of dropped kerbs which made it difficult to access many premises in the city centre with their hired Shopmobility aid.

## **What we've done**

Improving the quality and availability of Blue Badge parking on the edge of the footstreets has been a key feature of the work we've carried out over the last 18 months. Since the summer of 2020 we have implemented 16 new disabled parking bays across the city centre, with a further 13 to follow, in addition to the areas where Blue Badge holders can continue to park on double yellow lines.

## **Map of footstreets and Blue Badge parking**

Follow the [link](#) to the view a map.

For some disabled people, the Shopmobility service and 'Dial & Ride' are great solutions for being able to use mobility aids and transport to get around the city centre. We propose to invest in improving the service, working with both existing users and those who may use it in the future, and identifying new additional locations. We also intend to work with Tier who provide e-Scooters and e-Bikes to see if the service can be expanded to mobility aids.

In 2020, Disabled Motoring UK were invited to undertake an [Independent Review of York City Centre's Disabled Access Offer in 2020](#) . We have reviewed the recommendations set out in the report, and we're implementing some of them through the Strategic Review of City Centre Access and Parking.

More recently, In 2021 we commissioned Martin Higgitt Associates to undertake an accessibility audit of routes in the city centre. A community event (short tour) in the city centre was held to discuss disabled access with city centre users, and to examine issues in the field. An online session was also held around this. A report on this piece of work will be published shortly and this will be examined by councillors.

We have outlined plans to support existing services that support people with access needs. This includes a £10,000 grant for the Dial a Ride service, in addition to a £10,000 grant for the Shopmobility service.

One of the ways some cities have looked at helping disabled people get around their city centres is through dedicated shuttle services of various kinds. We have carried out a feasibility study and this is technically a possibility for York. The next step is to understand the cost of providing and running the service, the features of the service (vehicle type, frequency, cost and route) which would make it a genuine option for disabled people.

## **Key questions we asked about improving access to and from footstreets for people with disabilities**

One of the key areas where Blue Badge Holders Park is Duncombe Place. Do you agree with the proposal to remove the existing flowerbed and relocate cycle parking, to create new disabled parking bays?

Do you agree with the proposal to invest Shopmobility and 'Dial & Ride' service improvement, to identify new additional locations, and to work with Tier to provide mobility aids?

We propose carrying out a full feasibility study on a shuttle service, co-designed with residents who have a disability, as part of our 'Local Transport Plan'. Do you agree or disagree with this proposal, and, if you have disabilities would you use a service of this type?

We propose to work with disabled groups to provide additional seating at key points across the city centre, improve the availability and quality of disabled toilets, and improve the quality of our pavements. What are your views on this proposal?

This survey has now **closed**. Residents and businesses provided feedback by answer this question alongside a range of other questions.

Thank you for providing feedback on key questions ahead of plans being put before Executive council members in November 2021.

### **3. Cycling, e-Bikes, e-Scooters and access to the city centre**

We've summarised what you have told us so far, during [previous engagement exercises](#), in this 'open brief'; each page highlights the nature of 'key questions' you can feedback on in our latest survey. Find out [how to get involved in the City Centre Access consultation](#).

#### **Background to cycling, e-Bikes, e-Scooters and access to the city centre**

There are a range of views on how cyclists, e-bikes and e-Scooters should access our city centre.

Some people would like to be able to cycle and use e-Scooters everywhere in the pedestrianised footstreets. Others would like to create a cycling route through the footstreet area. However, there are concerns that sharing pedestrianised areas with cyclists and e-Scooters makes some people feel unsafe, particularly those with visual or hearing impairments or those with small children.

#### **What you've told us about cycles, e-Bikes and e-Scooters accessing York city centre**

A section of the My City Centre survey (July 2021) focussed on cycling access to York city centre. 8% of respondents completing the short survey, and 16% of respondents completing the long survey, said that they regularly travelled into the city centre by bike. A workshop was also held to understand current and future access requirements for cyclists.

It was also observed that the increase in pedestrianised areas has put pressure on cycling, giving the perception that it has been 'pushed' outside the city centre.

This feedback is consistent with disabled groups, who feel similarly about the changes to Blue Badge areas and the extension of the footstreets. A suggestion was made to open the footstreets to cyclists, or at the very least, those using a bicycle as a mobility aid. However, this idea conflicts with the views of some pedestrians accessing the footstreets.

Insufficient cycling infrastructure in the city, such as secure parking and barriers on some routes, was also referenced, as it currently doesn't recognise the variety of sizes, weights and wheelbases of modern bikes – especially bikes adapted for use by disabled cyclists. Across all engagement, groups also felt there was a lack of secure cycle parking, expressing the need for more bike stands at regular intervals across the city centre.

There was a shared empathy amongst the cycling group for delivery cyclists navigating the city centre and their daily experiences, which is consistent with feedback from the delivery driver group.

## **What we've done about cycles, e-Bikes and e-Scooters accessing York city centre**

We announced a £3.3 million transformation of active travel routes by 2023, with measures included to improve access in the city centre. This includes the north-South cycle route, with investment set out to improve signage along High Petergate, Minster Yard, Deangate, Goodramgate, Aldwark, Hungate, Navigation Road and Walmgate.

As part of this package of investment, there will be future campaigns that focus on improving behaviours on bridges, including awareness of avoiding close passing cyclists.

## **Key questions we asked about cycling, e-Bikes, e-Scooters and access to the city centre**

Should e-Bikes and e-Scooters be allowed to use footstreets during pedestrianised hours, and should we trial allowing people whose cycle is their mobility aid to use it in the footstreets? Should we trial allowing couriers to cycle through the footstreets at all times, or after 5.00pm when food deliveries are at their busiest?

This survey has now **closed**. Residents and businesses provided feedback by answer this question alongside a range of other questions.

Thank you for providing feedback on key questions ahead of plans being put before Executive council members in November 2021.

## **4. Improving city centre cycle routes**

We've summarised what you have told us so far, during [previous engagement exercises](#), in this 'open brief'; each page highlights the nature of 'key questions' you can feedback on in our latest survey. Find out [how to get involved in the City Centre Access consultation](#).

## **Background to improving city centre cycle routes**

It is currently considered that there would be an unacceptable level of 'conflict risk' between cyclists and pedestrians, particularly at periods of high footfall, if a two-way segregated cycle route (Parliament Street, Davygate, Blake Street) was permitted.

There is insufficient space, within the existing carriageway layout, to provide a safe arrangement for two-way cycling in Parliament Street while allowing for vehicle

access, out of footstreet hours. Significant changes would need to be made to the signalised junctions at either end of the route to accommodate contraflow cycling.

## What you've told us about improving city centre cycle routes

In recent consultations between 21-26% of survey respondents cited cycling as a 'useful' way to access the city centre, whereas only 19% of respondents listed cycling as their primary mode of transport. 15% of respondents regularly travel into the city centre by bike, with less than 1% using e-scooters/e-cycles.

When asked why individuals might be deterred from cycling into the city centre, feeling unsafe on the road was the most common response. The inner ring road was referenced as the most unsafe area for cyclists, which some deemed unusable if travelling with young children.

It was also flagged that in order to get to certain cycling routes considered safer, other unsafe roads without cycling lanes or provisions had to be accessed first. Stonebow was cited as an example of this, due to the competition of space with a large number of buses.

## Key questions we asked about improving city centre cycle routes

How can we work with cyclists to co-design improvements to the existing cycle routes around the edge of the footstreet area, and secure cycle storage in key cycle park hubs (with people then continuing on foot)?

This survey has now **closed**. Residents and businesses provide feedback by answer this question alongside a range of other questions.

Thank you for providing feedback on key questions ahead of plans being put before Executive council members in November 2021.

## 5. Deliveries in the city centre

We've summarised what you have told us so far, during [previous engagement exercises](#), in this 'open brief'; each page highlights the nature of 'key questions' you can feedback on in our latest survey. Find out [how to get involved in the City Centre Access consultation](#).

## Background to deliveries in the city centre

The competing interests of delivery drivers accessing the city continues to be a challenge, particularly with the increase in demand for cycling and e-cycle delivery services.

## What you've told us about deliveries in the city centre

During a focus group held with delivery drivers who regularly access the city centre, concerns were expressed about the rise in cycling and e-cycling food delivery services, which became increasingly popular during the sequence of lockdowns during 2020 and 2021. Participants suggested that, without refined governance and clear cycling lanes, the volume of delivery cyclists and e-cyclists could become unmanageable for both the delivery drivers as well as the pedestrians and vehicles navigating around them.

Delivery hubs for larger deliveries 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 in Duncombe Place was welcomed by participants, contradicting the views of some disabled residents who find the location dangerous due to high levels of activity.

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.

## What we've done about deliveries in the city centre

Carbon reduction and reducing the impact of vehicles on our city centre are both council ambitions. We want to ensure that business deliveries to be ultra-low emission vehicles (for example, electric vehicles) or cargo bikes by 2030.

To achieve this we're exploring options for trans-shipment hubs, which will allow city centre deliveries to be collected at a central point outside the city centre, and then transferred by electric vehicles or cargo bikes.

## Key questions we asked about deliveries in the city centre

Do you agree that York should aim for city centre deliveries to use ultra-low emission (electric) vehicles or cargo bikes by 2030, and, do you support exploring options for trans-shipment hubs?

This survey has now **closed**. Residents and businesses provided feedback by answer this question alongside a range of other questions.

Thank you for providing feedback on key questions ahead of plans being put before Executive council members in November 2021.

## **6. Private hire taxis and Hackney carriages**

### **Background of private hire taxis and Hackney carriages engagement**

Throughout our engagement there was a shared opinion between taxi and hackney carriage groups that there is insufficient space for both to park up during busy periods, particularly as certain areas are now shared spaces with delivery drivers and Blue Badge holders.

Duncombe Place, in particular, was referenced as a difficult location for taxis, which is consistent with the views of disability groups, who find the location overly crowded and risky to manoeuvre.

Consistent with the views of cycling groups and My City Centre survey respondents, it was also suggested that the steep increase in food delivery drivers was adding to the issue of a lack of space, and high volume of traffic.

### **What you said about private hire taxis and Hackney carriages**

From a City Centre Access point of view, comments have been received from the York Taxi Association and from the York Disability Rights Forum.

Improve taxi services, including clearer signage indicating location of taxi ranks on areas such as Clifford Street. A potential new evening rank on Piccadilly (opposite Spark:York)

Explore Electric Vehicle (EV) charging options for taxi drivers. The number of EV charging points available across the city and further afield is increasing rapidly, which includes rapid charging points (equivalent to refuelling).

Establish a forum between taxi operators and disabled groups to improve the taxi offer.

### **What we've done about private hire taxis and Hackney carriages**

Our Licencing Team (through an external consultant) will undertake an 'Unmet Demand Survey' between November 2021 and December 2021.

Hackney Carriages are regulated by local authorities, who can place a limit on the number of licences issued, if an unmet demand survey is carried out:

- the limit on Hackney Carriage numbers may be raised or removed if it demonstrates evidence of significant unmet demand

- the limit may be kept at the same level if it demonstrates no evidence of unmet demand

The Unmet Demand Survey will explore some of the points around improved taxi services, and clearer signage, alongside a potential new evening rank. It will also be able to highlight any poorly used ranks, due to either inappropriate location or lack of signage/awareness of rank, through filming the ranks and through public consultation.

Monitoring and surveys will be undertaken at taxi ranks in the city centre to record the volume of passengers and hackney carriages, together with Hackney Carriage waiting times and wait times for any queuing passengers.

A Revised Vehicle Emission Standards Paper is due to go back to Executive in February/March 2022, taking in to account the recommendations from the Unmet Demand Survey. This new policy could potentially increase the number of electric and wheelchair accessible vehicles.

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# Summary of Engagement on the Strategic Review of City Centre Access draft recommendations 1<sup>st</sup> November 2021



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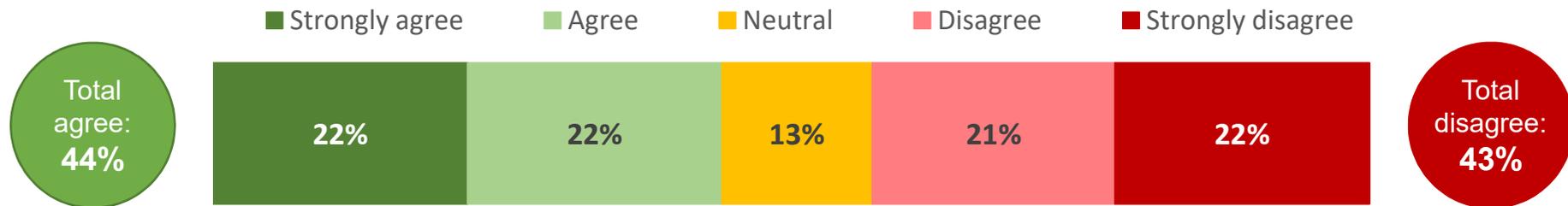
## Section 1: Footstreet hours



# Footstreet hours

- Overall opinion was divided over whether the permanent footstreets hours should be 10.30am to 7pm, with similar proportions agreeing as disagreeing
- Residents with disabilities, blue badge holders, carers and non-cyclists were all significantly more likely to **disagree** with the proposal to make the permanent hours 10.30am to 7pm

1A. Following the summer engagement with the public and stakeholders, we are considering making the permanent hours 10.30am to 7pm. Please indicate your view on this proposal:  
(Answered: 827)

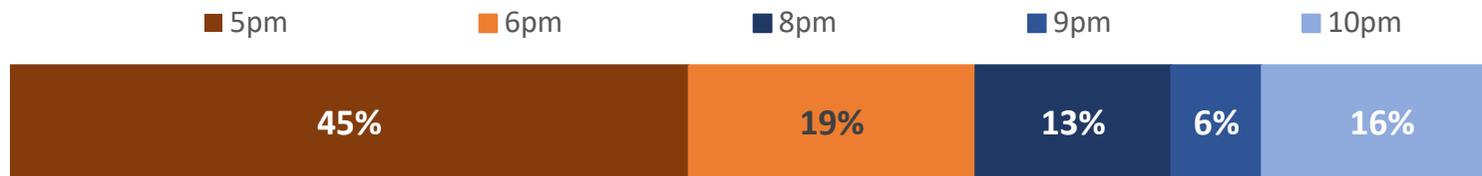


	Do you have any physical or mental health conditions or illnesses?		Are you a blue badge holder?		Are you a carer?		When you visit the city centre, what transport do you use?		Age			Gender	
	Yes	No	Yes	No	Yes	No	Cycle	Other	<40	40-59	60+	Male	Female
<b>Total agree:</b>	<b>32%</b>	<b>51%</b>	<b>17%</b>	<b>48%</b>	<b>30%</b>	<b>46%</b>	<b>51%</b>	<b>42%</b>	<b>46%</b>	<b>41%</b>	<b>46%</b>	<b>48%</b>	<b>42%</b>
<b>Total disagree:</b>	<b>58%</b>	<b>35%</b>	<b>81%</b>	<b>38%</b>	<b>59%</b>	<b>41%</b>	<b>36%</b>	<b>47%</b>	<b>42%</b>	<b>45%</b>	<b>44%</b>	<b>43%</b>	<b>42%</b>
<b>Base</b>	<b>235</b>	<b>362</b>	<b>84</b>	<b>493</b>	<b>71</b>	<b>508</b>	<b>165</b>	<b>482</b>	<b>172</b>	<b>255</b>	<b>178</b>	<b>294</b>	<b>270</b>

# Footstreet hours

- Amongst those who disagreed with the proposed footstreet hours, the highest proportion, 45%, would prefer them to end at 5pm
- Overall, the majority (64%) of those who disagreed would prefer the footstreets hours to end earlier than 7pm, rather than later (equating to 33% of those answering 1A)
- Residents with disabilities, blue badge holders, carers, non-cyclists and females are all significantly more likely to want the footstreet hours to end earlier than the proposed time of 7pm

## 1B. If you disagree, what time would you prefer it to end? (Answered: 422)



	Do you have any physical or mental health conditions or illnesses?		Are you a blue badge holder?		Are you a carer?		When you visit the city centre, what transport do you use?		Age			Gender	
	Yes	No	Yes	No	Yes	No	Cycle	Other	<40	40-59	60+	Male	Female
5 - 6pm	75%	49%	92%	53%	82%	58%	49%	66%	57%	60%	70%	51%	75%
8 - 10pm	25%	51%	8%	47%	18%	42%	51%	34%	43%	40%	30%	49%	25%
Base	146	167	65	238	45	258	79	255	98	133	84	150	133

## Combining the results of 1B with the results of 1A gives an indication of overall preference: (Based on 827 responses at 1A)



Green = Significantly higher @ 95% confidence interval / Red = Significantly lower @ 95% confidence interval

# 1B Reasons for views on proposal:

## Why footstreets hours should end before 7pm:

<p><b>5pm (45%)</b></p>	<ul style="list-style-type: none"> <li>• <b>Increased disabled access</b> - 7pm is too late for disabled people to access shops / cinema / enjoy restaurants early evening etc. / Allows blue badge holders to attend social events, leisure facilities, meetings, taking children to educational courses and more</li> <li>• <b>Less requirement in winter</b> - <i>"Maybe think of 5pm in winter, 8pm in summer"</i></li> <li>• <b>Increased cycle access</b> – <i>"Currently the footstreets block access for cyclists (unlike similar schemes in other cities) making access to and across the city centre for cyclists really difficult - whether wanting to shop during the day, or go to bars/restaurants in the early evening. Allowing cycle access to the footstreet area would make me more in agreement with this proposed change."</i></li> <li>• <b>Increased delivery times</b> - <i>"Businesses need to be able to operate a viable delivery service."/ "I think it will mean staff members having to stay late to receive deliveries and the working day is long enough already!"</i></li> <li>• <b>Increased access for taxis</b> - <i>"I'm a private hire driver, and trying to pick up/drop off in the centre has become ridiculous."</i></li> </ul>
<p><b>6pm (19%)</b></p>	<ul style="list-style-type: none"> <li>• <b>Increased disabled access</b> – <i>"It's unfair on businesses and particularly the disabled."</i></li> <li>• <b>Less requirement in winter</b> - <i>"After 6pm in winter months I don't feel that anyone would be sitting out to eat/drink requiring outside tables"</i></li> <li>• <b>Increased cycle access</b> - <i>"So people can cycle through the city centre after work"</i></li> <li>• <b>Increased delivery times</b> - <i>"This is peak time for takeaway deliveries to be picked up."/ "If shop deliveries have to be later in the evening shop staff would have to work even later hours."</i></li> <li>• Some public transport finishes at this time</li> </ul>

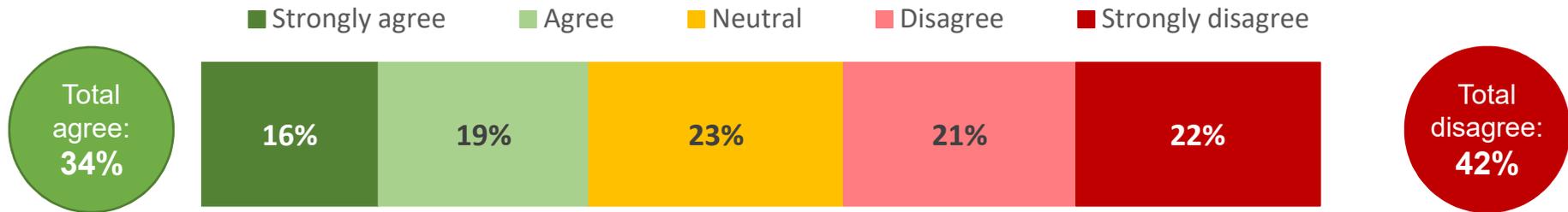
## Why footstreets hours should end after 7pm:

<p><b>8pm (13%)</b></p>	<ul style="list-style-type: none"> <li>• <b>Keeps cars out of the city centre for longer</b> - <i>"Encouraging people to use alternative methods to access the city instead of cars will help with congestion"</i></li> <li>• Allows more time to enjoy the city centre, especially in summer - <i>"Most evening meals will be up to 8pm"</i></li> <li>• Safer for pedestrians</li> <li>• Gives trades an extra hour of traffic free space</li> </ul>
<p><b>9pm (6%)</b></p>	<ul style="list-style-type: none"> <li>• <b>Keeps cars out of the city centre for longer</b> - <i>"Streets should be open for pedestrians and bicycle only. Pollution from cars in horrible and vans etc. ruin the views , experience"</i></li> <li>• Makes the city more welcoming / results in a positive change in atmosphere</li> <li>• Make more sense to have drop off points around the city</li> </ul>
<p><b>10pm (16%)</b></p>	<ul style="list-style-type: none"> <li>• <b>Keeps cars out of the city centre for longer</b> - <i>"Help maintain pedestrian safety, encourage people to enter the city on foot and reduce vehicle emissions near outdoor seating areas"</i></li> <li>• <i>"Other than for loading / unloading it is hard to see any additional reason for vehicles to use the centre of town. Access could still be provided for disabled drivers and specific pre-arranged access."</i></li> </ul>

# Footstreet hours

- A higher proportion disagreed (42%) than agreed (34%) that the footstreets hours should start later on weekdays if they finished later in the evening
- Blue badge holders and females were significantly more likely to agree that the footstreets hours should start later if they finish later
- Cyclists and males were significantly more likely to disagree with the later start time

1C. If the footstreets were to finish later in the evening, how far do you agree that they should start later on weekdays?  
(Answered: 747)



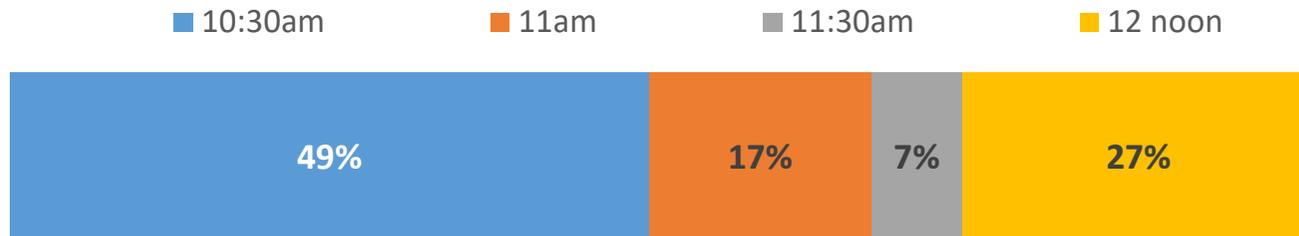
	Do you have any physical or mental health conditions or illnesses?		Are you a blue badge holder?		Are you a carer?		When you visit the city centre, what transport do you use?		Age			Gender	
	Yes	No	Yes	No	Yes	No	Cycle	Other	<40	40-59	60+	Male	Female
<b>Total agree:</b>	39%	30%	55%	32%	37%	34%	24%	37%	29%	39%	31%	27%	41%
<b>Total disagree:</b>	41%	46%	36%	44%	43%	43%	55%	39%	43%	41%	46%	49%	37%
<b>Base</b>	222	349	75	478	65	489	159	460	168	247	163	281	259

Green = Significantly higher @ 95% confidence interval / Red = Significantly lower @ 95% confidence interval

# Footstreet hours

- Around half would prefer the footstreet hours to start at 10.30am
- Residents with no disability, non- blue badge holders and cyclists were more likely to prefer the footstreets hours to start at 10.30am
- Blue badge holders and carers were more likely to want footstreet hours to start at noon

## 1D. What time would you prefer the footstreet hours to start? (Answered: 629)



	Do you have any physical or mental health conditions or illnesses?		Are you a blue badge holder?		Are you a carer?		When you visit the city centre, what transport do you use?		Age			Gender	
	Yes	No	Yes	No	Yes	No	Cycle	Other	<40	40-59	60+	Male	Female
10.30am	42%	56%	25%	54%	36%	52%	62%	46%	52%	45%	53%	56%	44%
11am	8%	7%	14%	6%	8%	7%	5%	9%	8%	10%	5%	5%	10%
11.30am	17%	16%	11%	18%	12%	17%	19%	15%	15%	15%	20%	18%	15%
12 noon	34%	20%	50%	22%	44%	24%	15%	30%	25%	30%	22%	21%	31%
<b>Base</b>	<b>200</b>	<b>282</b>	<b>76</b>	<b>397</b>	<b>59</b>	<b>414</b>	<b>130</b>	<b>391</b>	<b>131</b>	<b>207</b>	<b>152</b>	<b>231</b>	<b>227</b>

## 1D. Reasons for views on the proposal:

Why footstreets hours should start at 10.30am:	
10.30am (49%)	<ul style="list-style-type: none"> <li>• <b>Keeps cars out of the city centre for longer</b> – <i>“If the ambition is to make the city centre safer, reduce traffic, pollution and congestion and at the same time more pedestrian and cycle friendly then the earlier the better.” / “now we need to put pedestrians and cyclists first, for years we have treated motorists like there convenience is the most important thing on the planet , it needs to change”</i></li> <li>• <b>Safer</b> - <i>“Any cars on the foot streets during the day are dangerous - they have little respect for pedestrians, block pavements and narrow roads.” / “It is safer there is a nuisance with bicycles as it is.”</i></li> <li>• <b>Enough time for deliveries</b> - <i>“10.30 allows deliveries to take place.”</i></li> <li>• <b>Better for city centre businesses/visitors</b> - <i>“Businesses need to be allowed to setup their outdoor seating ready for lunch time demand.” / “most people are looking to sit outside for a coffee from 10.30am onwards”</i></li> </ul>
Why footstreets hours should start later than 10.30am:	
11am (17%)	<ul style="list-style-type: none"> <li>• <b>Increased time for deliveries</b> - <i>“All goods delivered by 10.30am from all suppliers is very difficult. Add extra pressure such as Xmas Market stall holders and their vans and this makes it dangerous and nearly impossible.”</i></li> <li>• <b>Increased disabled access</b> - <i>“Access available for longer in the morning. Makes it worth coming into town” / “Easier to access facilities given that extra 30 minutes to get across the city” /</i></li> <li>• <b>Compromise</b> - <i>“Compromise with blue badge holders” / “11 or 11.30 would allow cafes to open their on-street area for morning coffee whilst still allowing an increase in hours for delivery / disabled access before then.”</i></li> </ul>
11.30am (7%)	<ul style="list-style-type: none"> <li>• <b>Increased time for deliveries</b> - <i>“Deliveries and waste collection could be spread out to avoid so much congestion with vans.”</i></li> <li>• <b>Increased disabled access</b> – <i>“I can't get into town early enough to manage tasks any earlier.”</i></li> <li>• <b>Footstreets not required earlier</b> - <i>“People start moving around town for lunch at 12, so ensuring all traffic is out at 11.30 should provide some time for the changeover.” / “11.30 would allow cafes to set up outdoor seating and customers to arrive for lunch.”</i></li> </ul>
12 noon (27%)	<ul style="list-style-type: none"> <li>• <b>Increased disabled access</b> - <i>“12 noon until 6 in the evening would be my preferred hours for the city centre to be foot street only. Between those hours most of the tourists visitors to York will be out and about. I, myself could, along with hundreds of other disabled people have access before 12 noon and after 6 in the evening. That allows street side cafes to continue trading as they do at the moment. I am then able to shop, visit my bank and use the street side cafes if I so wish.”</i></li> <li>• <b>Increased time for deliveries</b> – <i>“businesses in the city centre are not always able to control the times that suppliers deliver.” / “I think the start time would facilitate better access for delivery drivers and cyclists.”</i></li> <li>• <b>Increased access for cyclists</b> - <i>“cyclists in the city should be allowed to commute” / “access for cyclists is key for me in terms of times.”</i></li> <li>• <b>Footstreets not required earlier</b> - <i>“Most of the pedestrian traffic would not start until afternoon. But it is important for badge holders and deliveries to access the city in the morning.”</i></li> </ul>

## Section 2: Improving accessibility to and from the footstreets for disabled people



Working together to improve and make a difference

# Improving accessibility to and from the footstreets: Summary

- Highest agreement (89%) was shown for the proposal to work with disabled groups to provide better facilities
- Highest disagreement (34%) was shown for the proposal to remove the flowerbed and cycle racks to create blue badge parking at the junction of Blake Street/Duncombe Place
- Almost 2 in 3 agree with the proposal to carry out a feasibility study on a shuttle service. Just over a third of disabled people said they would use a service of this type

Please indicate your view on this proposal:  
(Number of answers in brackets)

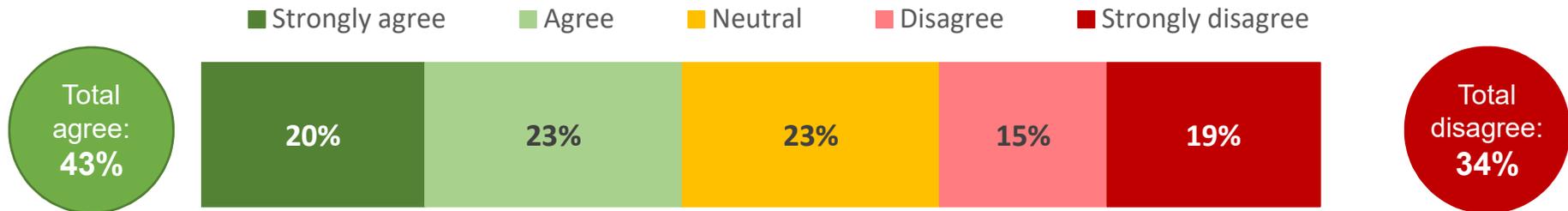
■ Strongly agree 
 ■ Agree 
 ■ Neutral 
 ■ Disagree 
 ■ Strongly disagree



## 2A. Blue Badge Parking at Blake Street/Duncombe Place

- Overall, 43% agreed with this proposal
- Residents with a disability, blue badge holders, carers, and females were all more likely to agree with this proposal, though the difference is not statistically significant

### 2A. Please indicate your view on this proposal: Blue badge parking at Blake Street/Duncombe Place (Answered: 745)



	Do you have any physical or mental health conditions or illnesses?		Are you a blue badge holder?		Are you a carer?		When you visit the city centre, what transport do you use?		Age			Gender	
	Yes	No	Yes	No	Yes	No	Cycle	Other	<40	40-59	60+	Male	Female
<b>Total agree:</b>	<b>49%</b>	<b>39%</b>	<b>55%</b>	<b>40%</b>	<b>47%</b>	<b>42%</b>	<b>35%</b>	<b>46%</b>	<b>46%</b>	<b>40%</b>	<b>43%</b>	<b>34%</b>	<b>49%</b>
<b>Total disagree:</b>	<b>30%</b>	<b>35%</b>	<b>26%</b>	<b>34%</b>	<b>28%</b>	<b>34%</b>	<b>39%</b>	<b>31%</b>	<b>35%</b>	<b>33%</b>	<b>31%</b>	<b>39%</b>	<b>29%</b>
<b>Base</b>	<b>239</b>	<b>365</b>	<b>84</b>	<b>499</b>	<b>72</b>	<b>513</b>	<b>168</b>	<b>486</b>	<b>172</b>	<b>255</b>	<b>186</b>	<b>299</b>	<b>274</b>

Green = Significantly higher @ 95% confidence interval / Red = Significantly lower @ 95% confidence interval

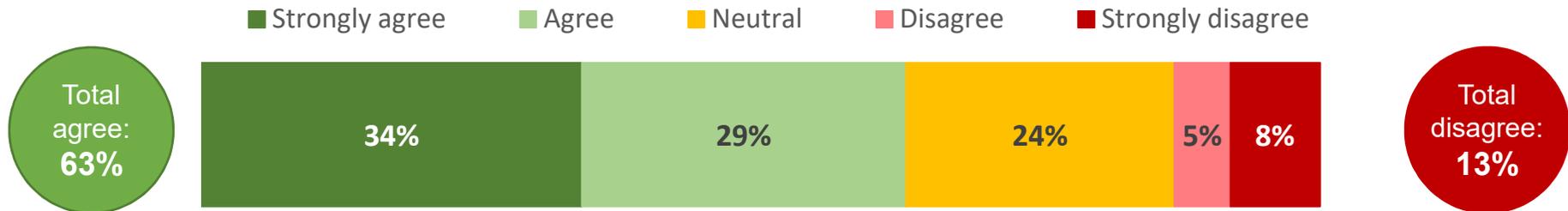
# Reasons for not supporting the proposal:

2A Blue Badge Parking	
<b>Should not remove flowerbed</b>	<ul style="list-style-type: none"> <li>• <i>“An alternative solution must be found that doesn’t entail removing a very attractive floral feature.”</i></li> <li>• <i>“Don’t go removing the flowerbed - it’s one of the few bright spots on the roads in that part of town.”</i></li> <li>• <i>“It seems quite wrong to remove a planted area to allow cars to park. It removes an attractive display in order to permit polluting vehicles (whoever they belong to) to park close to the Minster.”</i></li> </ul>
<b>Should not remove cycle parking</b>	<ul style="list-style-type: none"> <li>• <i>“Because I use the cycle parking! And the flowerbeds are really lovely. There is already plenty of parking down here, so I don’t know why you wouldn’t just convert some of the existing spaces.”</i></li> <li>• <i>“Already not enough cycle parking”</i></li> <li>• <i>“Please do not further reduce cycle rack options”</i></li> </ul>
<b>Should encourage alternative transport</b>	<ul style="list-style-type: none"> <li>• <i>“A more specialist public transport for disabled should be encouraged rather than personal cars.”</i></li> <li>• <i>“There should be an overall goal to reduce all motor vehicle parking in the city. Other cities provide access for people with disabilities regardless of whether they own or have access to a car.”</i></li> <li>• <i>“You should be discouraging all use of cars in the city centre. Why not set up mobility centres in the larger car parks and hire out mobility scooters to those that need them.”</i></li> </ul>
<b>Should not be shared use</b>	<ul style="list-style-type: none"> <li>• <i>“Shared usage of disabled parking along with loading, drop-off and food couriers does not work.”</i></li> <li>• <i>“Having to share parking with delivery drivers is not helpful.”</i></li> <li>• <i>“The signage is completely wrong for disabled people. These are shared bays/ loading bays. Deliveroo now take these over. The plates should be disabled only.”</i></li> </ul>
<b>Not a good location for blue badge parking</b>	<ul style="list-style-type: none"> <li>• <i>“Using a busy junction is not appropriate, tourists and residents gather in these areas and I don’t fancy being on show while I get into my wheelchair”</i></li> <li>• <i>“It is a dangerous location to have people driving and turning around in. It is also a busy and useful spot for cycle parking.”</i></li> <li>• <i>“It’s not enough and is on the outer of the centre someone disabled who needs the other side of the town centre and is unable to walk that far what are they supposed to do. None of this helps disabled people.”</i></li> </ul>
<b>Reduce taxi rank instead</b>	<ul style="list-style-type: none"> <li>• <i>Shorten the taxi rank, the flowers are a welcome addition to our beautiful city.</i></li> <li>• <i>Some taxi spots can be dedicated to blue badge parking, or the opposite side of the street, please don’t take even more green areas off to make space for cars.</i></li> <li>• <i>That cycle parking is valuable, as is the flowerbed. Couldn’t you shorten the taxi ranks? I’m in favour of promoting apps to order taxis in any case.</i></li> </ul>
<b>Not enough spaces</b>	<ul style="list-style-type: none"> <li>• <i>“4 spaces is not enough”</i></li> <li>• <i>“Four bays is entirely inadequate, especially considering the widening of the blue badge scheme to those with non-physical conditions”</i></li> <li>• <i>“The need for disabled parking/ access is much bigger than you seem to realise!!! 4 spaces?!!! Really?!”</i></li> </ul>

## 2B. Shopmobility/Dial-a-ride

- Overall, 63% agreed with this proposal
- Non-blue badge holders were most likely to agree
- Blue badge holders and carers were significantly more likely to disagree with the proposal compared to non-blue badge holders and non-carers

### 2B. Please indicate your view on this proposal: Shopmobility/Dial-a-Ride (Answered: 745)



	Do you have any physical or mental health conditions or illnesses?		Are you a blue badge holder?		Are you a carer?		When you visit the city centre, what transport do you use?		Age			Gender	
	Yes	No	Yes	No	Yes	No	Cycle	Other	<40	40-59	60+	Male	Female
<b>Total agree:</b>	<b>61%</b>	<b>69%</b>	<b>43%</b>	<b>70%</b>	<b>57%</b>	<b>68%</b>	<b>72%</b>	<b>63%</b>	<b>71%</b>	<b>65%</b>	<b>59%</b>	<b>62%</b>	<b>68%</b>
<b>Total disagree:</b>	<b>18%</b>	<b>8%</b>	<b>32%</b>	<b>9%</b>	<b>26%</b>	<b>11%</b>	<b>7%</b>	<b>14%</b>	<b>10%</b>	<b>14%</b>	<b>13%</b>	<b>12%</b>	<b>12%</b>
<b>Base</b>	<b>240</b>	<b>366</b>	<b>84</b>	<b>501</b>	<b>74</b>	<b>512</b>	<b>167</b>	<b>486</b>	<b>173</b>	<b>256</b>	<b>185</b>	<b>298</b>	<b>275</b>

Green = Significantly higher @ 95% confidence interval / Red = Significantly lower @ 95% confidence interval

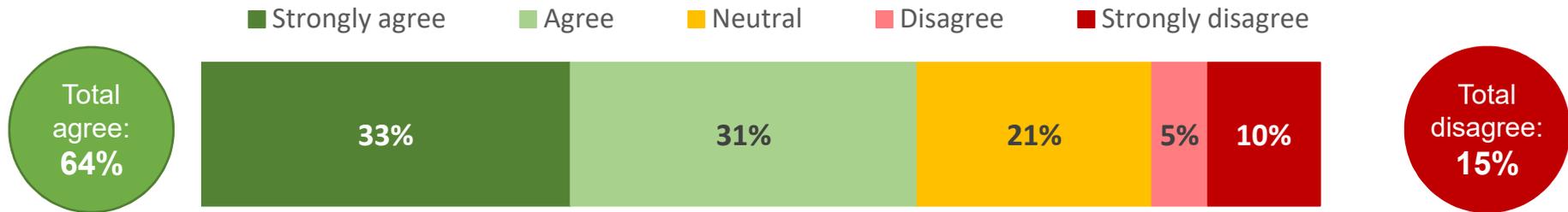
# Reasons for not supporting the proposal:

2B Shopmobility / Dial-a-Ride	
<b>Not a substitute for blue badge access</b>	<ul style="list-style-type: none"> <li>• <i>“Disabled people need access with their cars as they cannot carry shopping”</i></li> <li>• <i>“I cannot use this service due to my illness. I need to get to my own car”</i></li> <li>• <i>“I think the point is that the physically disabled want to be closer to the shops. Not just be able to park and ride a mobility aid. Time can be precious and getting wet or cold dangerous. If it is easily available, we should be able to offer it regardless. See what the uptake is, I imagine it would be used more by tourism than citizens. So yes, if it's possible, it should be available.”</i></li> <li>• <i>“Waste of time this service doesn't suit most blue badge holders who need the flexibility to park close to where they are going at a time that suits”</i></li> </ul>
<b>These services are not suitable for many people with disabilities</b>	<ul style="list-style-type: none"> <li>• <i>“Unsuitable and not convenient for many disabilities”.</i></li> <li>• <i>“Shopmobility and dial a ride are very limited in their usefulness. The council are aware but ignore this.”</i></li> <li>• <i>“The services are infrequent and unreliable. We want to retain our independence.”</i></li> <li>• <i>“You will find a lot of disabled people like myself can only go out when with a carer and as we then have time limitations these are not suitable for us”</i></li> </ul>
<b>Concerns about TIER / scooters</b>	<ul style="list-style-type: none"> <li>• <i>I'd rather a local partner was sought, rather than Tier.”</i></li> <li>• <i>“agree with Shopmobility and dial a ride options but not increase in scooters”</i></li> <li>• <i>“Happy with dial a ride. Dislike strongly Tier devices that are dangerous and clutter streets. Question asking too many things in one.”</i></li> <li>• <i>“I don't like the idea of people driving mobility scooters through footstreets, unless they are forced to go slower than pedestrians”</i></li> </ul>
<b>Need to consider use of private equipment</b>	<ul style="list-style-type: none"> <li>• <i>“Disabled people have their own vehicles designed to their specific needs. It's not as simple as dial a ride!”</i></li> <li>• <i>“People would prefer to use their own equipment at no additional cost.”</i></li> <li>• <i>“Anything helping disabled access is welcomed. Please bear in mind that many people with mobility issues also use their own electric bikes, or modified cycles - there needs to be secure and suitable parking provision for these too”.</i></li> </ul>
<b>Consider additional / alternative suggestions</b>	<ul style="list-style-type: none"> <li>• <i>“Improve shop mobility resource and have small electrically powered shuttle bus.”</i></li> <li>• <i>Promote taxis and public transport</i></li> <li>• <i>Provide electric trains or golf carts from car parks</i></li> </ul>

## 2C. Shuttle service

- Overall, 64% agreed with this proposal
- Residents with disabilities, blue badge holders, and carers were less likely to agree and more likely to disagree with the proposal

### 2B. Please indicate your view on this proposal: Shuttle service (Answered: 731)



	Do you have any physical or mental health conditions or illnesses?		Are you a blue badge holder?		Are you a carer?		When you visit the city centre, what transport do you use?		Age			Gender	
	Yes	No	Yes	No	Yes	No	Cycle	Other	<40	40-59	60+	Male	Female
<b>Total agree:</b>	<b>58%</b>	<b>70%</b>	<b>36%</b>	<b>71%</b>	<b>58%</b>	<b>67%</b>	<b>68%</b>	<b>65%</b>	<b>71%</b>	<b>63%</b>	<b>63%</b>	<b>67%</b>	<b>62%</b>
<b>Total disagree:</b>	<b>24%</b>	<b>7%</b>	<b>45%</b>	<b>8%</b>	<b>30%</b>	<b>11%</b>	<b>9%</b>	<b>16%</b>	<b>10%</b>	<b>16%</b>	<b>16%</b>	<b>11%</b>	<b>17%</b>
<b>Base</b>	<b>242</b>	<b>365</b>	<b>86</b>	<b>501</b>	<b>73</b>	<b>515</b>	<b>168</b>	<b>488</b>	<b>173</b>	<b>257</b>	<b>185</b>	<b>299</b>	<b>276</b>

## Reasons for not supporting the proposal:

2C Shuttle Service	
<b>Must not be a substitute for blue badge access</b>	<ul style="list-style-type: none"> <li>• <i>“A footstreets exemption for blue badge holders to come into the city centre by car rather than a new and expensive scheme”</i></li> <li>• <i>“A shuttle service must not be used as a means of continuing to exclude Blue Badge holders. Many BB holders cannot use a shuttle service and will remain excluded.”</i></li> <li>• <i>“Disabled people want to rely on their own vehicle not a shuttle”</i></li> </ul>
<b>Not suitable for everyone</b>	<ul style="list-style-type: none"> <li>• <i>“It is not suitable - there is no one service fits all solution.”</i></li> <li>• <i>“Does not suit most disabled people”</i></li> <li>• <i>“Not all can use a shuttle. Cost may be punitive.”</i></li> <li>• <i>“Unsuitable for many mobility impaired users. No flexibility. No freedom to travel accompanied. Nowhere to store shopping”</i></li> </ul>
<b>Lack of flexibility</b>	<ul style="list-style-type: none"> <li>• <i>“I don't want to have to book or wait for shuttle or have to book return journey. I want the choice to shop when I want and to leave when I am ready as my mobility can vary from day to day”</i></li> <li>• <i>“If I want to visit the town centre, I want to do this with my able bodied friends and family - I don't want to have to travel separately”</i></li> </ul>
<b>Waste of money / not cost effective</b>	<ul style="list-style-type: none"> <li>• <i>I think this would be a waste of money as buses cannot cope with multiple wheelchair users so how would a shuttle bus cope.</i></li> <li>• <i>“Don't believe enough people would use this to make it cost effective”</i></li> <li>• <i>“Wasting council tax payers money on more feasibility studies is a waste as the whole point of driving into York is the flexibility of own car”</i></li> <li>• <i>“Rather than introducing an expensive scheme where people have to transfer just provide adequate parking”</i></li> </ul>
<b>Having to transfer from one vehicle to another / wait</b>	<ul style="list-style-type: none"> <li>• <i>“Getting in and out of own car then another vehicle can be difficult and energy demanding and time consuming. Not to mention waiting for a service to arrive.”</i></li> <li>• <i>“It is not fair to expect the disabled to get in and out of vehicles - from one to another and only adds to the stress.”</i></li> <li>• <i>“Doesn't replace the ability to move car from one location to another as you move around town. Can't stand waiting for a shuttle”</i></li> </ul>
<b>Already have a bus service</b>	<ul style="list-style-type: none"> <li>• <i>“We have a shuttle service. Park and Ride, taxis, cars, bikes, bicycles... we're already paying for these, don't need any more 'services' but stop blocking the roads and causing congestion!”</i></li> <li>• <i>“We already have Park and Ride Badge holders should travel free on this service to keep our city vehicle free”</i></li> <li>• <i>“It would make more sense to just subsidise bus passes for the already existing public transport.”</i></li> <li>• <i>“We have a perfectly good bus network available already.”</i></li> </ul>

## 2E. Better facilities

- Overall, 89% agreed with this proposal
- Females were significantly more likely to agree than males
- 1 in 10 blue badge holders disagreed with the proposal

### 2B. Please indicate your view on this proposal: Better facilities (Answered: 724)

■ Strongly agree   
 ■ Agree   
 ■ Neutral   
 ■ Disagree   
 ■ Strongly disagree

Total agree:  
**89%**



Total disagree:  
**3%**

	Do you have any physical or mental health conditions or illnesses?		Are you a blue badge holder?		Are you a carer?		When you visit the city centre, what transport do you use?		Age			Gender	
	Yes	No	Yes	No	Yes	No	Cycle	Other	<40	40-59	60+	Male	Female
<b>Total agree:</b>	<b>92%</b>	<b>88%</b>	<b>84%</b>	<b>91%</b>	<b>93%</b>	<b>90%</b>	<b>91%</b>	<b>90%</b>	<b>92%</b>	<b>88%</b>	<b>89%</b>	<b>86%</b>	<b>94%</b>
<b>Total disagree:</b>	<b>5%</b>	<b>2%</b>	<b>10%</b>	<b>1%</b>	<b>4%</b>	<b>2%</b>	<b>2%</b>	<b>2%</b>	<b>1%</b>	<b>3%</b>	<b>4%</b>	<b>4%</b>	<b>1%</b>
<b>Base</b>	<b>242</b>	<b>366</b>	<b>86</b>	<b>501</b>	<b>74</b>	<b>515</b>	<b>166</b>	<b>491</b>	<b>172</b>	<b>257</b>	<b>187</b>	<b>298</b>	<b>277</b>

# Reasons for not supporting the proposal:

2E Better facilities	
<b>Facilities are not restricted to use by disabled people</b>	<ul style="list-style-type: none"> <li>• <i>“Drop kerbs will also make it easier for cycles to enter paths”</i></li> <li>• <i>“There is no guarantee the seating will be free and can be taken up by able bodied people. You need to widen your research on disability.”</i></li> <li>• <i>“You must clarify whether you propose new seating prioritised for disabled people or simply an increase in seating for all.”</i></li> </ul>
<b>Must not be instead of Blue Badge parking</b>	<ul style="list-style-type: none"> <li>• <i>“Not at the detriment of parking!”</i></li> <li>• <i>“We would never not welcome such proposals but they cannot be at the expense of reduced blue badge access. This proposal should complement blue badge access, not be in place of it.”</i></li> <li>• <i>“These facilities are welcome but not a substitute for access.”</i></li> </ul>
<b>Can't access city centre to benefit from improvements</b>	<ul style="list-style-type: none"> <li>• <i>“Irrelevant now I can no longer gain access to the city centre.”</i></li> <li>• <i>“What is the point of doing that if blue badge people cannot actually get into York City Centre”</i></li> <li>• <i>“You have to get to the City Centre first before you can sit and use the toilet. Proposal welcome as a separate issue but what about access?”</i></li> </ul>
<b>Cost</b>	<ul style="list-style-type: none"> <li>• <i>“Leave things as they are stop wasting money”</i></li> <li>• <i>“Why were all the benches removed from the city in the first place. Is my council tax going to increase again to cover all this extra cost when the most sensible solution would be to remove outside seating and revert the parking to how it was”</i></li> </ul>
<b>Need to address issue of cafes blocking access</b>	<ul style="list-style-type: none"> <li>• <i>“Of course I agree. The problem is that street cafes etc. block dropped kerbs. If a street is closed to vehicles why cannot the seating be on the road, leaving the pavement clear for pedestrians and wheelchair users etc.”</i></li> <li>• <i>“But what's the point of improving the surface of footpaths if they are then littered with tables and chairs from pavement cafes !!!!!”</i></li> </ul>

## Section 3: Cycling, e-bikes and e-scooters and access to the city centre

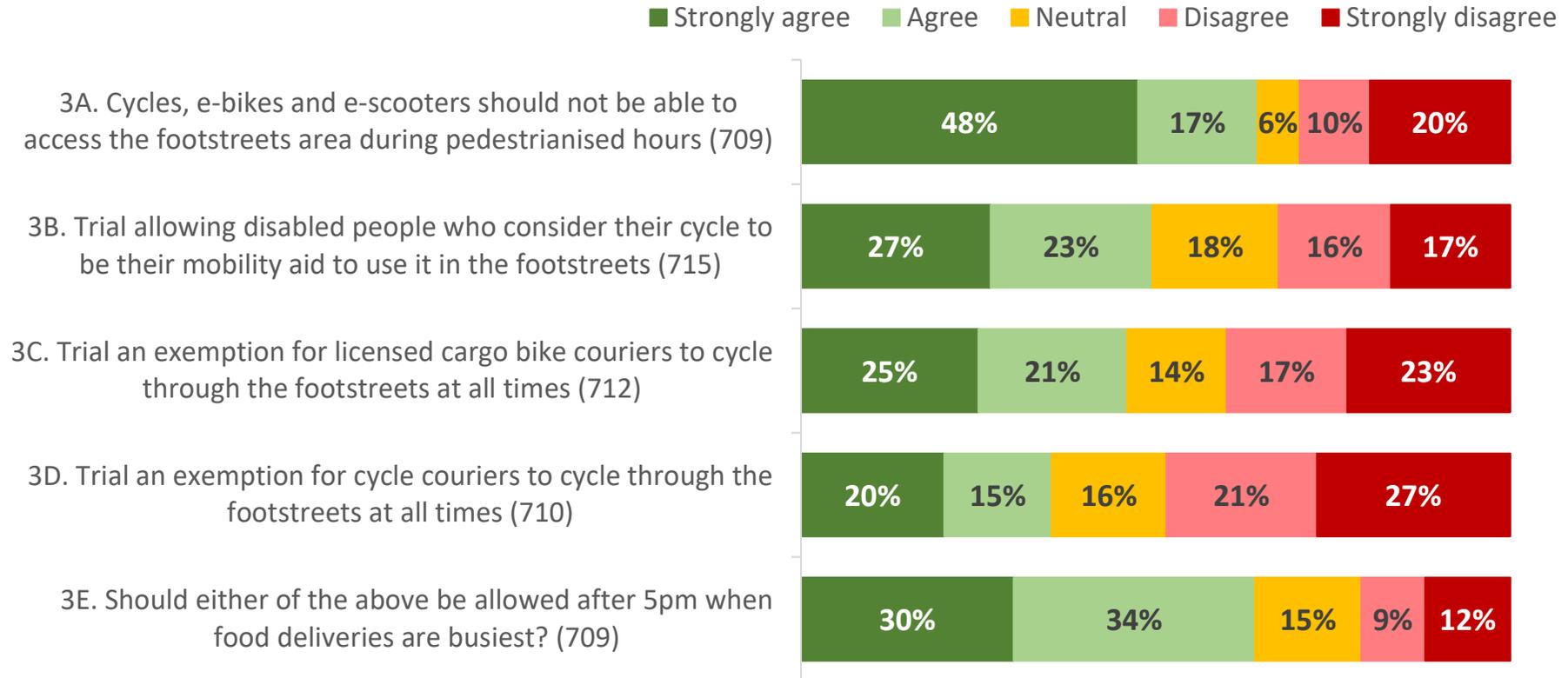


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# Cycling, e-bikes and e-scooters: Summary

- Highest agreement (65%) was with not allowing cycles, e-bikes and e-scooters to access the footstreets areas during pedestrianised hours
- Highest disagreement (48%) was with the proposal to trial exemptions for cycle couriers to cycle through the footstreets at all times
- Almost two thirds (64%) agree that couriers should be allowed after 5pm when food deliveries are busiest

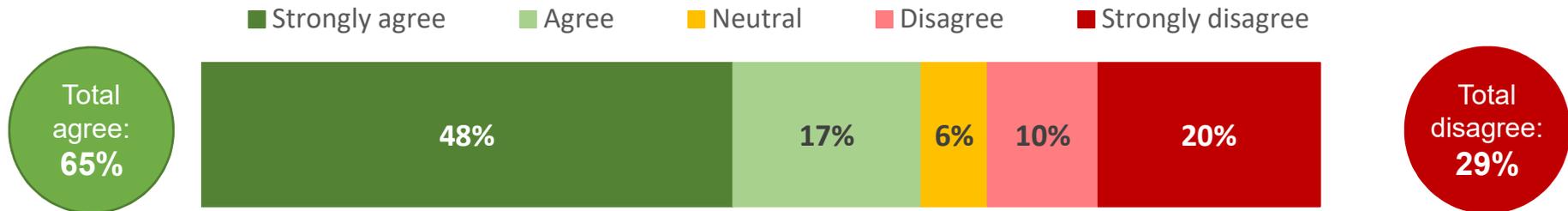
Please indicate your view on this proposal:  
(Number of answers in brackets)



# Cycling, e-bikes and scooters

- Overall, 65% agreed with this proposal
- Non-cyclists, over 60s and females were significantly more likely to agree with the proposal to keep cycles, e-bikes and e-scooters out of the footstreets than cyclists, under 40s and males were all significantly more likely to disagree

**3A. Please indicate how far you agree that cycling, e-bikes and e-scooters should not be able to access the footstreets area during pedestrianised hours (Answered: 709)**



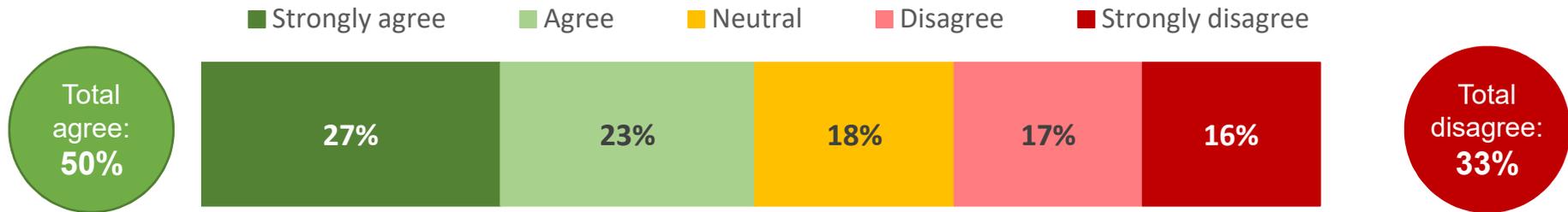
	Do you have any physical or mental health conditions or illnesses?		Are you a blue badge holder?		Are you a carer?		When you visit the city centre, what transport do you use?		Age			Gender	
	Yes	No	Yes	No	Yes	No	Cycle	Other	<40	40-59	60+	Male	Female
<b>Total agree:</b>	<b>66%</b>	<b>65%</b>	<b>72%</b>	<b>64%</b>	<b>72%</b>	<b>65%</b>	<b>43%</b>	<b>73%</b>	<b>48%</b>	<b>67%</b>	<b>82%</b>	<b>61%</b>	<b>75%</b>
<b>Total disagree:</b>	<b>28%</b>	<b>29%</b>	<b>19%</b>	<b>30%</b>	<b>24%</b>	<b>29%</b>	<b>52%</b>	<b>21%</b>	<b>42%</b>	<b>29%</b>	<b>14%</b>	<b>34%</b>	<b>20%</b>
<b>Base</b>	<b>239</b>	<b>363</b>	<b>85</b>	<b>496</b>	<b>75</b>	<b>508</b>	<b>167</b>	<b>485</b>	<b>172</b>	<b>255</b>	<b>184</b>	<b>299</b>	<b>271</b>

Green = Significantly higher @ 95% confidence interval / Red = Significantly lower @ 95% confidence interval

# Allowing access for cycles as mobility aids

- Overall, 50% agreed with this proposal
- Cyclists were significantly more likely to agree with this proposal than non-cyclists
- Over 60s and non-cyclists were most likely to disagree

**3B. Should we trial allowing disabled people who consider their cycle to be their mobility aid to use it in the footstreets? Please indicate your view on this proposal (Answered: 715)**



	Do you have any physical or mental health conditions or illnesses?		Are you a blue badge holder?		Are you a carer?		When you visit the city centre, what transport do you use?		Age			Gender	
	Yes	No	Yes	No	Yes	No	Cycle	Other	<40	40-59	60+	Male	Female
<b>Total agree:</b>	<b>52%</b>	<b>46%</b>	<b>49%</b>	<b>48%</b>	<b>47%</b>	<b>49%</b>	<b>67%</b>	<b>43%</b>	<b>56%</b>	<b>51%</b>	<b>37%</b>	<b>48%</b>	<b>47%</b>
<b>Total disagree:</b>	<b>32%</b>	<b>35%</b>	<b>30%</b>	<b>34%</b>	<b>34%</b>	<b>33%</b>	<b>22%</b>	<b>37%</b>	<b>25%</b>	<b>31%</b>	<b>45%</b>	<b>36%</b>	<b>32%</b>
<b>Base</b>	<b>242</b>	<b>365</b>	<b>86</b>	<b>499</b>	<b>74</b>	<b>513</b>	<b>168</b>	<b>489</b>	<b>173</b>	<b>254</b>	<b>187</b>	<b>299</b>	<b>275</b>

Green = Significantly higher @ 95% confidence interval / Red = Significantly lower @ 95% confidence interval

# Reasons for not supporting the proposal:

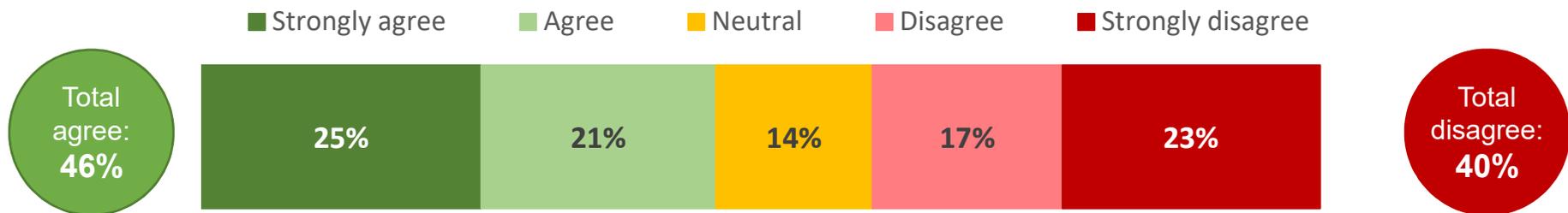
## 3B. Trial allowing disabled people who use a cycle as their mobility aid in the footstreets

<b>Too dangerous</b>	<ul style="list-style-type: none"> <li>Any cycle in a pedestrian area could cause an accident</li> <li>Cycles etc. and pedestrians do not mix.</li> <li><i>“Too dangerous, residents and visitors understand the concept of pedestrianised streets: not ideal if you have to keep watching and listening for any kind of cyclists”</i></li> </ul>
<b>Will cause confusion</b>	<ul style="list-style-type: none"> <li><i>“This would give inconsistent messages and confusion”</i></li> <li>Difficult and confusing messages If public see people cycling through the city they will think its ok</li> <li>It will cause confusion and anger among pedestrians</li> </ul>
<b>Difficult to enforce / open to abuse</b>	<ul style="list-style-type: none"> <li><i>“Sorry but this would be open to abuse and impossible to police.”</i></li> <li>As with blue badges it will be abused. There are never police around to enforce this.</li> <li>If some people can cycle it will be impossible to enforce</li> <li>This is difficult to enforce and very easy to abuse</li> </ul>
<b>Difficult to prove exemption</b>	<ul style="list-style-type: none"> <li>Far too difficult to police / prove disabled status &amp; we would end up with bikes amongst pedestrians</li> <li>Identifying documents may be difficult to secure, based on obtaining blue badges and bus passes</li> <li><i>“This implementation risks creating a two-tier disability system, since not all disabled people have blue badges or bus passes (and, to be honest, this smacks somewhat of the outdated idea of a 'registered disability'). As a non-driver (for disability reasons), I do not want to have to go through the hassle of procuring a blue badge solely to be able to 'prove' my disability.”</i></li> </ul>
<b>Needs to be clear guidelines for cyclists</b>	<ul style="list-style-type: none"> <li><i>“Agree but there needs to be clear guidelines on acceptable behaviour e.g. safe cycling, speed, lights, bells etc. with the option to remove permission for those who break the rules”</i></li> <li><i>“As long as they know they don't have right of way over pedestrians”</i></li> <li>Provided safety guidance is agreed</li> </ul>
<b>ALL bikes should be allowed</b>	<ul style="list-style-type: none"> <li><i>“I feel that all cycle users should be able to use all streets.”</i></li> <li>All bikes should be allowed</li> <li>All cyclists should have access to the footstreets</li> </ul>
<b>There should be dedicated cycle paths</b>	<ul style="list-style-type: none"> <li>Cycling should be permitted on dedicated cycling routes through the footstreets zone.</li> <li>Dedicated cycling infrastructure in York has to be a priority</li> <li>Have dedicated cycle paths separate from pedestrian paths.</li> </ul>

# Exemption for licensed cargo bike couriers to cycle through the footstreets at all times

- Overall, 46% agreed with this proposal
- Cyclists and under 40s were significantly more likely to agree with this proposal than non-cyclists and over 60s
- Highest disagreement was amongst carers and over 60s

3C. Should we trial an exemption for licensed cargo bike couriers to cycle through the footstreets at all times? Please indicate your view on this proposal (Answered: 712)



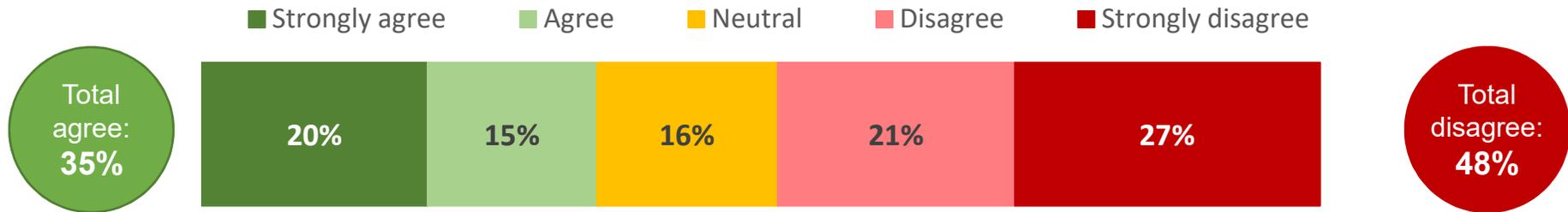
	Do you have any physical or mental health conditions or illnesses?		Are you a blue badge holder?		Are you a carer?		When you visit the city centre, what transport do you use?		Age			Gender	
	Yes	No	Yes	No	Yes	No	Cycle	Other	<40	40-59	60+	Male	Female
<b>Total agree:</b>	41%	48%	30%	50%	32%	49%	64%	39%	57%	45%	37%	50%	41%
<b>Total disagree:</b>	45%	39%	49%	39%	53%	39%	25%	47%	28%	43%	50%	39%	44%
<b>Base</b>	240	368	84	503	75	515	170	490	173	257	187	301	275

Green = Significantly higher @ 95% confidence interval / Red = Significantly lower @ 95% confidence interval

# Exemption for cycle couriers to cycle through the footstreets at all times

- Overall, 35% agreed with this proposal
- Under 40s, cyclists and non-blue badge holders were significantly more likely to agree with this proposal compared to over 60s, non-cyclists and blue badge holders

3D. Should we trial an exemption for cycle couriers to cycle through the footstreets at all times? Please indicate your view on this proposal  
(Answered: 710)



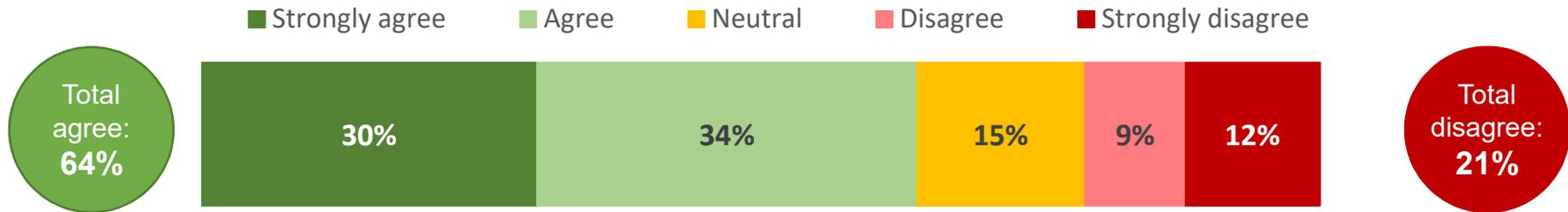
	Do you have any physical or mental health conditions or illnesses?		Are you a blue badge holder?		Are you a carer?		When you visit the city centre, what transport do you use?		Age			Gender	
	Yes	No	Yes	No	Yes	No	Cycle	Other	<40	40-59	60+	Male	Female
<b>Total agree:</b>	32%	35%	19%	38%	24%	36%	49%	29%	52%	32%	21%	38%	30%
<b>Total disagree:</b>	56%	46%	61%	47%	64%	48%	34%	55%	31%	51%	65%	48%	54%
<b>Base</b>	241	366	85	501	75	514	170	489	172	257	187	300	275

Green = Significantly higher @ 95% confidence interval / Red = Significantly lower @ 95% confidence interval

# Allowed after 5pm

- Overall, 64% agreed with this proposal
- Non blue badge holders were significantly more likely to agree than blue badge holders, while under 40s were significantly more likely to agree than over 60s

3E. Should either of the above be allowed after 5pm when food deliveries are busiest? Please indicate your view on this proposal (Answered: 710)



	Do you have any physical or mental health conditions or illnesses?		Are you a blue badge holder?		Are you a carer?		When you visit the city centre, what transport do you use?		Age			Gender	
	Yes	No	Yes	No	Yes	No	Cycle	Other	<40	40-59	60+	Male	Female
<b>Total agree:</b>	59%	65%	46%	65%	50%	65%	70%	60%	77%	65%	50%	64%	64%
<b>Total disagree:</b>	24%	20%	29%	20%	28%	20%	16%	24%	12%	22%	28%	21%	22%
<b>Base</b>	241	366	85	501	75	514	170	489	172	257	187	300	275

Green = Significantly higher @ 95% confidence interval / Red = Significantly lower @ 95% confidence interval

## Section 4: Improving city centre cycle routes

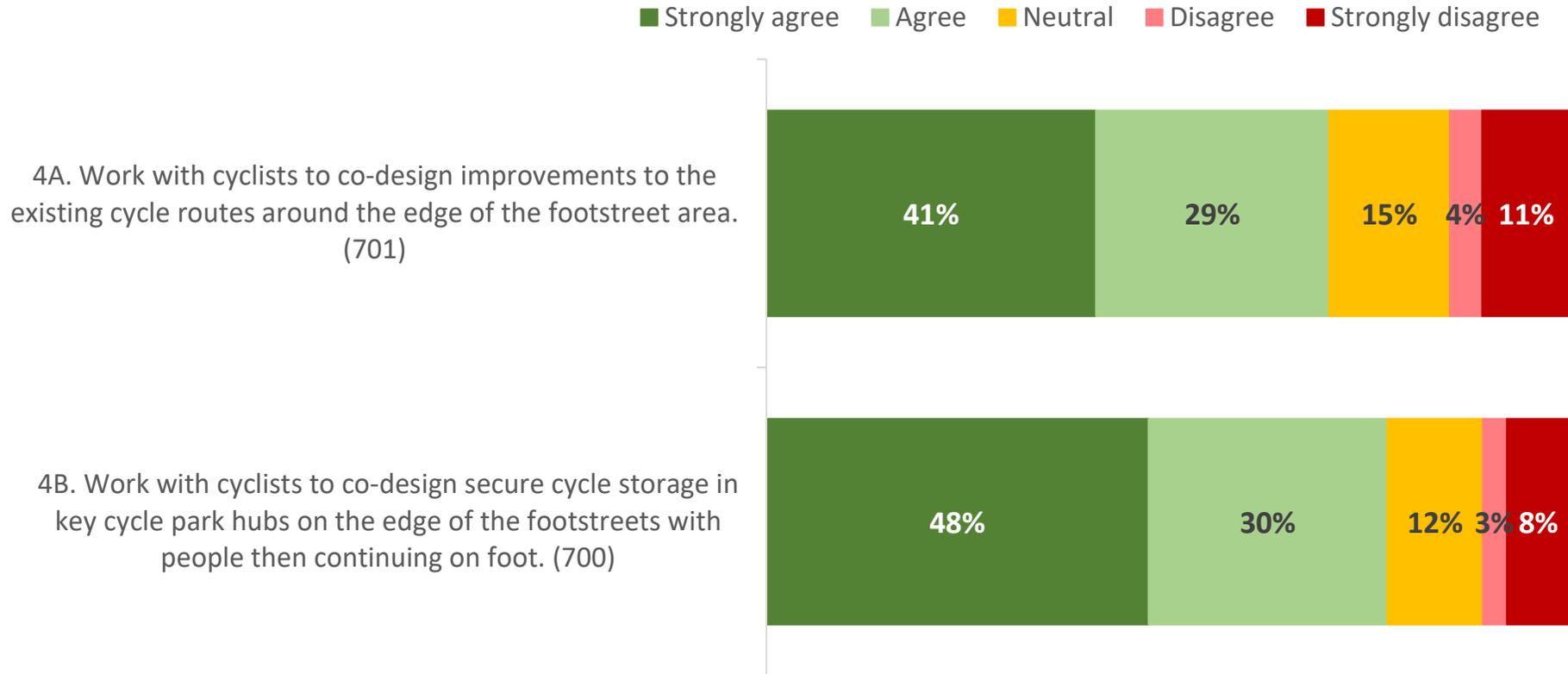


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# Improving city centre cycle routes: Summary

- The majority agree with both proposals, i.e. to work with cyclists to co-design secure cycle storage and improvements to cycle routes

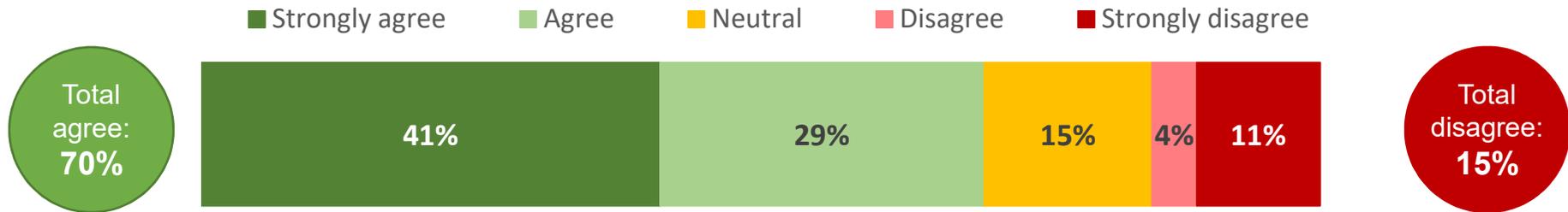
Please indicate your view on this proposal:  
(Number of answers in brackets)



# Work with cyclists to co-design improvements

- Overall, 7 out of 10 residents agree with this proposal
- Highest agreement levels were seen amongst under 40s, residents without any disabilities and non-blue badge holders
- 1 in 4 blue badge holders disagreed with the proposal

4A. Work with cyclists to co-design improvements to the existing cycle routes around the edge of the footstreet area. Please indicate your view on this proposal:  
(Answered: 701)

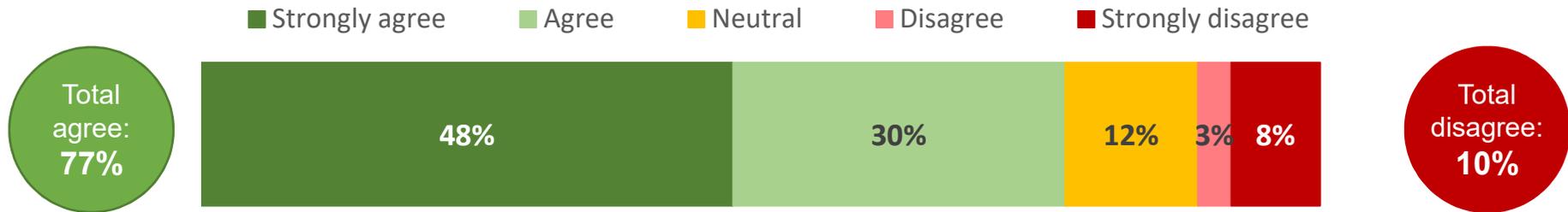


	Do you have any physical or mental health conditions or illnesses?		Are you a blue badge holder?		Are you a carer?		When you visit the city centre, what transport do you use?		Age			Gender	
	Yes	No	Yes	No	Yes	No	Cycle	Other	<40	40-59	60+	Male	Female
<b>Total agree:</b>	<b>61%</b>	<b>78%</b>	<b>47%</b>	<b>74%</b>	<b>59%</b>	<b>73%</b>	<b>76%</b>	<b>68%</b>	<b>78%</b>	<b>69%</b>	<b>66%</b>	<b>73%</b>	<b>70%</b>
<b>Total disagree:</b>	<b>19%</b>	<b>12%</b>	<b>25%</b>	<b>14%</b>	<b>20%</b>	<b>14%</b>	<b>15%</b>	<b>14%</b>	<b>12%</b>	<b>14%</b>	<b>18%</b>	<b>16%</b>	<b>12%</b>
<b>Base</b>	<b>240</b>	<b>365</b>	<b>85</b>	<b>499</b>	<b>74</b>	<b>513</b>	<b>170</b>	<b>488</b>	<b>170</b>	<b>255</b>	<b>188</b>	<b>299</b>	<b>273</b>

# Work with cyclists to co-design secure cycle storage

- Overall, 77% of residents agreed with this proposal
- Agreement was highest amongst residents without a disability
- 18% of residents who cycle to the city centre disagreed with the proposal

4B. Work with cyclists to co-design secure cycle storage in key cycle park hubs on the edge of the footstreets with people then continuing on foot. Please indicate your view on this proposal:  
(Answered: 701)



	Do you have any physical or mental health conditions or illnesses?		Are you a blue badge holder?		Are you a carer?		When you visit the city centre, what transport do you use?		Age			Gender	
	Yes	No	Yes	No	Yes	No	Cycle	Other	<40	40-59	60+	Male	Female
<b>Total agree:</b>	<b>73%</b>	<b>83%</b>	<b>68%</b>	<b>81%</b>	<b>73%</b>	<b>80%</b>	<b>75%</b>	<b>79%</b>	<b>82%</b>	<b>75%</b>	<b>80%</b>	<b>79%</b>	<b>79%</b>
<b>Total disagree:</b>	<b>12%</b>	<b>8%</b>	<b>14%</b>	<b>9%</b>	<b>15%</b>	<b>9%</b>	<b>18%</b>	<b>7%</b>	<b>9%</b>	<b>11%</b>	<b>9%</b>	<b>13%</b>	<b>7%</b>
<b>Base</b>	<b>238</b>	<b>366</b>	<b>84</b>	<b>499</b>	<b>74</b>	<b>512</b>	<b>170</b>	<b>487</b>	<b>170</b>	<b>256</b>	<b>186</b>	<b>300</b>	<b>271</b>

Green = Significantly higher @ 95% confidence interval / Red = Significantly lower @ 95% confidence interval

## Section 5: Deliveries



Working together to improve and make a difference

# Deliveries: Summary

- Three quarters of residents agree and over half strongly agree that York should aim for all city centre business deliveries to be ultra-low emission vehicles
- The majority also agree with proposals to explore options for trans-shipment hubs

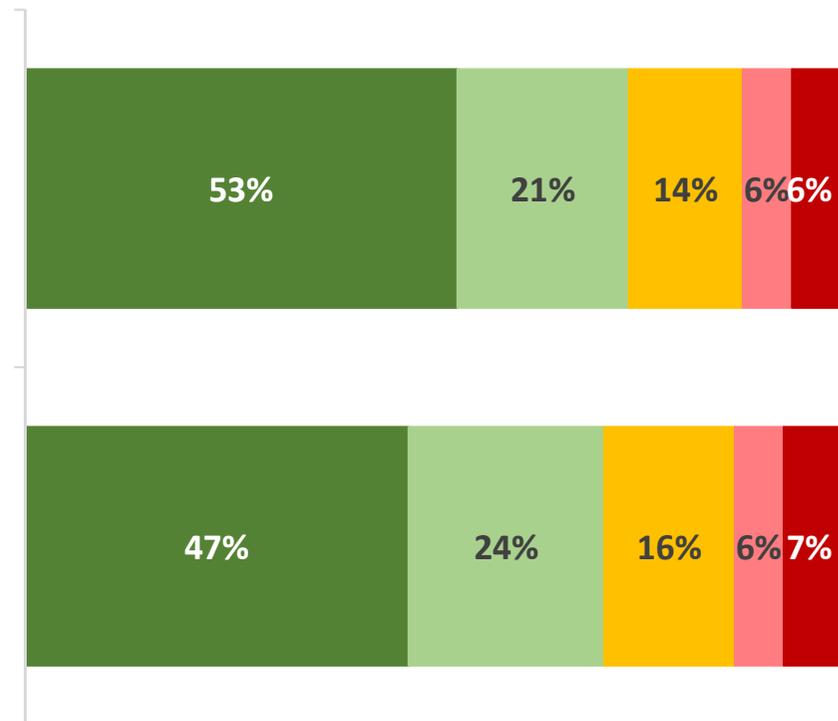
Please indicate your view on this proposal:  
(Number of answers in brackets)

Carbon reduction and reducing the impact of vehicles on our city centre are both council ambitions...

5A. We therefore propose that York aims for all city centre business deliveries to be ultra-low emission vehicles (e.g. electric vehicles) or cargo bikes by 2030. (699)

5B. To achieve this we are exploring options for trans-shipment hubs, which will allow city centre deliveries to be collected at a central point outside the city centre, and then transferred by electric vehicles or cargo bikes. (694)

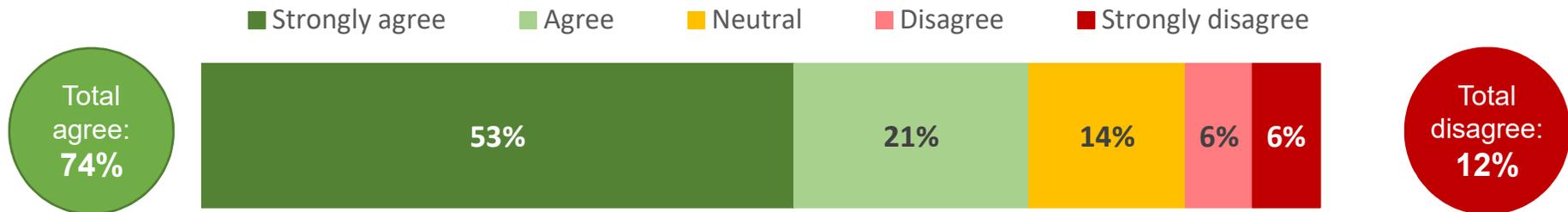
Strongly agree Agree Neutral Disagree Strongly disagree



# York aims for all city centre business deliveries to be ultra-low emission vehicles

- Overall, 74% agreed with this proposal
- Cyclists were most likely to agree with this proposal, while residents with disabilities and blue badge holders are least likely to agree

5A. Carbon reduction and reducing the impact of vehicles on our city centre are both council ambitions. We therefore propose that York aims for all city centre business deliveries to be ultra-low emission vehicles (e.g. electric vehicles) or cargo bike (Answered: 699)



	Do you have any physical or mental health conditions or illnesses?		Are you a blue badge holder?		Are you a carer?		When you visit the city centre, what transport do you use?		Age			Gender	
	Yes	No	Yes	No	Yes	No	Cycle	Other	<40	40-59	60+	Male	Female
<b>Total agree:</b>	<b>68%</b>	<b>80%</b>	<b>57%</b>	<b>78%</b>	<b>73%</b>	<b>76%</b>	<b>88%</b>	<b>70%</b>	<b>84%</b>	<b>71%</b>	<b>72%</b>	<b>79%</b>	<b>72%</b>
<b>Total disagree:</b>	<b>12%</b>	<b>11%</b>	<b>13%</b>	<b>11%</b>	<b>14%</b>	<b>11%</b>	<b>4%</b>	<b>14%</b>	<b>9%</b>	<b>13%</b>	<b>11%</b>	<b>10%</b>	<b>11%</b>
<b>Base</b>	<b>242</b>	<b>367</b>	<b>84</b>	<b>503</b>	<b>74</b>	<b>516</b>	<b>170</b>	<b>490</b>	<b>174</b>	<b>256</b>	<b>186</b>	<b>300</b>	<b>275</b>

Green = Significantly higher @ 95% confidence interval / Red = Significantly lower @ 95% confidence interval

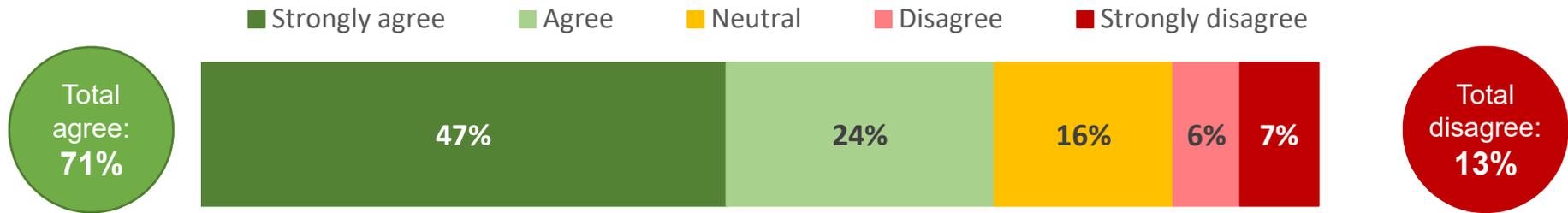
## Reasons for not supporting the proposal:

5A. York aims for all city centre business deliveries to be ultra-low emission vehicles (e.g. electric vehicles) or cargo bikes by 2030s	
<b>Not ambitious enough</b>	<ul style="list-style-type: none"> <li>• 2025 would be better - not very challenging.</li> <li>• 2030 is desperately unambitious but the idea is good.</li> <li>• But there should be a significant switch in this direction well before 2030.</li> </ul>
<b>Cost</b>	<ul style="list-style-type: none"> <li>• <i>“Agree in principle but am concerned about increase in costs for companies which could lead to even more of them leaving the centre of town”</i></li> <li>• <i>“until costs come down you will only drive the independent businesses to the wall. Only the multi nationals can afford to convert their fleet”</i></li> <li>• <i>“Not everyone can afford an electric vehicle”</i></li> <li>• <i>“It depends on the cost to businesses. Some businesses might not be able to afford to make this switch during this particular time frame.”</i></li> </ul>
<b>Grants</b>	<ul style="list-style-type: none"> <li>• <i>“Can grants be given to buy them?”</i></li> <li>• <i>“How would you support businesses to do this? It seems only large businesses would be able to meet this agenda without financial support.”</i></li> </ul>
<b>Evs not the answer</b>	<ul style="list-style-type: none"> <li>• <i>“electric vehicles are not great, but the cargo bikes idea is excellent.”</i></li> <li>• <i>“Electric vehicles are not the answer. Hydrogen powered vehicles are a more practical solution.”</i></li> <li>• <i>“Ev's are not a solution to either congestion or particulate pollution. A weak and poorly evidenced suggestion. Must be cargo bikes.”</i></li> </ul>
<b>Too early / unrealistic</b>	<ul style="list-style-type: none"> <li>• <i>“Far too early when electric cars aren't in full use yet and considering it's still legal to by one up to 2030 you would immediately stop people coming in. It should be 2035 at the earliest.”</i></li> <li>• <i>“Good luck with that! Seems unrealistic to me.”</i></li> </ul>
<b>Difficult to enforce</b>	<ul style="list-style-type: none"> <li>• <i>“How will this be enforced and what happens if a non qualifying vehicle turns up to make a delivery.”</i></li> <li>• <i>“How would this policed? We own restaurants in the city. Deliveries are already limited to before 1030 but how do we ensure that deliveries to our businesses are done by low emission vehicles?”</i></li> <li>• <i>“You will not have the resources to police this. You will need to offer numerous waivers”</i></li> </ul>

# Exploring options for trans-shipment hubs

- Overall, 74% agreed with this proposal
- Cyclists were most likely to agree with this proposal, while residents with disabilities, blue badge holders and carers are least likely to agree

5B. To achieve this we are exploring options for trans-shipment hubs, which will allow city centre deliveries to be collected at a central point outside the city centre, and then transferred by electric vehicles or cargo bikes. Please indicate your view on this proposal (Answered: 694)



	Do you have any physical or mental health conditions or illnesses?		Are you a blue badge holder?		Are you a carer?		When you visit the city centre, what transport do you use?		Age			Gender	
	Yes	No	Yes	No	Yes	No	Cycle	Other	<40	40-59	60+	Male	Female
<b>Total agree:</b>	<b>63%</b>	<b>77%</b>	<b>45%</b>	<b>76%</b>	<b>53%</b>	<b>74%</b>	<b>82%</b>	<b>67%</b>	<b>78%</b>	<b>69%</b>	<b>69%</b>	<b>76%</b>	<b>68%</b>
<b>Total disagree:</b>	<b>14%</b>	<b>12%</b>	<b>20%</b>	<b>11%</b>	<b>18%</b>	<b>12%</b>	<b>6%</b>	<b>15%</b>	<b>8%</b>	<b>14%</b>	<b>15%</b>	<b>11%</b>	<b>13%</b>
<b>Base</b>	<b>237</b>	<b>367</b>	<b>84</b>	<b>499</b>	<b>72</b>	<b>513</b>	<b>170</b>	<b>485</b>	<b>172</b>	<b>255</b>	<b>185</b>	<b>301</b>	<b>270</b>

Green = Significantly higher @ 95% confidence interval / Red = Significantly lower @ 95% confidence interval

# Reasons for not supporting the proposal:

5B. All city centre business deliveries to be ultra-low emission vehicles (e.g. electric vehicles) or cargo bikes by 2030s	
<b>Increased costs (to businesses and/or consumers)</b>	<ul style="list-style-type: none"> <li>• <i>“An unworkable scheme. Who is going to pay the cost of the vehicles and drivers, and cost of trans-shipment and warehousing. Fresh food deliveries to city centre businesses would be delayed. Businesses including food shops, restaurants and retailing would face large additional costs making York a very expensive place for both locals and tourists!”</i></li> <li>• <i>“good on paper but after Covid with companies struggling to keep going it is too much to ask as so many companies are really struggling with their finances”</i></li> <li>• <i>“but who will pay? will the cost of goods increase?”</i></li> <li>• <i>“concern may mean retailers leave city if this is not well run and cost prohibitive”</i></li> </ul>
<b>Not practical for food items or heavy/bulky items</b>	<ul style="list-style-type: none"> <li>• <i>“It is simply not practicable to trans-ship all items to ev's or bikes. Extremely heavy/bulky items and small/delicates deliveries don't mix. It doesn't work.”</i></li> <li>• <i>“Good luck trying to deliver bulky furniture and large and delicate stock items by cargo bike! Who collects them?”</i></li> <li>• <i>“Not feasible for heavy goods such as beer barrels</i></li> <li>• <i>You cannot do this with food delivery“</i></li> </ul>
<b>Will move the problems of pollution and congestion elsewhere</b>	<ul style="list-style-type: none"> <li>• <i>“Agree in principle, but these hubs would need to be in locations that don't move pollution from the town centre to out of town residential areas”</i></li> <li>• <i>“Easy to promote, but where will you put these hubs and how will you mitigate the increased pollution and congestion in those areas?”</i></li> <li>• <i>It's a silly proposal because it doesn't stop carbon at all, it just moves the problem elsewhere so that the council looks good. Absolutely terrible idea.</i></li> <li>• <i>“You're just shifting the problem outside the city instead of actually tackling it”</i></li> </ul>
<b>Time consuming</b>	<ul style="list-style-type: none"> <li>• <i>“This means deliveries will have to be loaded and unloaded twice. Could be very time consuming and very stressful.”</i></li> <li>• <i>“Why cause such a level of unnecessary faff”</i></li> <li>• <i>“A farce and waste of time”</i></li> </ul>
<b>Would increase amount of traffic in the city</b>	<ul style="list-style-type: none"> <li>• <i>“This would mean the pedestrian areas would be constantly clogged up”</i></li> <li>• <i>Have you even looked at how many small electric vehicles would be required to transport one HGV worth of goods into the city</i></li> </ul>
<b>Need to consult with businesses</b>	<ul style="list-style-type: none"> <li>• <i>“you need to talk to the delivery companies and find out whether this is viable or not.”</i></li> <li>• <i>“Only if supported by the business.”</i></li> </ul>

## Appendix A: Demographics



Working together to improve and make a difference

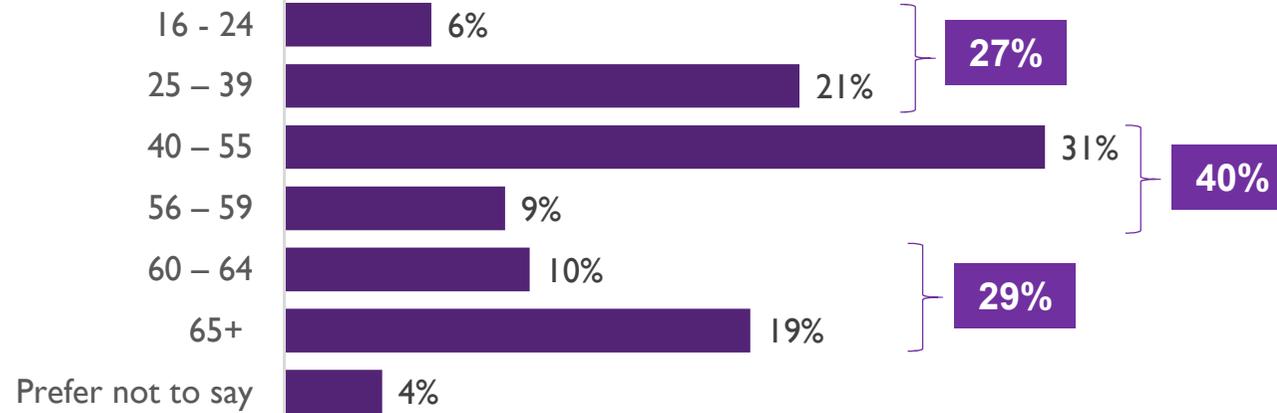
# Demographics

Total responses: 1014

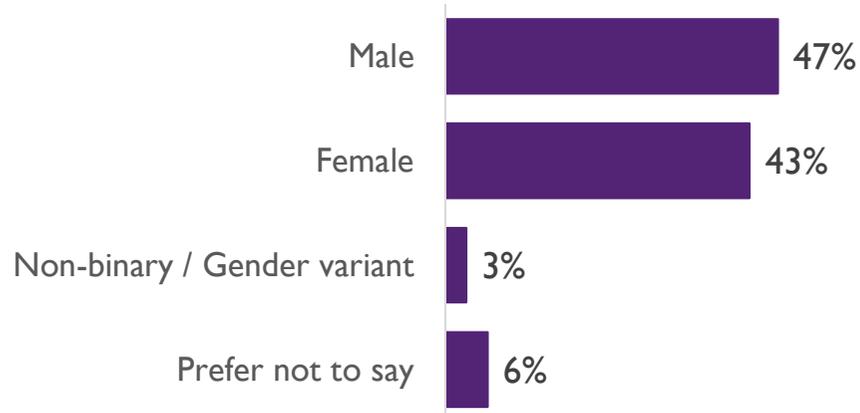
Online: 1008

Paper: 6

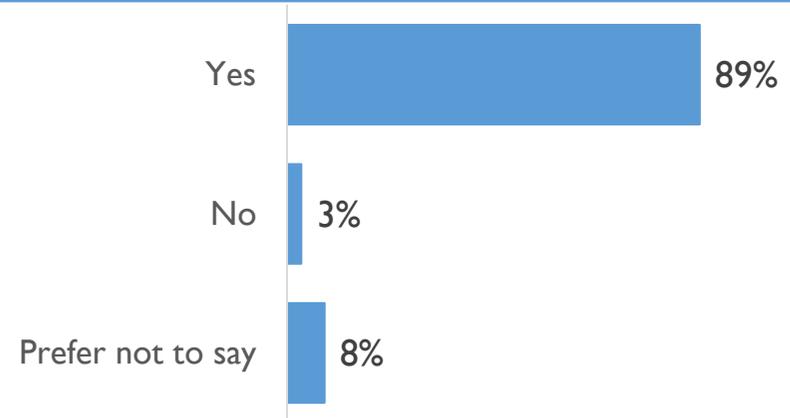
## Age (Answered: 649)



## Gender (Answered: 640)



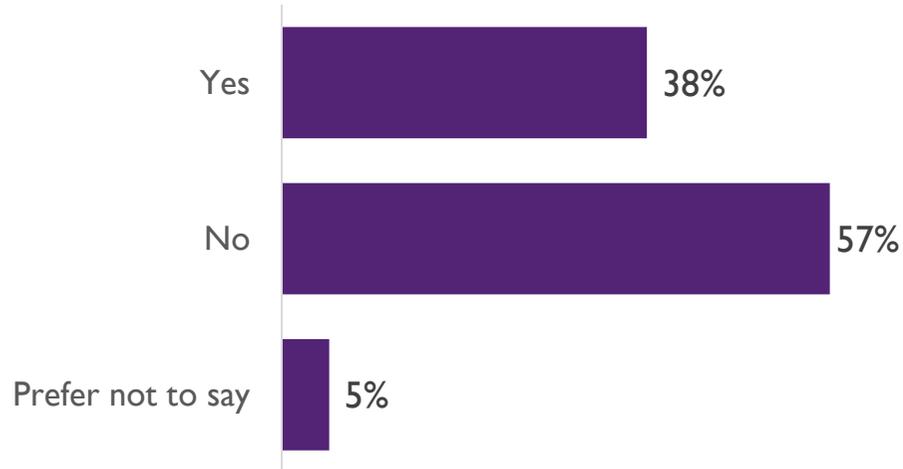
## Is the gender you identify with the same as your sex registered at birth? (Answered: 627)



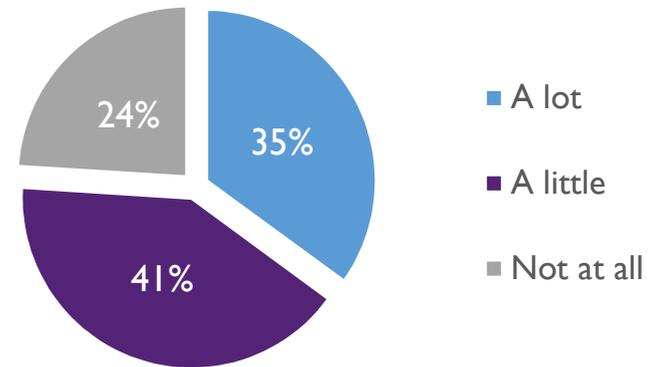
N.B. Totals may not add up to 100% due to rounding

# Demographics

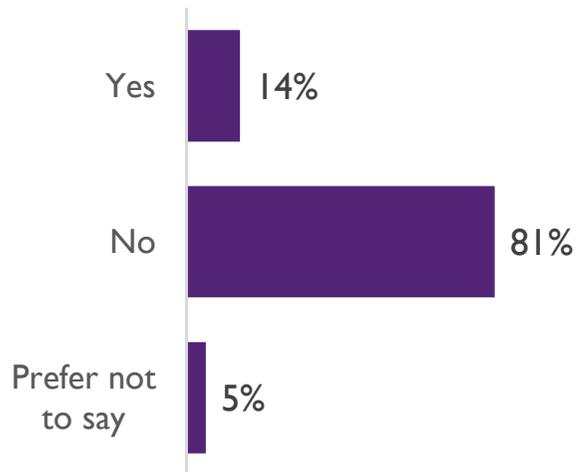
**Do you have any physical or mental health conditions or illnesses lasting or expected to last 12 months or more?**  
(Answered: 648)



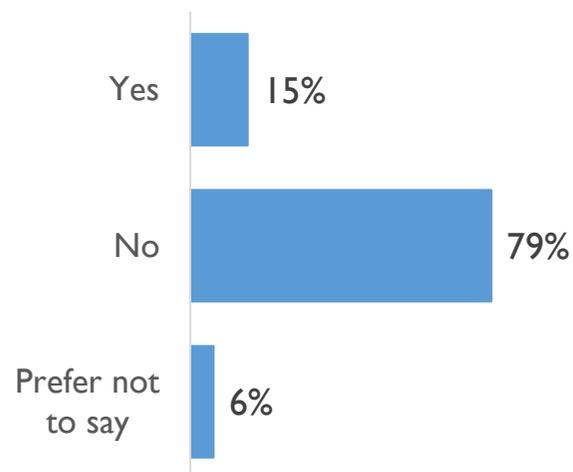
**If yes, do any of your conditions or illnesses reduce your ability to carry out day-to-day activities?**  
(Answered: 298)



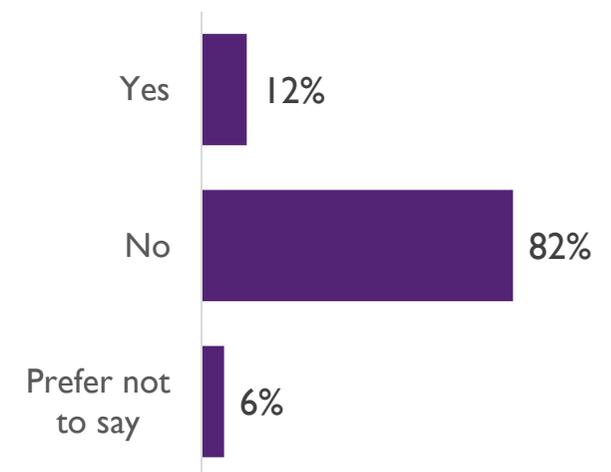
**Are you a blue badge holder?**  
(Answered: 623)



**Do you use a mobility aid?**  
(Answered: 623)



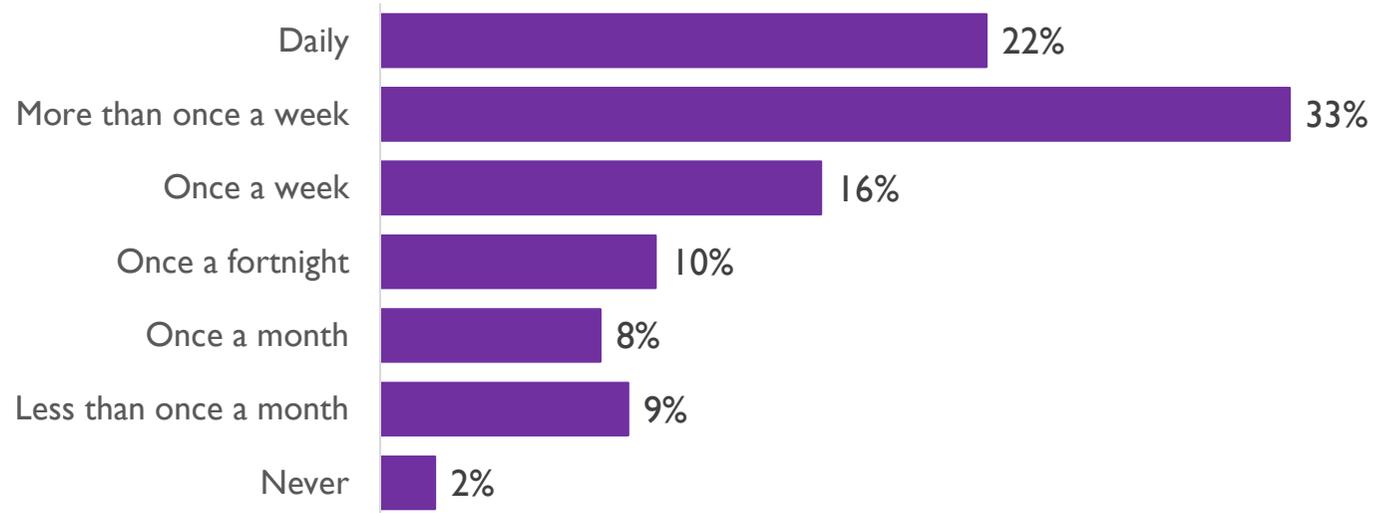
**Are you a carer?**  
(Answered: 631)



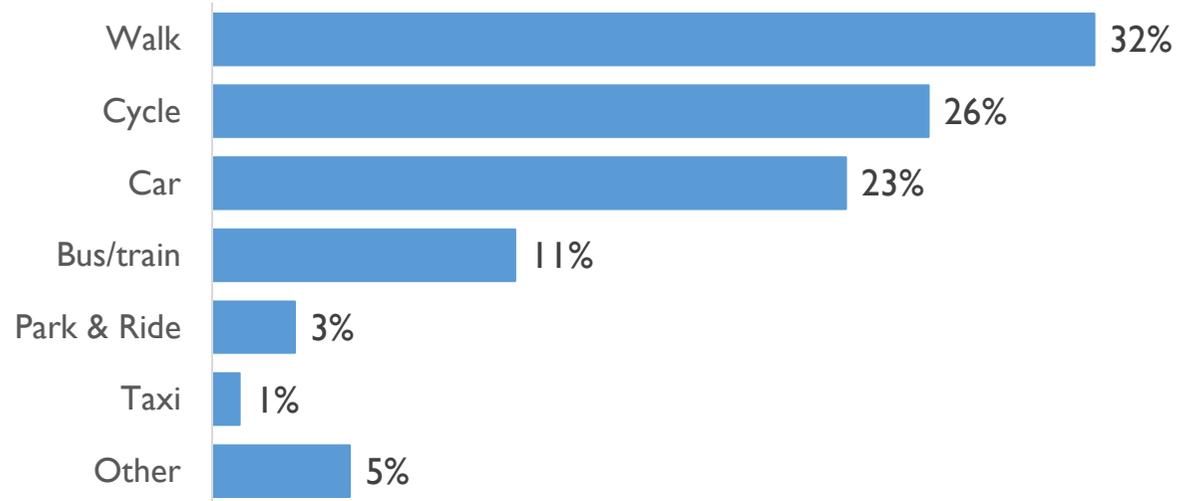
*N.B. Totals may not add up to 100% due to rounding*

# City Centre Behaviour

How frequently do you visit the city centre?  
(Answered: 662)



When you do visit, what method of transport do you use?  
(Answered: 665)



N.B. Totals may not add up to 100% due to rounding

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## **Independent Review of York City Centre Disabled Access Offer**

### **Introduction**

Disabled Motoring UK (DMUK) was invited to carry out a desk based independent review of York City centre disabled access offer. The City of York Council (CYC) has an ambition to make the city carbon neutral by 2030 and removing vehicular access (or significantly reducing it) will undoubtedly help towards achieving this ambition. CYC has also taken seriously its responsibility to keep its citizens safe by implementing government guidance on Safer Public Places regarding city centre access.

In response to the Coronavirus pandemic the CYC Executive have adopted a one-year Covid-19 Economic Recovery strategy which includes an extension to the city footstreets and extended the hours they are in force. This enables the council to protect its citizens by creating extra space for social distancing, allow businesses to continue to operate safely using the extra space and fits with the council's carbon neutral ambition as well protecting citizens from security risks.

The CYC has undertaken significant engagement with the local community including citizens with restricted mobility pre-covid-19, and since the outbreak urgent changes were implemented to protect the health and safety of the public in general.

### **Access**

York is a beautiful historic walled city which attracts many thousands of visitors each year. One in five of those visitors will have some form of disability. In the UK, approximately seven million people of working age have a disability, which all adds up to an awful lot of spending power. This is known as the "purple pound" and is reckoned to be worth around £249bn to the UK economy. Whatever landscape CYC wants in the future for its city centre, it must be open and welcoming to people with disabilities. Not only must it do this from a legal perspective, but it is vital from an economic perspective as well. As part of its ambitious plans for the future of the city centre CYC should include ambitious aspirations for accessibility and inclusivity. There is no reason why York cannot create a model of accessibility that others can use as a blueprint to follow.

There will need to be investment to make that happen, but the long-term benefits will more than justify the initial investment.

Engagement with the local community has already taken place and is ongoing. This must continue. It is vital that issues and concerns are discussed and addressed where possible. Openness and transparency with all stakeholders, including those with restricted mobility is key to fostering trust and understanding between all parties affected by the changes. An Equalities Impact Assessment was carried out as part of the temporary footstreet extension scheme and as a result 56 new Blue Badge disabled parking spaces have been put in place at different locations, 40 of which are at Monk Bar Car park. There is considerable support in favour of the footstreet extension scheme but there are also concerns from disabled groups and individuals that need to be addressed. People with disabilities are often thought of as one homogenous group but this is a fundamental error. Unfortunately it is also a common error. Disability is a word which covers a multitude of different conditions both mental as well as physical and within any one of those conditions there will be varying degrees of severity of the condition. It therefore stands to reason that there is no one solution that will suit all disabilities. There is no point wasting time and effort trying to find a single solution (many have tried and failed) but rather the strategy should be to adopt a flexible approach and find multiple solutions that benefit a much wider proportion of the disabled community. When vehicular access to streets is taken away, disabled citizens quite understandably feel shut out and discriminated against. Often the reason is that they park their vehicle in the street to carry out a particular action, for example to visit the bank or post office or a particular retailer. Therefore it is logical to make sure that measures are put in place to allow that action to continue for that person. In the vast majority of cases an alternative solution can be found and suggested, often with help and co-operation from the individual or group concerned.

Every city is unique and will have its own challenges and York is no different. In places the street architecture does not help those with restricted mobility and this has to be taken into consideration. Cobbled streets and uneven or slippery surfaces are not helpful to wheelchair and powerchair users and no more so for ambulant disabled people. However the extra space that footstreets provide will be welcome for most disabled citizens provided the surfaces are in good condition. Navigating the city landscape from parking areas to the footstreets and city centre is a big concern and accessible routes need to be signposted. All accessible routes must first and foremost be safe for people with disabilities to use. They should have rest areas (a place to sit so the person can rest) at regular distances, dropped kerbs at appropriate points and hand/guard rails fitted where necessary. All routes must be tactile to assist those with visual impairments. For those not able to make the distance from the parking area to the centre, a low speed (20mph max), green (EV), free, accessible shuttle vehicle should be provided to transfer disabled people from the parking hubs to the centre and footstreets. This service might be provided with the help and co-operation of access providers like Shopmobility and other community transport providers. It is commendable that CYC has provided a free taxi shuttle service from Monk Bar car park where 40 new disabled bays have been provided to the centre, but this should be seen as a temporary

measure not a long-term solution. The service is being used and appreciated, which can be evidenced by the complimentary comments made by those who use it. However it has to be acknowledged that the taxi shuttle service will not help everyone. Many of will not even know of its existence unless there is significant publicity of it.

## **Public Transport**

Using public transport as an alternative means of gaining access to the city centre is an option that may be realistic for some disabled citizens, however for many it will not be an option at all. An audit of accessible transport provision must be undertaken as part of the planning for future city access. Not only should buses, taxi's and trains be accessible and offer a good service, the routes to and from their terminus and drop off points must be accessible. Often disabled citizens are put off from using these methods of transport as they have to book in advance to get assistance or when attempting to use the transport find there is no space available for them to use. A large amount of disabled people have reported having a bad experience (very often multiple poor experiences) when trying to use public transport and many do not trust it as a safe means of transportation. There is a substantial amount of work to do to gain trust in public transport and assurances will need to be made that journeys will be safe, regular and reliable. Many disabled citizens will plan their journeys in advance for a variety of reasons and having the confidence of knowing that their journey to and from their desired destination will happen is incredibly important to them.

## **Parking**

York has approximately 7,500 Blue badge holders and there will be considerably more Blue Badge holders visiting the city throughout the year. Nationally it is estimated for every disabled bay there are 38 Blue Badge holders. The Blue Badge eligibility criteria changed in August 2019 to include people with hidden (unseen) disabilities and as a result Blue Badge applications are expected to rise. This will put increasing pressure on existing disabled bays. It is therefore paramount that disabled bays are kept available for genuine Blue Badge holders and not abused. It is commendable that the CYC has a policy of enforcement and that it prosecutes Blue Badge abuse and misuse. This is definitely an excellent deterrent that works and must continue. It also sends a very clear and strong message to the local community that Blue Badge abuse in York will not be tolerated. Currently parking for Blue Badge holders in council controlled car parks is free of charge, again this is highly commendable, but taking this approach does tempt other motorists to try to "get away with it" by parking in the bays which denies genuine Blue Badge holders the bay and increases levels of abuse and misuse. A future policy of charging a concessionary rate for parking should be considered. This would help reduce the temptation to abuse the bays and protect more bays for genuine users. An example of a concession which makes a reasonable adjustment would be "The first hour is free for Blue Badge holders". This would allow for the extra time needed for disabled citizens to gain step free access to goods and services without being penalized due to their disability (a reasonable adjustment).

If the temporary footstreets are to remain in place post pandemic, consideration should be given to creating “parking hubs” for Blue Badge holders as close to the limits of the closed off areas as possible. Accessible routes and assistance providers can then be provided to assist disabled citizens complete their journey into the closed off footstreets and city centre from the parking hubs. The ratio between off street council owned car parks and privately owned car parks in the city is approximately 50/50. Unfortunately, due to time constraints it has not been possible to ascertain the number of accessible bays and what charging mechanisms are in use in the privately owned car parks. An audit of private owned car parks is required so a true picture of the accessible parking offer in the city can be established.

### **Summary and recommendations**

The extension of the footstreets will be a genuine concern for some disabled citizens who would normally park their vehicles in those streets on a regular basis to carry out a particular action/task. CYC has taken steps to provide extra alternative parking spaces elsewhere and provided a shuttle service at no cost to the user. It is vitally important that communication remains open and ongoing to try to overcome any difficulties posed by the footstreet extension until a full physical access audit can be carried out. This is the only way CYC can truly understand the impact of the measures and find solutions to mitigate those impacts which will inform future decision making on the future of the footstreets and the Local Transport Plan.

The future access of York city centre and footstreets needs to be given equal gravity when considered alongside the security and carbon neutral plans and all three streams should be considered together as part of the master plan, ensuring that York remains an open, inclusive, economically vibrant and safe place for citizens to enjoy.

### **Recommendations**

1. It is recommended that as soon as it is safe to do so, a detailed on-site audit of accessibility is carried out by a qualified access auditor. This must be a comprehensive audit of the area (not just the footstreets) including access routes from the station, bus stops and car parks.
2. CYC should consider appointing an Access Officer to work with the council on access issues and ensure inclusivity in decision making. The Access Officer should also be a liaison for local disabled citizens and groups. This position would be ideally suited to a qualified Access Auditor with lived experience of disability.
3. An audit of accessible local public transport should take place to establish what the access offer is and how it can be improved for the future. Again this piece of work should be carried out by a qualified Access Auditor with lived experience of disability.

4. It is recommended that CYC develops a close working relationship with access providers like Shopmobility, dial-and-ride and other community transport providers. Although it is understood that CYC does provide some funding to Shopmobility, the links need to be strengthened and developed to ensure an excellent service can be provided to customers.
5. An audit of privately owned car parks in York should be carried out to establish the true number and availability of disabled parking spaces in the area and what (if any) concessionary charges are made to Blue Badge holders.
6. In CYC car parks consideration should be given to introducing a concessionary charge for Blue Badge holders. This can only be justified if the car park manages the disabled parking provision and protects it for genuine Blue Badge holders. All CYC car parks should be safe places for citizens to park and leave their vehicles and therefore it is recommended that CYC invests in a safer parking scheme owned by the British Parking Association.
7. If footstreets are to remain post Covid-19 and CYC are continuing to focus on carbon reduction initiatives and security protocols, it is recommended that as part of the master plan CYC should consider identifying "Parking Hubs" to welcome visitors to the city before continuing their journey into the centre via other transport methods e.g. walking, cycling, assisted travel from the hubs using low speed EV shuttle service.
8. It is recommended that CYC invests in accessible routes from parking and other transport hubs into the center and footstreets. These routes should be signposted and meet all the criteria required to ensure a safe transition from the transport hubs to the centre for citizens with restricted mobility. An access audit of these routes should be carried out and recommendations made.

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# York City Centre Active Travel Access Study

## Final report

22<sup>nd</sup> October 2021

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Report Record							
Job No.	Report No.	Issue No.	Prepared	Verified	Approved	Status	Date
2049	1	1	Martin Higgitt, Helen Kane, Jane Simpson, Craig Grimes	Martin Higgitt		Draft	23/07/2021
2049	1	2	Martin Higgitt, Helen Kane, Jane Simpson	Martin Higgitt		Draft final	30/09/2021
2049	1	3	Martin Higgitt, Emma Grayshon	Martin Higgitt, Helen Kane, Jane Simpson	Martin Higgitt	Final	22/10/2021

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**Martin Higgitt**  
Associates



Jane Simpson Access

**Experience**  
**Community**

## Executive Summary

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Martin Higgitt Associates was commissioned by City of York Council (CYC) to examine access to York City Centre for disabled people and for people on bicycle, with a view to identifying appropriate access arrangements and physical measures that could be implemented to improve access.

York's footstreets operate as a pedestrian zone from 10.30am til 5pm in the evening (currently extended to 8pm during the COVID recovery). The footstreets represent one of the largest, contiguous pedestrian zones in the whole of the UK.

Historically, disabled blue badge holders had an exemption which allowed car or taxi access to certain parts of the footstreets zone during footstreet operational hours.

When the COVID pandemic began, this access exemption was temporarily withdrawn in order to allow social distancing on the footstreets and then to enable businesses to open pavement cafés.

In common with many other cities with large pedestrian areas, CYC has been working with the Police to develop a Hostile Vehicle Mitigation Scheme (HVMS) to protect the pedestrian zone from attack.

CYC currently plans to make these arrangements permanent and implement the HVMS such that blue badge holders will no longer be able to access the footstreets during footstreet operational hours.

Cycling in the footstreets is not permitted during footstreet operational hours.

Reducing levels of traffic intrusion into the footstreets is undoubtedly of benefit to footstreet users, aids the city centre economy, facilitates the creation of pavement cafés and enhances the amenity of York's historic centre.

Many disabled people benefit from traffic-free streets, such as people with visual impairments and wheelchair users who tend to use the carriageway on the narrow streets.

However, with the removal of the access exemption for blue badge holders, many city centre destinations are a considerable distance from arrival points (off-street and on-street car parking, bus stops and taxi ranks), with much of the city centre beyond 150m (the recommended maximum distance without a rest for visually impaired people and wheelchair users cited in DfT's *Inclusive Mobility*).

For some disabled people, the withdrawal of the ability to access the footstreets by private vehicle or taxi creates very significant challenges to accessing the city centre, particularly those with limited walking, visually impaired people who need to be able to navigate from a central place, or carers of / people with cognitive or emotional difficulties. Many of these people will not be able to use alternative modes or manage the distance from arrival points on the edge of the city centre. Some rely on the car as a 'safe space' for feeding, carrying equipment or quickly departing.

The existing ban on cycling in the footstreets creates a significant obstacle for cyclists travelling to city centre destinations or through the city centre, especially parents cycling with children, people carrying loads and cycle couriers. It either forces them onto more heavily trafficked (and less safe) routes or dissuades them from cycling – contrary to policy aims to increase the number of people cycling.

## Executive Summary

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Some of the approaches to the footstreets from key arrival points are challenging, with sub-standard footways, street clutter or inadequate safe crossing points of surrounding roads.

Once in the footstreets, the physical condition of the infrastructure is, in most places, very challenging, to people with physical or visual impairments, including sub-standard width footways, steep crossfalls, lack of dropped kerbs to access footways, broken or loose pavoids, and obstacles varying from street furniture to pavement cafés. The design, layout and materials of footstreets are also highly variable, making the environment challenging to understand, especially for those with sensory impairments.

CYC's longstanding policy of seeking to reduce traffic intrusion in the city centre and encourage greater uptake of sustainable modes, (walking, cycling and public transport), is to be endorsed and is of benefit to the city centre.

However, it is important to ensure that disabled people – as one of the protected characteristics in the Equality Act – are afforded reasonable access to the city centre.

Reasonable access includes:

- High quality, well located off-street parking, with access to support services such as Shopmobility;
- Convenient on-street parking at various locations at the edge of the footstreets zone, particularly for areas of the city centre remote from other car access;
- Good access to bus and taxi services, including enabling access by taxi into the footstreets zone, and examining the potential for a shuttle service providing access to the footstreets;

- Making supporting services such as Shopmobility, Dial & Ride and York Wheels accessible and relevant to as many people as possible, and enabling York Wheels to provide access into the footstreets zone;
- Physical improvements to key access routes from arrival points;
- Physical improvements to the conditions in the footstreets themselves;
- Increasing the availability of accessible toilets in the city centre and improving the quality of existing ones;
- Consolidating and enhancing information on access for disabled people into one on-line source, and disseminating this via appropriate media.

In the interim, until these measures are in place, we consider that blue badge motorised access into the footstreets for disabled people with specific additional needs is required, either through the provision of particular streets that blue badges are granted access to during footstreets hours, or through a modification to the hours the footstreets zone operates.

Regarding cycling in the footstreets, we consider there should be a presumption in favour of providing cycling access, as it is one of the highest modes on CYC's modal hierarchy and its current exclusion potentially forces cyclists onto more heavily trafficked and less safe routes. Given the constrained widths of many of the footstreets and the high footfall, we consider that it is most appropriate to provide one key two-way cycle link north-south through the footstreets from Blake St to Parliament St, complemented by a 'grid' of primary cycling routes around the city centre. This should be introduced on a trial basis with detailed monitoring to assess impacts.

## Executive Summary

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Measures to improve access for disabled people will be of benefit to a wider range of city centre users, including older people with limited mobility, and visitors to the city centre. There is an opportunity for CYC to make enhancements to access for disabled people in association with a broader programme of “Access for All”. Given York city centre’s role as a retail and visitor centre, this will be positive to the economy, as well as enhancing the public realm in the historic city centre.

Further, there is an opportunity to provide high quality services for disabled people, including visitors, through the creation of an ‘Access Hub’ which brings together a range of support services. This could be run by disabled people as a Social Enterprise.

As CYC begins to develop its latest Local Transport Plan, LTP4, there is an opportunity for this to have a major focus on sustainable access to the city centre and to build in the “Access for All” approach to policy and programmes. This would perfectly complement CYC’s broader policy aspirations concerning York City Centre captured in its “My City Centre” vision ([www.york.gov.uk/MyCityCentreYorkVision](http://www.york.gov.uk/MyCityCentreYorkVision)).

Providing this suite of measures is a long-term, multi-year project requiring significant investment.

We recommend that CYC initiates an “Accessible York” project to co-ordinate this work and employs an Access Officer to assist with the project delivery, as well as to co-ordinate ongoing engagement with disabled people and people with additional mobility needs through a formalised Access Forum, including co-design of physical measures and support services.

A street design ‘template’ should be commissioned to identify how inclusive design is incorporated into future refurbishments of footstreets.

A rolling programme of access enhancements should be developed and taken forward through the Active Travel Fund. This report suggests some initial priorities, though in due course, this programme should be developed in co-ordination with the proposed Access Forum.

# Introduction



In this section, we:

- Introduce the background context to the study;
- Show the study aims and method.

## Introduction: Background Context

York has one of the largest contiguous pedestrian priority areas in the UK. The footstreets were initially introduced in the 1980s and now cover most of the streets in the historic core.

There has been a longstanding ambition to reduce the level of traffic intrusion in the footstreets in order to:

- Protect the heritage of the city centre;
- Provide a more pleasant environment for visitors, shoppers and other city centre users;
- Support economic ambition of city centre for retail, hospitality and visitors;
- Improve air quality.

The city has also been required to strengthen measures to prevent potentially hostile vehicles from entering the heavily used footstreets under a Hostile Vehicle Mitigation Strategy.

During the COVID pandemic, temporary Traffic Regulation Orders (TROs) were introduced to assist with social distancing within the city centre and to facilitate the development of pavement cafés. This included removing the blue badge access exemption from Blake St / Lendal, and Goodramgate / Colliergate which allowed blue badge access during footstreet operational hours. To further assist with COVID recovery, the footstreet operational times were extended from their normal hours of operation of 10.30am-5.00pm to 10-30am-8pm.

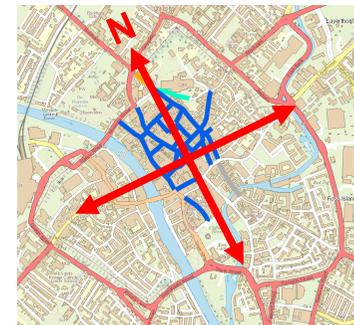
In June 2021, Council Executive took the decision to consult on making these temporary TRO arrangements permanent, which would mean that blue badge parking continued to be excluded from the city centre.

The new arrangements mean that blue badge parking is only available at the periphery of the footstreets area. Whilst the reduction in motor vehicles benefits many city centre users, including disabled users, it causes extreme difficulty for certain disabled users who are reliant on their own car for independent access. The total quantity of blue badge parking spaces available has also declined, despite City of York Council (CYC) expanding disabled provision in some of the car parks.

Since the initial designation of the footstreets, cycling has not been permitted during footstreet operational hours. Despite York's good tradition for cycling, this presents a significant challenge for access to the city centre and for certain cross-city journeys. There has been rapid growth in cycle couriers, especially since the COVID pandemic. The inability to cycle through the footstreets creates delays and difficulties for them in accessing retail outlets in the city centre to take deliveries to people around York.

### **Which way's North?**

*As a short-cut in this report, we use the points of the compass to refer to directions in York city centre, even though it does not sit on a perfect north-south / east-west alignment. We define north-south as movements from the 'top' of the city centre at Blake St / Duncombe Place to the 'bottom' of the city centre at Piccadilly / Fossgate, and east-west as moving 'across' the footstreet zone, from the Station towards the Minster, from Ouse Bridge towards Stonebow etc.*



## Introduction: Study Aims and Method

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This study aims are to examine opportunities for improving access to the city centre of York, with particular focus on access for disabled people and access for cyclists.

MHA teamed with Experience Community, a charity and consultancy that promotes access to active travel for the disabled community, and Jane Simpson Access, an Access Consultant with National Register of Access Consultants (NRAC) accredited staff.

The following tasks were undertaken:

- Background analysis of access provision to and within the centre of York, including assessing distances from key arrival points.
- Consultation with disabled people and representative groups, including a field visit, three on-line consultation sessions and additional on-line and face to face meetings with York Disability Rights Forum and My Sight York.
- Consultation with cyclists, including a field visit, two on-line consultation sessions and telephone and face to face meetings with York Cycling Campaign and York Bike Belles.
- Consultation with service providers Shopmobility and Dial & Ride.
- Initial field visits to examine the types of issues faced by disabled people and cyclists in accessing the city centre.
- Field audits to examine the quality of routes in from key arrival points including car parks, bus stops, coach parks and the rail station, as well as auditing the footstreets themselves.
- Case study research to examine how other historic cities address access for disabled people and for cyclists .

The rest of this report is structured as follows:

1. Background to the footstreets and current arrangements for access by disabled people and access for cyclists and for traffic more generally.
2. Access for disabled people
3. Current access provision to and within the city centre.
4. Analysis of accessibility of York city centre.
5. Ambitions for York city centre and planned changes.
6. Views on access arrangements
7. How do other historic cities manage access for disabled people and cyclists?
8. Recommendations on overall approach
9. Specific Recommendations
10. Way forward

Annex A provides audits of the footstreets, surrounding streets and key arrival points including car parks, bus stopping points and taxi ranks.

# 1) The Footstreets



In this section, we:

- Show the extent of the footstreets;
- Describe the regulations on footstreets hours and what vehicles are allowed to access them;
- Describe the historical arrangements for blue badge parking and the proposed changes to footstreets access.

## The extent of the footstreets

York has one of the largest contiguous pedestrian priority areas in the UK.

Many areas within York city centre are designated as pedestrian footstreets, with restrictions to vehicle access between certain times of the day.

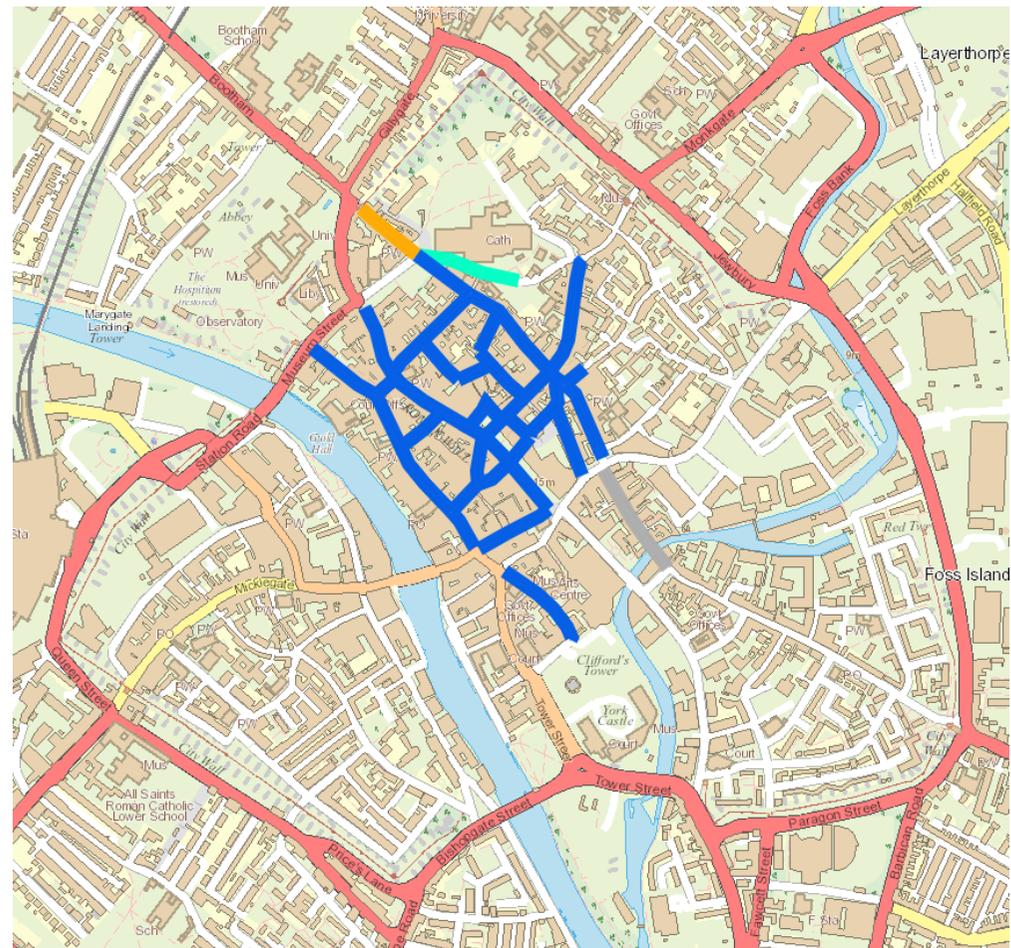
The objectives of designating the footstreets are “to create a safer and more attractive city centre and reduce inner city pollution”. (CYC website)

CYC has also been urged to improve security arrangements to reduce the number of vehicles that can access the footstreets as part of a Hostile Vehicle Mitigation Strategy (HVMS).

The pedestrian zone footstreet hours are effective from 10.30am to 5pm, 7 days a week.

At the onset of the COVID pandemic, the decision was taken to suspend disabled blue-badge driver access to Blake St / Lendal and Goodramgate / Colliergate (the two areas within the footstreets zone where blue badge access was previously permitted), in order to assist with social distancing and to facilitate the opening of temporary pavement cafés in line with Government guidance and legislation (Business and Planning Act 2020), via a temporary Traffic Regulation Order (TTRO). The footstreet operational hours were also extended to 8pm to support the COVID 19 recovery.

At a meeting of Council on 22<sup>nd</sup> June 2021, it was decided to commence the statutory process for the removal of the blue badge exemption on the above streets within the footstreets zone. It was also decided to maintain the footstreets hours to 8pm until at least September 2021.



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The following streets are designated as footstreets:

- Blake Street;
- Castlegate;
- Church Street;
- Colliergate;
- Coney Street;
- Davygate;
- Feasegate;
- Goodramgate (between the junctions with Deangate and Low Petergate);
- High Petergate;
- King's Square;
- Lendal;
- Little Stonegate;
- Low Petergate;
- Market Street;
- Ousegate;
- Parliament Street;
- St Helen's Square;
- Swinegate.

Additional arrangements apply to some streets:

- Deangate and Minster Yard (light blue on image on above page): closed to motor vehicles at all times, but cycling is permitted.
- High Petergate (orange on image on above page): pedestrian and 1-way (south-east bound) cycle street;
- Fossgate: pedestrian and cycle street (one way, north-west bound) (grey on image on above page). Temporary arrangement for access only for loading in designated areas, businesses and residents managed by a staffed access point near Merchantgate.
- Stonegate: closed to traffic at all times. Loading 5.00am- 10.30am.
- Shambles: closed to traffic at all times. Loading before 10.30am and after 5.00pm.

Access to the footstreets during footstreets operating hours is restricted to:

- Emergency vehicles;
- Royal Mail deliveries;
- DPD / Parcelforce deliveries;
- CYC refuse vehicles;
- Dial & Ride service (Goodramgate to St Sampsons Centre)
- Medical deliveries to/from Boots;
- Bullion vehicles;
- Fish monger (as dependent on tide times)
- Emergency repairs;
- Temporary permits for work purposes (e.g. Open Reach, trades);
- Two hotels to pick up / drop off guests with luggage.

Cyclists can use High Petergate (one-way in-bound) and Fossgate (one-way in-bound), as well as Deangate / Minster Yard (2-way) at all times, but are not permitted in any other footstreet during footstreet hours.

Outside footstreet operational hours, any vehicle can enter the footstreets, though there is no permission to stop except for:

- Servicing and loading for shops and businesses;
- Taxis, with a night-time rank at St Sampsons Square
- Blue badge holders – able to park on double yellows as long as not causing an obstruction.

## Historical arrangements and levels of demand

Historically, disabled people in possession of a blue-badge were permitted into some of the footstreets, including Goodramgate, Colliergate, Blake St, Lendal and Castlegate (labelled in blue on the map).

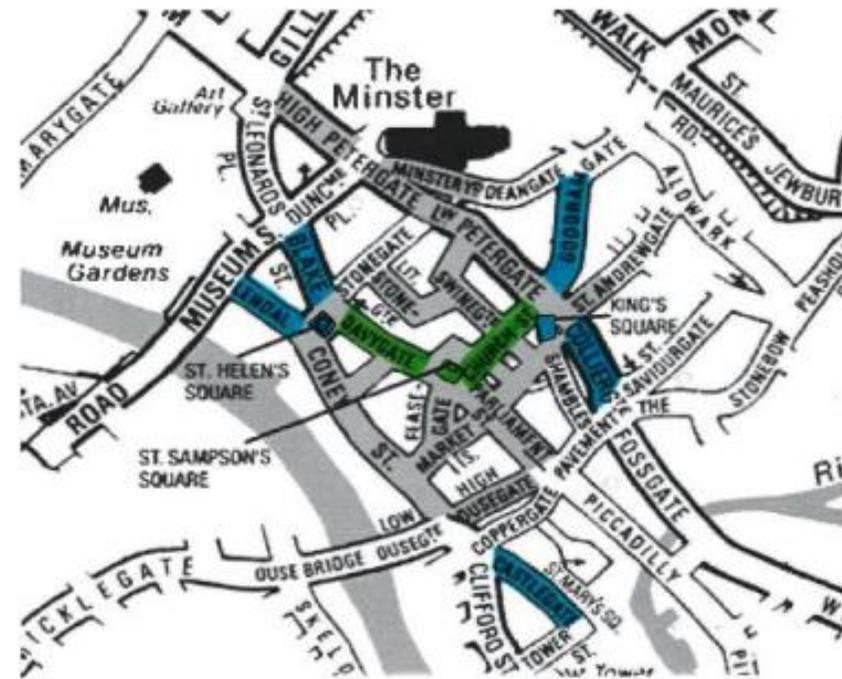
Up until the early 2010's, a green-badge scheme was run by CYC where people with additional mobility requirements could apply for a green badge which allowed them to park in additional locations including Davygate, St Sampsons Square and Church St (labelled green).

When this ended, 'regular' blue badge access was maintained in Church St and St Sampsons Square up until 2018, when access to St Sampsons Square was removed.

Surveys conducted in 2018 and 2019 ([colour Annex D - Blue Badge Parking 18-19 and Traffic movements at Access Points 2019 v2.pdf \(york.gov.uk\)](#) (see graph, bottom right) monitored the number of blue badge holders accessing the footstreets where parking was allowed. The notional capacity of these areas was 92 spaces in 2018 and 72 spaces in 2019, following the removal of parking from St Sampsons Square. The survey showed an average 78 parking events in 2018 and 60 parking events in 2019, following the removal of blue badge parking from St Sampsons Square, with Blake St and Goodramgate being the most popular locations. The average length of stay was between 71 minutes and 97 minutes on weekdays and Saturdays.

It had been observed that there was reasonably widespread abuse of these access arrangements, with other vehicles entering the footstreets, with no physical barriers or permanent enforcement mechanisms to prevent unauthorized vehicles from entering.

Taxis and private vehicles were also allowed to use these routes and drop off blue badge holders prior to the changes.



Street	Total number BBH parking events					Maximum number parked		Approx. Capacity
	Fri Aug 2018	Sat Aug 2018	Mon Sep 2018	Fri May 2019	Sat May 2019	2018	2019	
Blake Street	23	23	21	17	21	9	9	12
St Helen's Square	1	0	0	2	2	1	1	10
Lendal	11	6	5	4	3	6	3	8
Church Street	4	2	11	6	1	4	4	8
St Sampson's Square	17	8	13	0	1	5	1	20
Goodramgate	-	30	27	19	19	9	9	20
Colliergate & King's Square	-	9	23	14	10	7	6	14
<b>Total</b>	<b>56</b>	<b>78</b>	<b>100</b>	<b>62</b>	<b>57</b>			

# 2) Access for disabled people



In this section, we:

- Provide some background to the nature of disabilities and the numbers of people affected;
- The legislative context;
- Good practice in inclusive design.

(Image showing protected characteristics under the Equality act from © [www.diverseecymru.org.uk](http://www.diverseecymru.org.uk))

Disabled people should not be viewed as a homogenous group but as individuals.

People with disabilities include people with physical and mobility impairments, those with sensory impairments including visual and hearing, people with cognitive differences and people who are neurodivergent. Some people have multiple impairments.

The Family Resources Survey 2018-19, Department for Work and Pensions ([www.gov.uk/government/statistics/family-resources-survey-financial-year-201819](http://www.gov.uk/government/statistics/family-resources-survey-financial-year-201819)) estimates there are 14.1 million people in the UK with a disability.

- 9 million people are deaf or have some level of hearing loss (RNID);
- 2 million are blind or partially sighted;
- 1 million have a learning disability;
- 500,000 people regularly use a wheelchair.

Around 25% of the population are neurodivergent, approaching activities from different perspectives. Neurodiversity is simply a variation in the way our minds work and therefore perceive the environment. Wayfinding, sequencing, perception and interpretation are key factors in navigation of spaces for neurodivergent people.

One in four people experience a mental health issue at some point in their lives in the UK. Conditions may result in feeling anxious or intimidated by other people in a public environment. Some people may experience phobias, panic attacks, compulsive behaviour or post-traumatic stress disorder. These reactions can be aided or exacerbated by the quality of the public realm.

We are an ageing population and ageing is a major factor in disability statistics. By the year 2037, people over the age of 85 will account for 5% of the population, with those over 65 accounting for nearly a quarter of the population. In older adults, more than 60% of falls occur on pedestrian paths and falls account for 45% of all injuries.

In summary:

- A quarter of all families have a relative who is disabled.
- In the UK, disabled people including elderly individuals have a disposable income of £249 billion (the purple pound).
- In addition to the above, many people have a temporary or transitory mobility limitation, such as carrying shopping, accompanying young children, being pregnant, or an injury.

In 2021, York's population was estimated to be about 214,000 residents, rising from 198,000 in the 2011 census. The 2011 census reports that:

- 12.2% of the population are disabled people;
- 7.9% are carers;
- 16.9% are aged 65 and above;
- 2.5% are aged 85 and above;
- 83.9% are in good health (16.1% are in moderate or poor health);
- 15.3% state that they have some limitation in day to day activities.

A significant number of York residents will therefore have some sort of mobility limitation that affects the ease with which they can move around. The proportion of families that have someone with a disability or mobility limitation will be high.

About 7,500 York residents are blue badge holders.

York is also an important regional centre to a large rural hinterland of around half a million people. A similar proportion of this population that may rely on York for accessing services, employment of leisure opportunities is likely to have some form of disability or mobility limitation.

York is also one of the most popular visitor destinations in the UK (8.4m visitor days spent in York in 2018), and many of these visitors will have some form of mobility limitation or need.

York's role as a local and regional service centre means that many key amenities and facilities are located in the footstreets. This includes access to some essential services such as post office services, where the city centre branch is the only location for processing certain types of documentation. In common with the rest of the country, many banks are closing local branches and retaining only a city centre site which, for those who do not use on-line banking, becomes the only location they can access banking services.

Whilst there is a spectrum of disabilities and individual needs, some people have more restricted mobility in terms of the way they travel to the city centre and the distance they can move around the city centre. This includes people such as:

- Those with limited walking – often walking unaided or with sticks;
- Visually / sensory impaired people who need to be able to navigate from a known space and benefit from not having to cross busy roads to access the footstreets;
- Carers of or people with complex needs, where there is a requirement to bring supporting equipment or use the car as a 'safe space'.

Many disabled shoppers can only carry limited amount of shopping and may need to ferry back and forth from a car.

A previous study by the Centre for Accessible Environments ("*York City Centre Access and Mobility Audit*", undated), interviewed a range of disabled people about their experience of York city centre, providing further useful background insight on the different challenges and aspirations of people with different types of disability, which this study was able to build upon.

In the UK, there are a variety of legislative responsibilities that directly relate to discrimination and equality, and these have relevance when it comes to assessing changes to the built environment; the most relevant is the 2010 Equality Act (EA).

It must be understood that the Equality Act (EA) is a civil rather than building led legislation and it is the activity that falls under the Act, not the building or environment. It either enables or disables a person from accessing transport, education, services, or employment. Whilst there is technical and good practice guidance on inclusive design (see next page), no specific guidance is provided on how to comply with the EA in terms of the built environment. It is however illegal to discriminate and discrimination can be the result of barriers.

The legislative responsibilities are based upon several factors, including the ability to pay, reasonableness and, for public bodies, the obligations of the public sector duty.

The council is required under the public sector duty to provide access to services in an equal manner, such that, a disabled person may require additional measures to be provided, ensuring equality in service. They are required to take reasonable steps to ensure:

- Where a provision, criterion or practice puts a disabled person at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled, to take such steps as it is reasonable to have to take to avoid the disadvantage.
- Where a physical feature puts a disabled person at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled, to take such steps as it is reasonable to have to take to avoid the disadvantage.

- Where a disabled person would, but for the provision of an auxiliary aid, be put at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled, to take such steps as it is reasonable to have to take to provide the auxiliary aid.

For public bodies, there are the obligations of the public sector duty. In practice, this means for public sector developments, one needs to give due regard to *eliminate discrimination, harassment and victimisation, advance equality of opportunity and foster good relations*. There is also a requirement to review any policy in order to demonstrate due regard to the aims of the Equality Act (usually via an Equality Impact Assessment).

If the anticipated changes render some services inaccessible to disabled people or put at a disadvantage, an assessment of the impact on people in each protected characteristic group is required. Mitigating action is required to eliminate or lessen any negative impact.

The Equality and Human Rights Commission comments that while undertaking an EIA is not obligatory, *“Authorities which fail to carry out EIA’s risk making poor and unfair decisions which may discriminate against particular groups and worsen inequality. The decision may be open to legal challenge, which is both costly and time-consuming. If the impact of your decisions on different groups is not considered, this may lead to avoidable poorer outcomes which bring additional financial burdens at a later stage.”* [Equality impact assessments | Equality and Human Rights Commission \(equalityhumanrights.com\)](https://www.equalityhumanrights.com/equality-impact-assessments)

There is a large range of guidance on making the public realm and streets accessible.

- In 2005, DfT produced “*Inclusive Mobility*” on designing and improving access to public spaces and transport services. It provided detailed standards, dimensions, layouts and specifications for features such as footway widths, gradients and crossfalls, seating, ramps, street furniture, colour contrast, signage, crossings and dropped kerbs, tactile paving surfaces, car parking, bus stops, shelters and flags, rail platforms, and transport interchanges. ([Inclusive mobility \(web version\) - GOV.UK \(www.gov.uk\)](#)).
- In 2007, DfT issued “*Guidance on the use of tactile paving surfaces*” to show how and when tactile paving should be installed. ([Tactile paving surfaces \(publishing.service.gov.uk\)](#)).
- “*Manual for Streets*” (DfT, 2007) provides overarching principles for the layout of street space. A supplementary Manual for Streets 2 was published in 2011 by CIHT to further develop guidance on implementing the principles.
- “*Creating better streets: inclusive and accessible places*” (CIHT, 2018) proposes an approach to street design in particular addressing issues that have arisen around ‘shared spaces’.
- DfT’s “*Inclusive Transport Strategy: achieving equal access for disabled people*” (2018) policy paper aims to create transport at the heart of how we live our lives in a society that works for all. ([The Inclusive Transport Strategy: Achieving Equal Access for Disabled People \(publishing.service.gov.uk\)](#)).
- “*BS 8300-1:2018 Design of an accessible and inclusive built environment. External environment. Code of practice.*” provides design standards relating to transport, parking, drop-off,

pedestrian routes, information, rest areas, temporary arrangements and a range of connected features.

- The “*Historic England Guide on Easy Access to Historic Landscapes*” (2015) extends guidance contained in BS8300.
- DfT’s “*Cycle Infrastructure design (LTN 1/20)*” (2020) provides guidance for local authorities on designing high-quality, safe cycle infrastructure, including parking, delineators for shared areas, junctions, crossings and transitions.

A range of further streetscape design guidance and research has covered issues such as the design of pedestrian crossings, appropriate use of shared surfaces etc.

All guidance stresses the importance of safety and consistency in street and transport design. It is also important that access is maintained at all times by managing temporary obstructions, such as inappropriate parking, bins, A boards, events etc.).

### Maximum walking distances

There is no single set standard for what constitutes an acceptable walking distance. People who cannot walk further than 50m qualify for a Personal Independence Payment (PIP). This also ‘awards’ sufficient points to obtain for a blue badge. Building regulations (BS8300:1) recommend that blue badge parking should be provided no more than 50m from the main entrance of a building.

*Inclusive Mobility* indicated suggested maximum walking distances without a rest for people with different types of mobility impairment, suggesting 50m for those using a stick, 100m for those without a walking aid, and 150m for visually impaired people and those using wheelchairs.

### Inclusive design:

- Places people at the heart of the design process
- Acknowledges diversity and difference
- Offers choice where a single design solution cannot accommodate all users
- Provides for flexibility in use
- Provides buildings and environment that are convenient and enjoyable to use for everyone

As described earlier, 12.2% of York people have some form of disability. One in four families have a relative with a disability. The population is ageing and older people are more likely to have some form of mobility limitation. Many more people experience a temporary mobility impairment at particular times or for particular journeys. And York attracts large volumes of visitors who will have similar characteristics and experience similar mobility issues to York’s resident population. An inclusive, accessible environment is beneficial to all.

*Guidance on walking distances from “Inclusive Mobility”, DfT 2005.*

Impaired group	Recommended distance limit without a rest
Wheelchair users	150m
Visually impaired	150m
Mobility impaired using stick	50m
Mobility impaired without walking aid	100m

City centre issues likely to be important to all, including disabled people include:

- Clear information on accessing city centre facilities to plan a journey, in a variety of formats.
- A wide range of transport options, including public transport routes and timetables, cycling routes and parking, car parking and drop-off, taxis, walking etc.
- Routes from transport terminals to central destinations, with clear information on distances, obstacle free routes and clear wayfinding.
- Wide and clear pavements, level surfaces and consistent road crossing points with dropped kerbs / raised tables, tactile surfaces, clear crossing signals, minimal slopes and cambers.
- Information on any obstructions to access, such as A boards, pavement cafés, bollards, cycles and racks.
- Rest facilities such as seating locations, with distances and accessible designs.
- Advice and support points.
- Accessible toilets.
- Information on entry into facilities, such as shops, historic buildings, banks, post offices, etc.
- Equipment support, such as Shopmobility.
- Support services, such as Dial & Ride, accessible shuttle services.
- Evacuation and emergency egress information and arrangements.
- Consistency in design and legibility of streets.

# 3) Access to and within York city centre



In this section, we provide a description of some of the key access provision for disabled people and for cyclists, including:

- Off-street parking provision;
- On-street parking provision;
- Bus services;
- Taxi provision;
- Dial & Ride and York Wheels;
- Other services: Shopmobility, Accessible Toilets;
- Information provision;
- Cycling access and levels of demand on different routes.

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The footstreets are very extensively used by pedestrians.

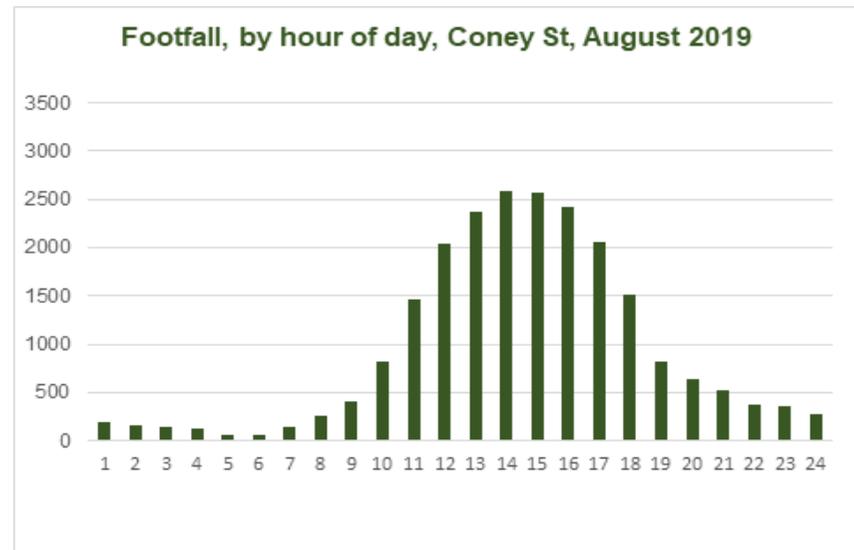
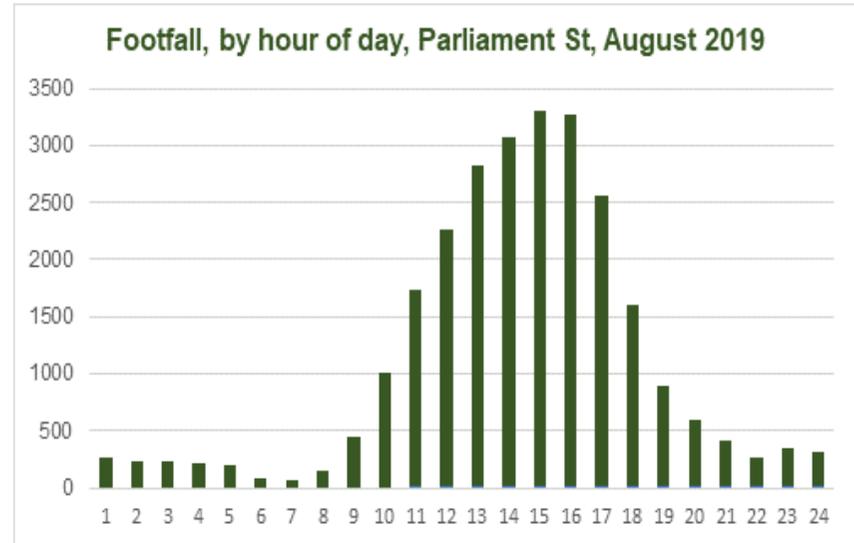
CYC monitors footfall data at various locations around the city centre, including Parliament St, Stonegate and Coney St.

It has historic records going back to 2010, which shows trends over time and how footfall tends to vary by time of year. Data is also captured on an hourly basis.

Parliament St, the busiest location in York, during 2019 (pre-COVID) had a daily average of 22,334 pedestrians. August was the busiest month, 19% busier than average with 26,640 pedestrians per day and January was the quietest month with 67% of average footfall levels at 14,910 per day.

Hourly footfall counts in Parliament St show that footfall typically peaks at 2-3pm at 3,282 per hour. The hours of 10-11am and 5-6pm are ‘intermediate’ hours where footfall is building / declining from off-peak hours.

Coney St, the busiest shopping street had daily figures in August 2019 averaged 22,352 pedestrians per day. Here a very similar peak was sustained between 12pm-4pm, averaging 2,490 people per hour throughout these times. In Coney St, these people are occupying a much narrower street width, compared to Parliament St. Similarly, 10-11am and 5-6pm are intermediate hours where footfall levels are halfway between busiest day time hours of 11am-5pm and ‘off-peak’ hours.



## Parking in the city centre: off-street public car parks

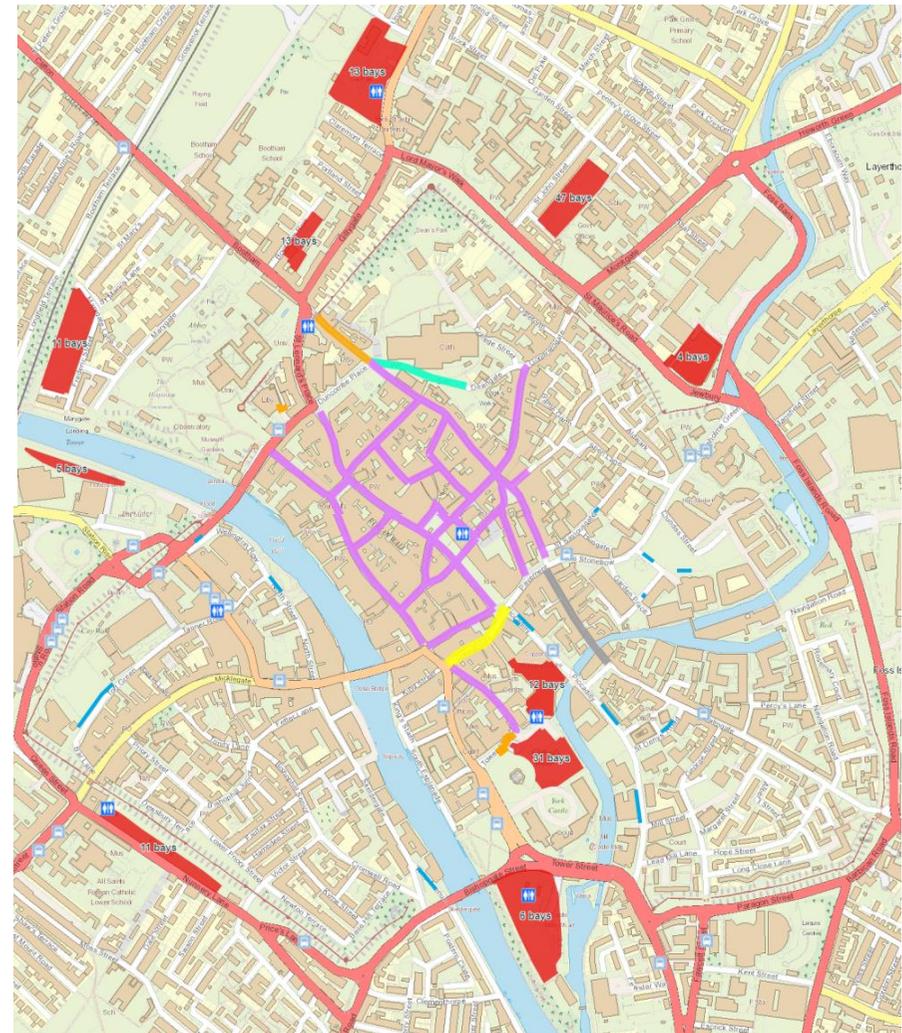
125 dedicated blue badge parking spaces are available in the Council run car parks city centre car parks, shown in the map opposite. There are no time limits on parking duration and it is free of charge. This represents 5.4% of total parking spaces, slightly below the Government guidelines of 6%.

Privately operated car parks (e.g. Tanner Row, Q-Park Shambles) provide a very limited number of spaces (2 and 4 respectively) which are charged.

Car Park	Capacity	of which, disabled bays
Union Terrace	145	13
Bootham Row	100	13
Marygate	350	11
Esplanade	75	5
Monk Bar	243	19
Foss Bank	316	4
Coppergate	287	12
Castle	318	31
St George's Field	276	6
Nunnery Lane	193	11
<b>Total</b>	<b>2303</b>	<b>125</b>

Casual observations during fieldwork show that demand in Castle car park is consistently high (providing the largest quantity of blue badge parking and the second closest to the footstreets).

Demand in other car parks is significantly lower, including Coppergate multi-storey.



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There are dedicated on-street blue badge parking bays at the following locations:

- up to 7 vehicles on Duncombe Place (in bays shared with loading / 10 minute wait time);
- up to 9 vehicles on Piccadilly, both sides;
- 2 dedicated bays on St Saviourgate;
- 6 dedicated bays on Tower St;
- in dedicated bays for up to 7 cars on Dundas St and Carmelite St, off Stonebow;

In addition to the dedicated bays, blue badge holders are permitted to park on single or yellow lines where there is no loading ban and they are not causing an obstruction, as well as in general pay and display parking and in resident permit parking areas. Specific locations include:

- on double yellow lines on Monk Bar to Deangate and College Green
- on double yellow lines on Tower St;
- on yellow lines on St Andrewgate;
- in general on-street Pay & Display parking bays on North St;
- in general on-street Pay & Display parking bays on Tanner's Moat;

Parking in on-street bays or on single/double yellow lines is restricted to a 3-hour limit and blue badge holders must display a clock.

This equates to a total of approximately:

- ~ 31 dedicated disabled blue-badge on-street parking bays;
- ~ 18 spaces on double-yellow lines;
- ~ 15 spaces in on-street Pay & Display.

Demand for the on-street parking bays is high in Duncombe Place, Piccadilly and Tower St, but low on Dundas St and Carmelite St (which are relatively remote to the footstreets). Casual field observations showed that typically around half the cars parked in Duncombe Place blue badge parking bays were non-disabled vehicles, predominantly delivery drivers. There has been a general trend, accelerated by the COVID pandemic for greater demand for food delivery and Duncombe Place presents one of the most convenient locations for delivery drivers to access city centre restaurants for food delivery.

Prior to the removal of blue badge parking within the footstreets zone, there was capacity for around 40 vehicles in Goodramgate, Church St, Colliergate, Blake St, Lendal and Castlegate.

This lost capacity was addressed through the expansion of on-street parking bays above: the 16 dedicated on-street parking bays on Duncombe Place, St Saviourgate, Dundas St and Carmelite St have been created since the restrictions were introduced, together with 40 additional temporary spaces created at Monk Bar car park, the majority of which have now been discontinued.

# Bus access to the city centre

York has a reasonably good bus network, with a relatively high frequency of city services, supplemented by Park & Ride (network shown right).

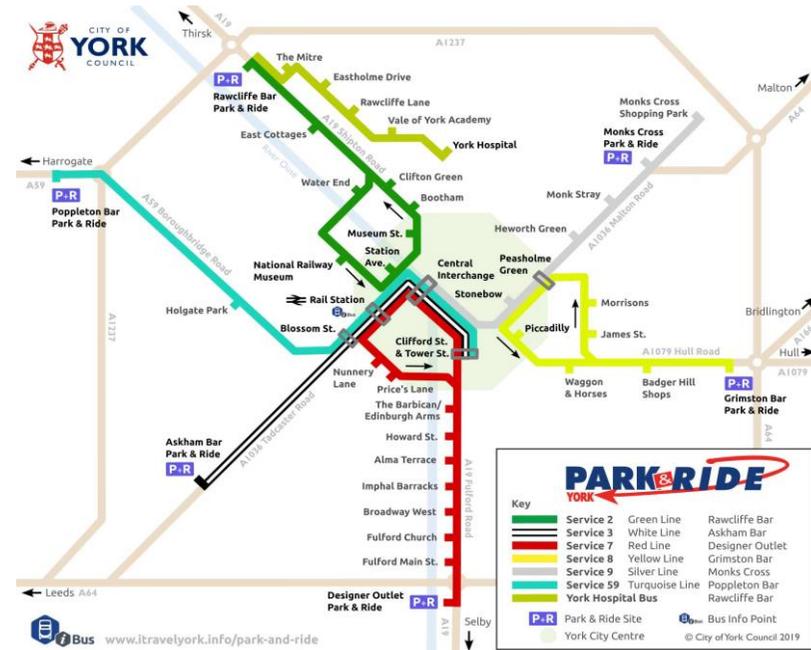
Primary boarding / exit points for the city centre include:

- Rougier St
- Stonebow
- Piccadilly
- Clifford St
- Museum Road (outbound)
- St Leonard's Place
- Low Ousegate (westbound) and Micklegate (eastbound);
- Museum Road (outbound)
- Rail Station
- Station Avenue / Station Road

Piccadilly and Stonebow boarding / egress points give good access to the southern part of the city centre around Parliament St / Colliergate / Fossgate. Museum St (northbound) gives good access to the north of the city centre at Lendal / Blake St, and Low Ousegate (westbound) gives good access to the southern end of Coney St.

All city centre stops have raised kerbs to facilitate level boarding. (Level boarding is dependent upon the bus correctly docking at the stop).

York's Park & Ride service provides a high frequency service using a modern fleet, although most park & ride services terminate around 7pm. The facilities at all Park & Rides include dedicated disabled bays, accessible toilets and internal waiting space in staffed facilities. There is excellent provision of blue badge parking at the Park & Ride sites, particularly Askham Bar and Designer Outlet (where the blue badge parking is shared between the P&R site and the retail village).



Park & Ride site	Disabled bays	Accessible toilets	Staffed	Inside access
Askham Bar	53	✓	✓	✓
Poppleton Bar	34	✓	✓	✓
Rawcliffe Bar	11	✓	✓	✓
Monks Cross	20	✓	✓	✓
Grimston Bar	17	✓	✓	✓
Designer Outlet	105	✓	✓	✓
<b>Total</b>	<b>240</b>			

There are a range of full-time and part-time ranks in the city centre.

Full-time ranks include:

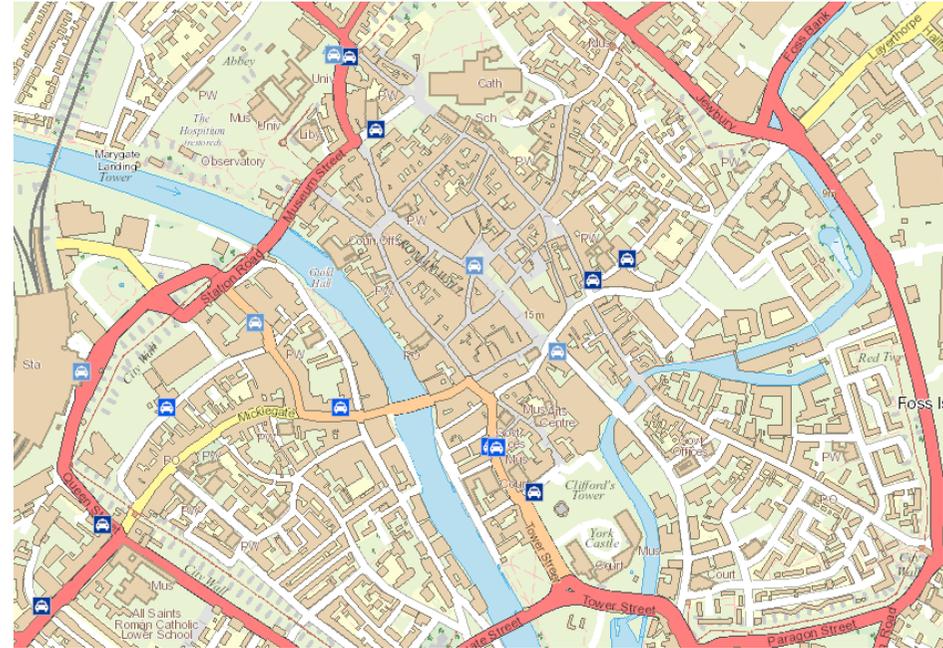
- St Saviourgate (16)
- Duncombe Place (10)
- St Leonard's Place (4)
- Tower St (4)

Part-time ranks include:

- St Sampsons Square (8pm-6am)
- Piccadilly (6pm-6am)
- Rougier St (10:30pm-6am)
- Micklegate (12am-6am)
- Clifford St (12am-6am)

Other ranks are provided away from the footstreets area, such as at York Rail Station and Toft Green.

Taxis cannot enter the footstreets during footstreet operational hours.



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### York Wheels

York Wheels is a voluntary organisation which provides a transport service for people who cannot easily access public transport.

To use the service, you must be over 60, disabled or in receipt of benefits.

York Wheels provide a pre-booked car service operating between 8am and 4.30pm on weekdays.

In addition to journeys to the doctor, dentist, hospital, shops, York Wheels can offer visits to see friends or family, trips to the coast, visits to cinemas, libraries, coffee bars, restaurants, surrounding towns and cities.

Users pay a per mile rate for using the service.

Since the introduction of restrictions on access to the footstreets, York Wheels no longer has access to the city centre.

York Wheels website provides further information about the Dial & Ride and Community Car Scheme services. ([www.yorkwheels.org.uk](http://www.yorkwheels.org.uk)).



### Dial & Ride

Dial & Ride, which is grant-funded by CYC, is operated by York Wheels and provides a flexible door-to-door bus service for residents who find it difficult to use standard buses due to age or mobility problems. Dial & Ride serves popular destinations such as major supermarkets, shopping centres and York city centre. Buses will collect you from your doorstep and drop you back at home. The bus is allowed to access St Sampson Centre.

The service must be booked at least 24 hours in advance. Fares, payable to the driver on boarding, are £3.30 / £1.70 (bus pass holder) for a single, and £6.00 / £3.30 return. Blind Bus Pass holders travel for free.

Dial & Ride is evolving its service offer. It now has 2 smaller, more flexible vehicles, as well as two fully accessible minibuses. It hopes to be able to offer more demand responsive services and greater flexibility in pick up/drop-off times. Its booking platform has the capability of accommodating on-the-day booking, subject to permission from the regulator.



**Dial & Ride**  
York's flexible bus service

### Shopmobility

Shopmobility provides mobility scooters, manual and powered wheelchairs and other mobility equipment for users to rent on visits to the city centre.

It is located in the Coppergate Centre car park on the 2<sup>nd</sup> floor of the car park, with blue badge parking adjacent to it. The facilities include a fully accessible office, store room and accessible toilet.

Its normal operational hours are Monday to Saturday 10am-4pm.

Users of the service can obtain an annual membership for £20 and then receive discounted use of equipment (e.g. electric scooter £6, manual wheelchair £4 per day). Non-members are charged £11 / £8 for electric scooter / manual wheelchair per day). Longer-term hires are available.

Shopmobility has started providing a service for some York city centre hotels where guests can request mobility equipment and it will be brought to and collected from the hotel.

Shopmobility receives a small grant from CYC which covers ~40% of its running costs, with the rest of income coming from hires of equipment and considerable efforts in fundraising. It employs 3 staff, with the rest of the work undertaken by volunteers. Nearly all equipment is donated and there is no budget for purchase of new equipment.

In 2019-2020 financial year, it provided just under 1,500 hires.

Shopmobility's website is: <https://yorkshopmobility.wixsite.com/mysite>



There is just 1 accessible public toilet in the centre of the footstreets at Silver St. This incorporates a Changing Place.

Other accessible toilets are provided at the edge of the footstreets zone, at certain key arrival points including:

- Coppergate Centre (close to blue badge parking in Castle car park);
- Exhibition Square (close to Exhibition Square bus stops);
- Rougier St (next to Rougier St bus stops);
- St George's Field (part of the parking provision here, which incorporates coach parking);
- Union Terrace (part of the parking provision here which incorporates coach parking);
- Nunnery Lane car park.

RADAR keys are available for £3.00 from Visit York tourist information centre. All public disabled facilities are locked between 8.00pm and 8.00am and are not accessible between these times, even with a RADAR key.

Accessible toilets are also provided at the library (Museum St) which closes at 4pm, and at some other commercial venues, such as City Screen, Marks & Spencer, Parliament St, and Fenwicks Department store at the Coppergate Centre).



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Information on access to the footstreets and centre of York is incorporated into the City of York website and covers:

- Footstreets access;
- Parking provision;
- Blue badge parking;
- Public toilets, including information on what's provided;
- Taxi ranks;
- Interactive maps show the footstreets, parking areas, toilets and taxi ranks (on separate pages);

Further information on travel is provided on the i-Travel York website, covering:

- Bus, Park & Ride;
- Cycling (including York city cycle map);
- Accessible travel (see screenshot opposite).

Both CYC and i-Travel York websites provide further information on Dial & Ride and Shopmobility and point to stand alone websites.

There is no journey planning app for disabled people to undertake a journey.

Other '3<sup>rd</sup> party' information is available such as the Access Able website which provides a directory of accessible shops, restaurants and public buildings, and provides detailed information such as accessibility of and dimensions of toilets. This is crowd sourced and relies on owners or local people to fill in and update details, so coverage is not comprehensive.

([www.accessable.co.uk/organisations/city-of-York-council](http://www.accessable.co.uk/organisations/city-of-York-council)).

## Accessible Travel

### Dial & Ride

Dial & Ride is a flexible door-to-door bus service for residents who find it difficult to use standard buses due to age or mobility problems.



### Accessible bus services

All local buses with a capacity of 22 or more passengers are required by law to be low-floor and wheelchair accessible...



### Blue Badge scheme

The Blue Badge scheme is a national parking concession designed to make it easier for people with severe walking difficulties...



### York Wheels

York Wheels is a voluntary organisation which provides a transport service for people who cannot easily access public transport.



Screenshot from [www.itravelyork.info/community](http://www.itravelyork.info/community)

York has a good cycling tradition and up til the 2000's had the second highest share of cycling in any city in the UK behind Cambridge. But cycling levels have declined since reaching a peak in 2014.

Cycling is not permitted in the footstreets during operational hours which presents a major obstacle for trips to the city centre or wanting to pass through the city centre.

There are two N-S routes at the edge of the city centre.

A route from Rowntree Park via Terry Avenue to Skeldergate and North St and then onto Embankment provides good SE-NW access along the Ouse, although this has been temporarily closed due to Environment Agency flood remediation works.

At the northern edge of the city centre, Aldwark provides a useful SE-NW link for trips from Hungate / Peasholme Green making their way towards the Minster and corridors heading west / northwest.

The main E-W arteries are provided via Station Avenue, Lendal Bridge, Duncombe Place and Deangate, and via Ouse Bridge, Coppergate and Stonebow.

CYC has developed an orbital route over many years to assist cyclists from outer York connect to other corridors.

Within the city centre itself there is a good supply of cycle parking throughout, although some parking is regularly over-capacity, particularly at the edge of the footstreets. In 2010, there were an estimated total of 530 cycle parking spaces in the footstreets and 520 in surrounding streets. Much of the cycle parking in the heart of the footstreets is technically only accessible on foot during footstreet operational hours. There is no parking provision for specialist cycles such as adapted bikes or cargo bikes.

### Cycling as a mobility aid

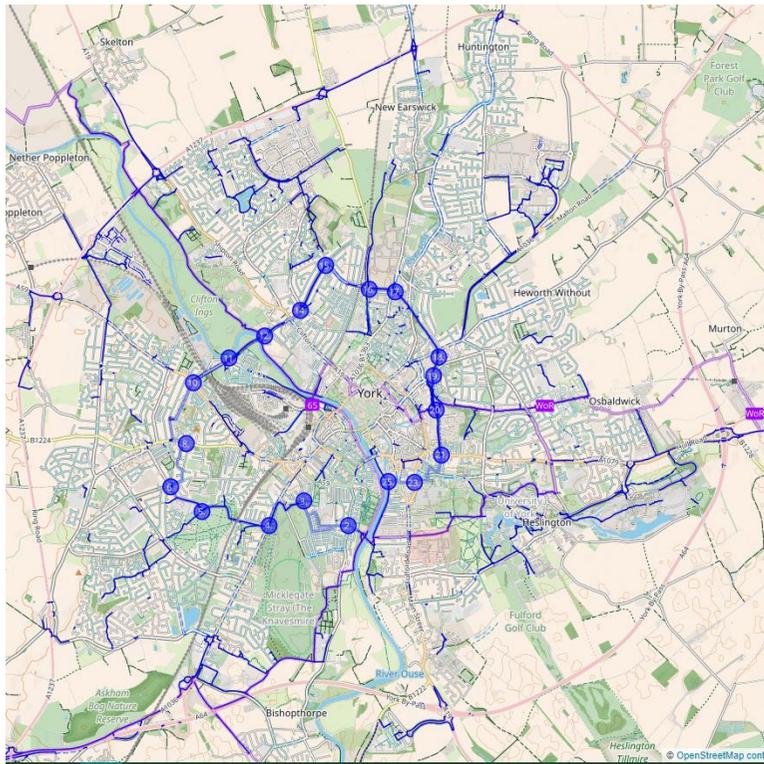
Some disabled people use the bike as their preferred method for travel. Once in the footstreets, they are obliged to discontinue cycling which undermines their ability to use the bike for accessing city centre services. Where they can walk limited distances, leaving an often specially adapted, valuable bike at edge of city centre parking causes concern about potential theft and, as has been stated, none of the current cycle parking is formatted for adapted bikes.

### Cycle couriers

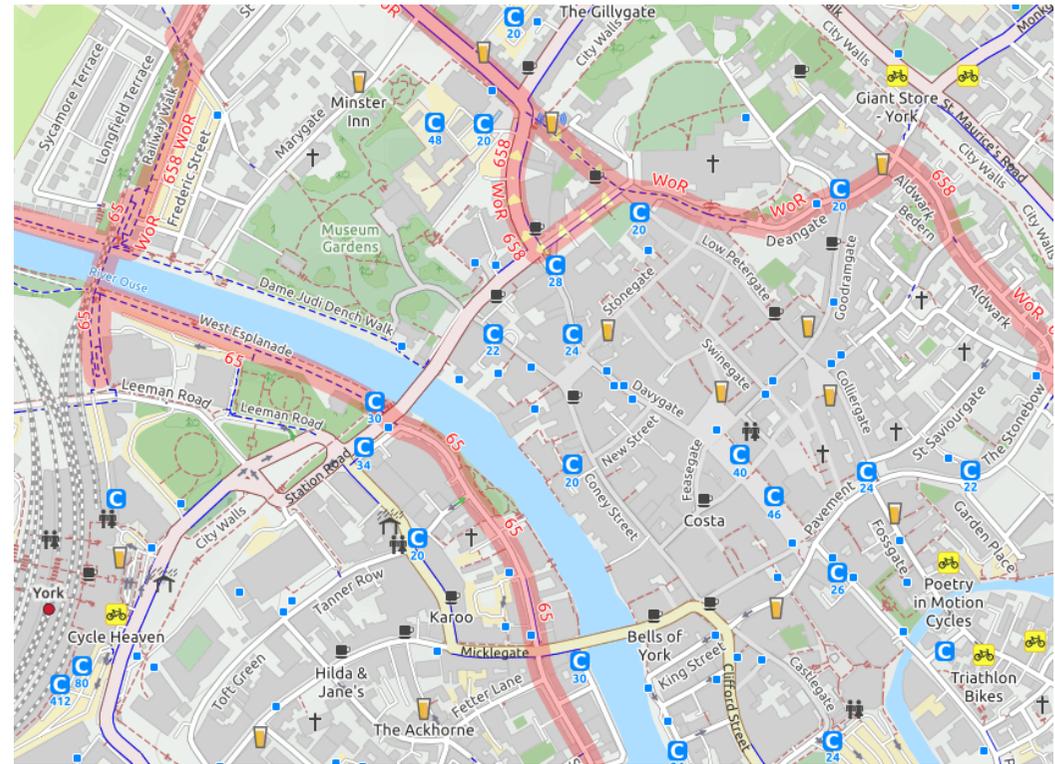
Recent years have seen a significant increase in the number of cycle couriers across the UK, related to the growth of app platforms, particularly relating to ordering hot food.

During the COVID pandemic, cycle couriers played an important role in taking restaurant food to customers, many of them shielding. This also helped city centre restaurants to continue functioning.

Currently, cycle couriers, as with all cyclists, are not permitted to cycle in the city centre. When they do, they can be fined. When they walk, they are delayed, reducing their income earning and potentially penalizing them on the apps which monitor their delivery times. Representations by the York IWGB Couriers group estimated that full-time delivery riders would spend an average 304.6 hours walking through the city centre footstreets. (*IWGB Couriers York, 2021: City Centre Access Proposal: Courier Pedal Cycle Permit: submission to City of York Council*).

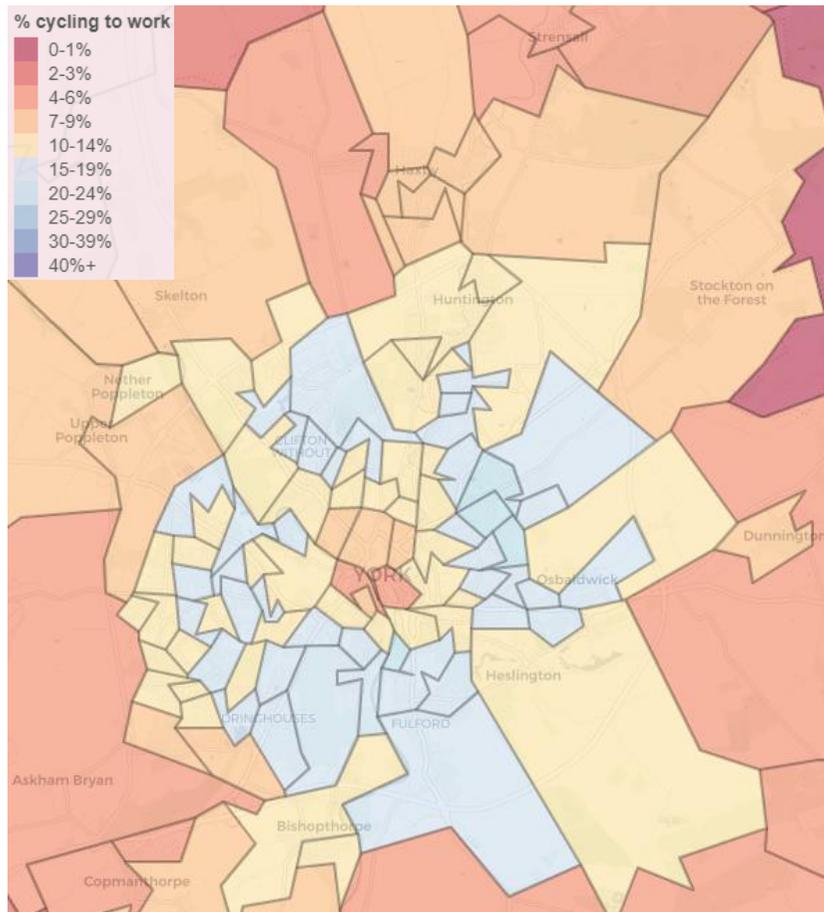


Cycle network for the whole city (OpenStreetMap, 2021, [www.openstreetmap.org](http://www.openstreetmap.org))



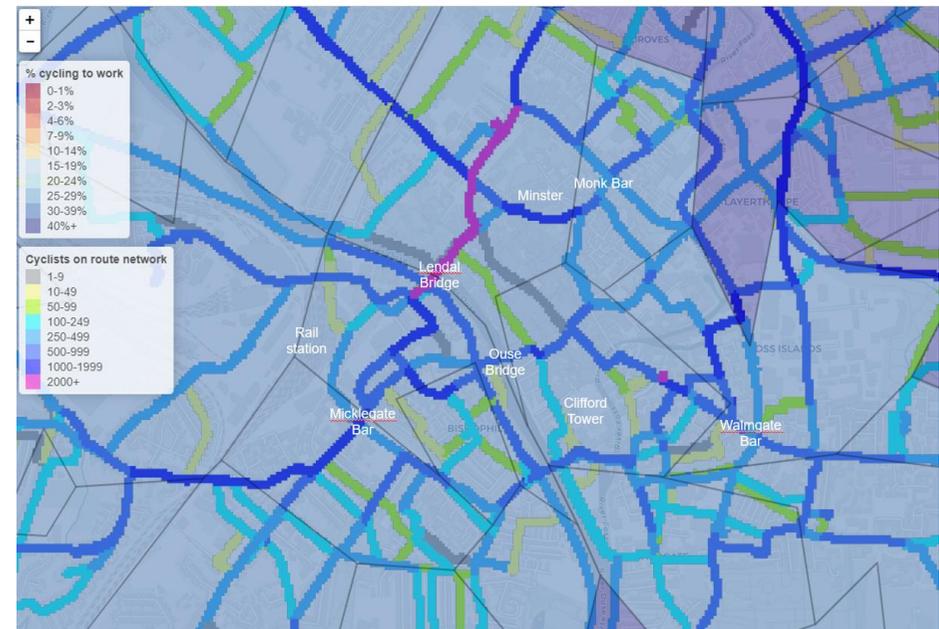
Cycle parking locations around city centre (OpenStreetMap, 2021, [www.openstreetmap.org](http://www.openstreetmap.org))

The propensity to cycle toolkit provides analysis of cycling levels based on 2011 census data, as well as providing various scenarios for the uptake of cycling and mapping them onto the existing network ([www.pct.bike](http://www.pct.bike)).

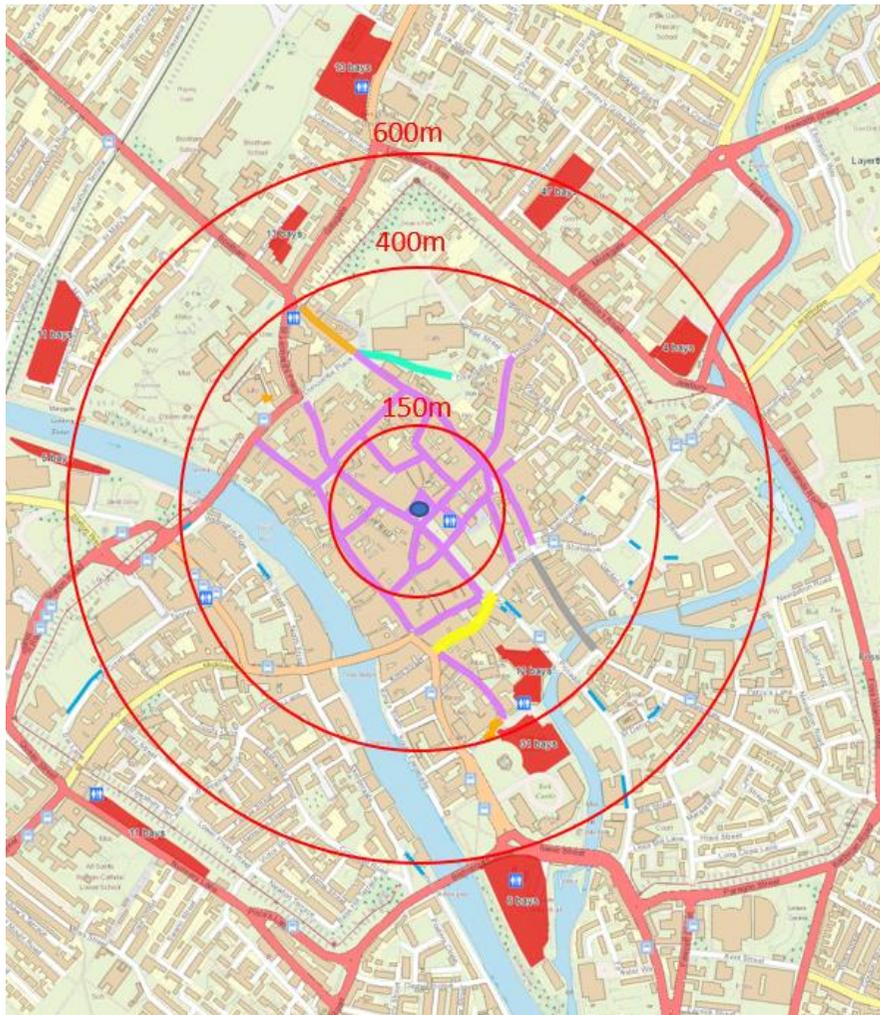


The diagram to the left shows % cycling to work in 2011 by lower super output area, with a strong ring of high cycle usage in areas outside the city centre (maximum in Heworth @ 22%) and significant deterioration beyond the ring road.

The maximum uptake scenario (e-bikes) shows a strong W-E desire line across Lendal Bridge and Museum St towards Gillygate and Clifton Road as well as towards Monk Bar and strong W-E movement from Blossom St – Ouse Bridge, and strong S-N movement from Walmgate Bar to Ouse Bridge



# 4) Assessment of Accessibility of York city centre



In this section, we:

- Analyse physical distances from key arrival points to a range of destinations in the city centre;
- Assess how much of the city centre is within reasonable distance from current arrival points and how much was within reasonable distance prior to the removal of blue badge parking.

## Where do people want to get to in the city centre?

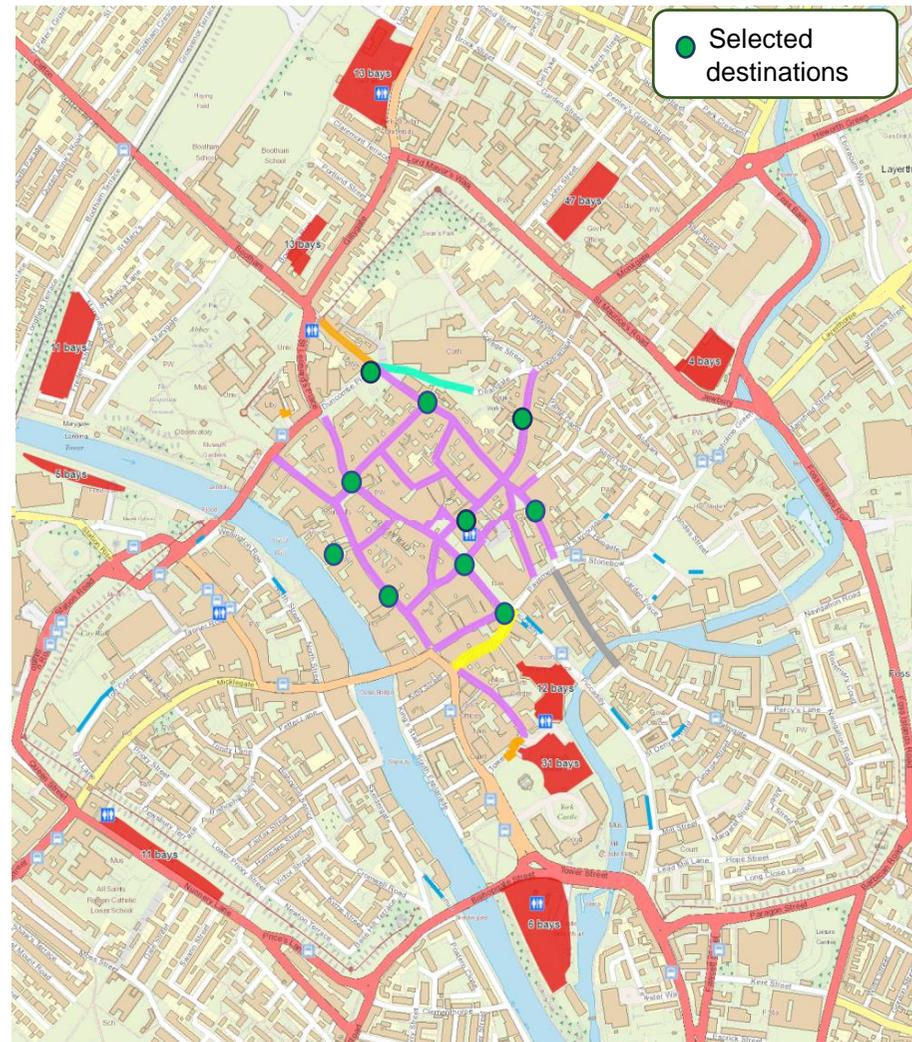
4

Disabled people want and expect to be able to access the same places as other people for the same variety of purposes.

In order to provide focus for analysis and for developing recommendations, we have selected 10 destinations in the city centre to show the ease of accessing these locations.

These destinations have been chosen to cover a geographical spread and some key locations and include:

- City Screen off Coney St;
- Post Office (in WH Smith towards southern end of Coney St);
- St Helen's Square;
- Junction of Market St / Parliament St;
- St Sampsons Over 60's Centre;
- Junction of High Ousegate / Parliament St;
- York Minster;
- Junction of Petergate and Stonegate;
- Goodramgate (Bombay Spice, mid-way along);
- Colliergate (Barnitts).



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## Physical access and distances in the city centre

As has been stated, York has one of the largest contiguous pedestrian priority areas in the UK.

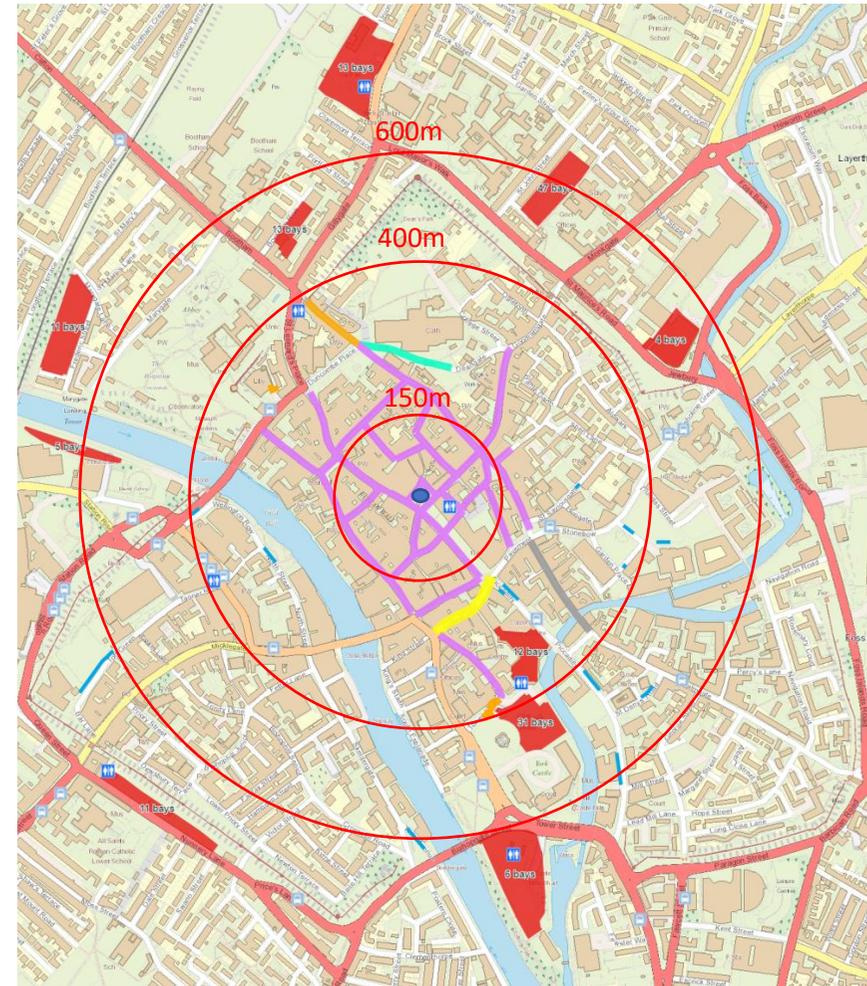
The N-S extent of the footstreets is typically between 420-590m, excluding the Castlegate and Fossgate 'extensions'.

The E-W extent of the footstreets is typically between 220-470m.

Taking a central point (St Sampsons Square, marked in blue), the red circles show distances of 150m (maximum distance without rest for wheelchair users / sensory impairment cited in *Inclusive Mobility*), 400m and 600m.

The nearest location for off-street parking is Coppergate, followed by Castle car park which is around 400m straight-line distance. Foss Bank, Monk Bar and Bootham car parks all lie between 400-600m, whilst Union Terrace, Marygate, Esplanade, Nunnery and St George's Field are over 600m straight-line distance from the St Sampsons Square.

Route	Detail	Distance (m)
High Petergate to Stonebow	from Exhibition Square, via Low Petergate / Colliergate	590
Coppergate to Duncombe Place	from Pavement, via Parliament St, Davygate, Blake St.	460
Spurriergate to Lendal	from junction of High Ousegate / Spurriergate to junction of Lendal / Museum St, via Coney St & Lendal	420
Goodramgate to Coney St	from junction with Deangate to Coney St via Church St & Feasegate	470
Colliergate to Coney St	from Kings Square to Coney St via Church St & Feasegate	280
Guildhall to Low Petergate	via St Helens Sq & Stonegate	220



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# Access distances to city centre destinations from car parks, on-street parking, bus stops and taxi ranks

On the following pages, we assess travel distances from car parks, on-street blue badge parking bays and primary bus and taxi arrival points to the 10 illustrative city centre destinations.

The shortest, legible, accessible route from the centre of the car parking location has been selected for all car parks (except Nunnery Lane) and for the following bus stops and taxi ranks:

### Bus stopping points:

- Rougier St
- Piccadilly
- Stonebow
- Low Ousegate (westbound)
- St Leonard's Place (southbound)
- Museum St (northbound)
- Rail station

### Taxi Ranks:

- St Saviourgate
- Duncombe Place
- St Leonard's Place
- Tower St

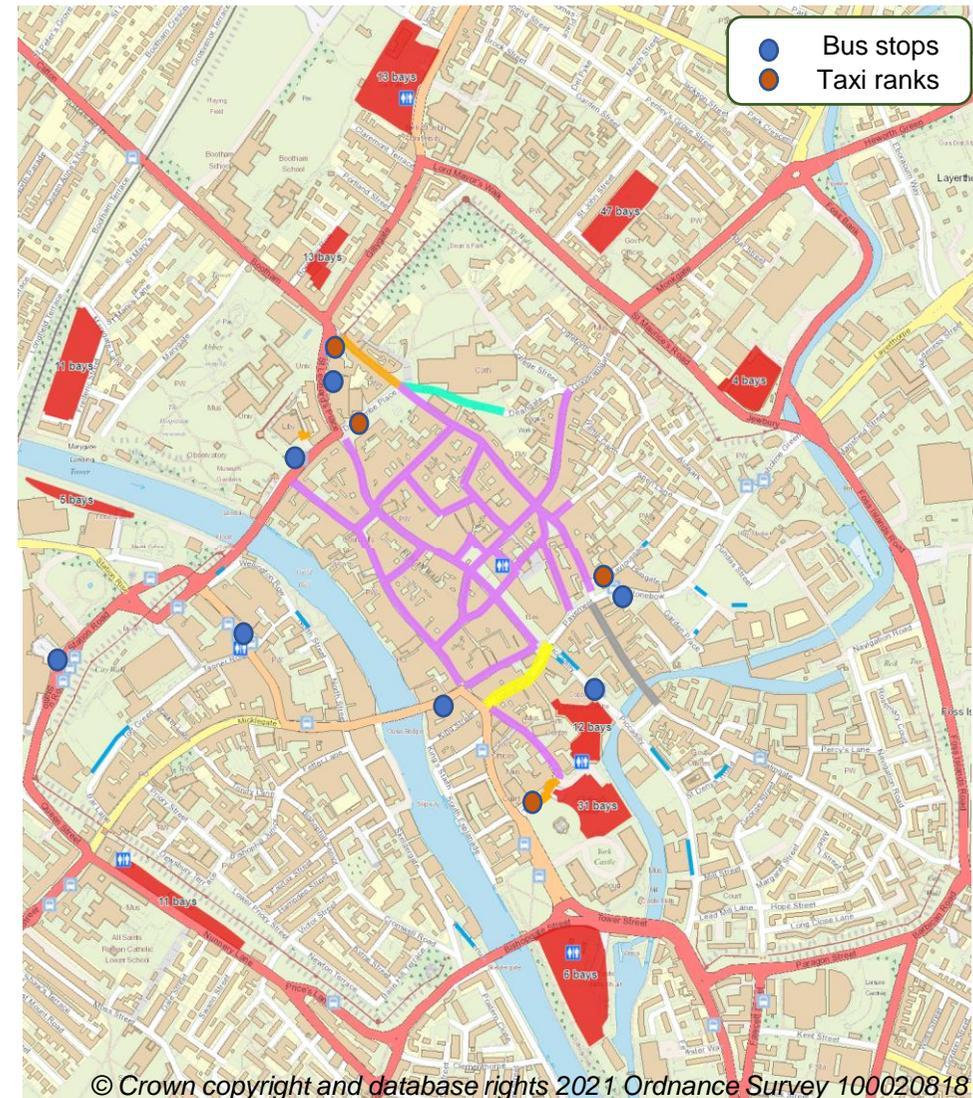
The results are colour coded as follows:

**Deep green:** <50m; 50m is the recommended distance limit without a rest for "mobility impaired using stick" in *Inclusive Mobility*. It is also cited as a criterion for obtaining a blue badge.

**Light green:** 50-150m: 150m is cited in *Inclusive Mobility* as a recommended distance limit without a rest for visually impaired people and wheelchair users.

**Orange:** 150-400m: 400m is often used as a maximum distance to walk to a bus stop.

**Red:** >400m.



Travel distances (m) to key destinations from off-street parking

Destination	Coppergate	Castle	Bootham	Monk Bar	Marygate	Esplanade	St George's Field	Union Terrace	Foss Bank
City Screen	470	485	645	840	665	675	765	845	930
WH Smith (for Post Office)	320	335	715	800	745	750	620	915	935
St Sampsons centre	391	490	720	570	820	830	790	895	655
Parliament St / Market St junction	286	385	710	685	815	830	715	910	805
Barnitts	400	470	685	560	985	925	800	880	645
York Minster	760	830	320	565	630	640	1160	520	660
St Helens Square	520	575	475	680	580	590	860	685	770
High Ousegate / Parliament St	190	285	810	790	915	995	615	1010	705
Goodramgate, Bombay Spice	580	645	710	380	1010	1020	975	750	470
Petergate / Stonegate	660	725	430	495	740	750	1040	625	590

Travel distances (m) to key destinations from on-street blue badge parking

Destination	Duncombe Place	Piccadilly	Deangate	St Andrew-gate	St Saviour-gate	Tower St	Carmelite St
City Screen	360	450	480	470	600	490	720
WH Smith (for Post Office)	435	305	570	430	475	340	580
St Sampsons centre	425	295	345	200	335	495	485
Parliament St / Market St junction	430	180	460	315	325	390	445
Barnitts	400	230	330	120	170	475	320
York Minster	40	595	205	400	530	835	680
St Helens Square	200	415	320	435	570	580	680
High Ousegate / Parliament St	530	85	540	340	230	290	345
Goodramgate, Bombay Spice	425	405	160	210	345	650	495
Petergate / Stonegate	145	490	140	295	425	730	580

**Key**

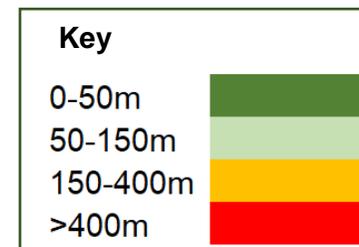
- 0-50m
- 50-150m
- 150-400m
- >400m

Travel distances (m) to key destinations from major bus stops

Destination	Rougier St	Piccadilly	Stonebow	Low Ousegate (west-bound)	Museum St (north-bound)	St Leonard's Place	Rail Station
City Screen	580	490	550	285	290	360	795
WH Smith (for Post Office)	540	340	400	135	365	435	870
St Sampsons centre	695	335	315	315	440	430	955
Parliament St / Market St junction	620	220	280	235	435	430	950
Barnitts	775	300	155	385	600	535	1135
York Minster	560	660	515	615	190	175	780
St Helens Square	500	450	510	375	205	200	725
High Ousegate / Parliament St	555	115	175	165	535	530	1000
Goodramgate, Bombay Spice	885	475	330	500	630	565	1140
Petergate / Stonegate	665	555	410	560	295	280	880

Travel distances (m) to key destinations from taxi ranks

Destination	Exhibition Square	Duncombe Place	St Saviour-gate	Tower St
City Screen	445	310	550	505
WH Smith (for Post Office)	520	385	405	365
St Sampsons centre	525	375	245	535
Parliament St / Market St junction	515	385	255	420
Barnitts	510	445	85	505
York Minster	150	85	445	830
St Helens Square	285	150	480	600
High Ousegate / Parliament St	615	480	155	320
Goodramgate, Bombay Spice	540	470	260	680
Petergate / Stonegate	255	190	340	760



# Access distances to city centre destinations from car parks, on-street parking, bus stops and taxi ranks

## Car Parks

The analysis shows that the best car parks only achieve 'amber' rating (between 150-400m) in a few cases. Coppergate and Castle car parks provide the best accessibility overall.

Two destinations (St Helen's Square and Petergate/Stonegate junction) are not accessible within 400m of any off-street car park.

## On-street parking

For the on-street parking areas, only Duncombe Place achieves below 50m (for access to York Minster).

Only a handful of places are accessible within 150m. Each destination has at least two parking locations below 400m (amber rating).

## Bus stops

The only destinations accessible within 150m of bus stops are High Ousegate/Parliament St junction, from Piccadilly, and WH Smith from Low Ousegate (westbound).

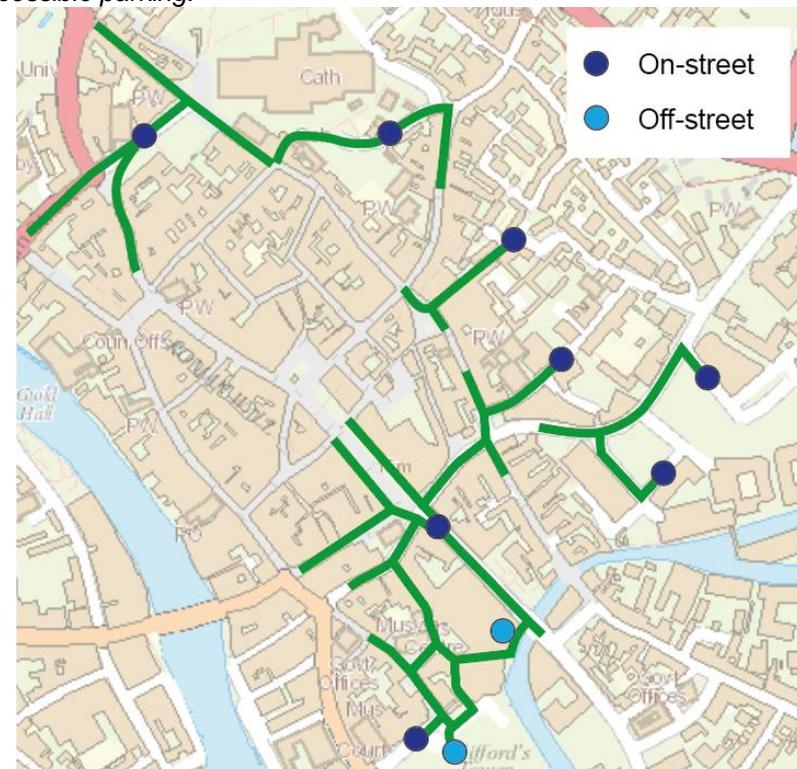
Rougier St and the Railway Station are beyond 400m to any destination.

## Taxi ranks

York Minster, St Helen's Square and Barnitts can be accessed within 150m of a taxi rank. All destinations have at least one taxi rank which offers accessibility within 400m (amber rating).

The map below shows the extent of the city centre that is accessible within 150m of either on-street or off-street parking. It demonstrates that about 70% of the footstreets zone is beyond 150m from any accessible parking, including the entire length of Coney St / Lendal, St Helen's Square through to St Sampsons Square and Church St, as well as Low Petergate.

Extent of city centre accessible within 150m of current on- and off-street accessible parking.



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## Access distances before the changes were introduced

Prior to the removal of blue badge parking on Goodramgate, Church St, Colliergate, Lendal and Blake St, many of these destinations were accessible within 50m (Goodramgate shops, Barnitts, St Sampsons Centre, St Helen’s Square, York Minster) and the majority of the others were accessible within 150m.

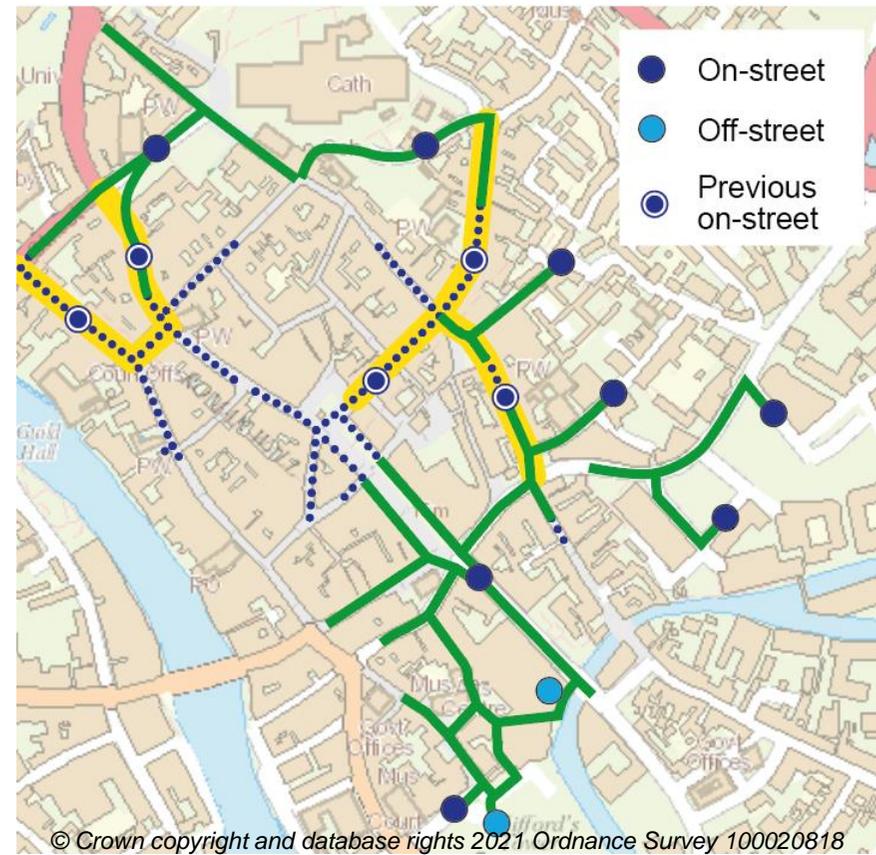
However, City Screen and WH Smith were beyond the 150m limit identified in *Inclusive Mobility* as an upper walking distance threshold.

The table below shows the minimum distances to these 10 illustrative destinations within the city centre before the changes were introduced.

Destination	Distance (m)	Parking location
City Screen	170	Lendal
WH Smith (for Post Office)	245	Lendal
St Sampsons Centre	30	Church St
Parliament St / Market St	145	Church St
Barnitts	10	Colliergate
York Minster	35	Duncombe Place
St Helen’s Square	40	Lendal
Pavement	55	Piccadilly
Goodramgate, Bombay Spice	5	Goodramgate
Petergate / Stonegate	140	Duncombe Place

The map below shows the areas of the city centre that were formerly accessible within 150m of parking. About 74% of the footstreets area was accessible within 150m. This still shows the southern end of Coney St and Spurriergate ‘out of reach’, as well as sections of Stonegate and Low Petergate.

*Extent of city centre accessible within 150m of on- and off-street accessible parking before the restrictions were introduced..*



### Introduction

Below, in order to demonstrate the level of access that access to particular footstreets would provide, we explore 5 scenarios, showing what is accessible within 150m of parking areas.

Diagrams show the level of access that would be provided by each of these options, followed by a table assessing the benefits and drawbacks of each is provided on the following pages, including estimates of the parking capacity that each option would provide.

### Scenario 1: “minimal intrusion”

We consider the access along Goodramgate to Church St (providing access to the St Sampsons Centre and being close to the market area / Parliament St) as being the most valuable access to reinstate. Vehicles entering this zone could leave either via Colliergate as per previous arrangements or via St Andrewgate, to further reduce levels of traffic intrusion.

### Scenario 2: “Access within 150m”

A third area of the city centre remote from parking is the southern end of Coney St. It could be possible to allow blue badge vehicles to access Spurriergate and turn right into Market St and exit via Parliament St (via reformatted junction), with parking provided along Market St. This, along with the two other options would make virtually all of the city centre accessible within 150m.

### Scenario 3: “Spine route”

Alternatively, a spine route of access could be provided from Blake St to Davygate to Parliament St, along the same alignment as the proposed cycle route. This would have the benefit of keeping all blue badge drivers and cyclists on the same alignment through the city centre, minimising intrusion into other areas and may be easier to enforce and regulate, albeit, this would require junction and signal modifications at the Blake St entrance and Parliament St exit.

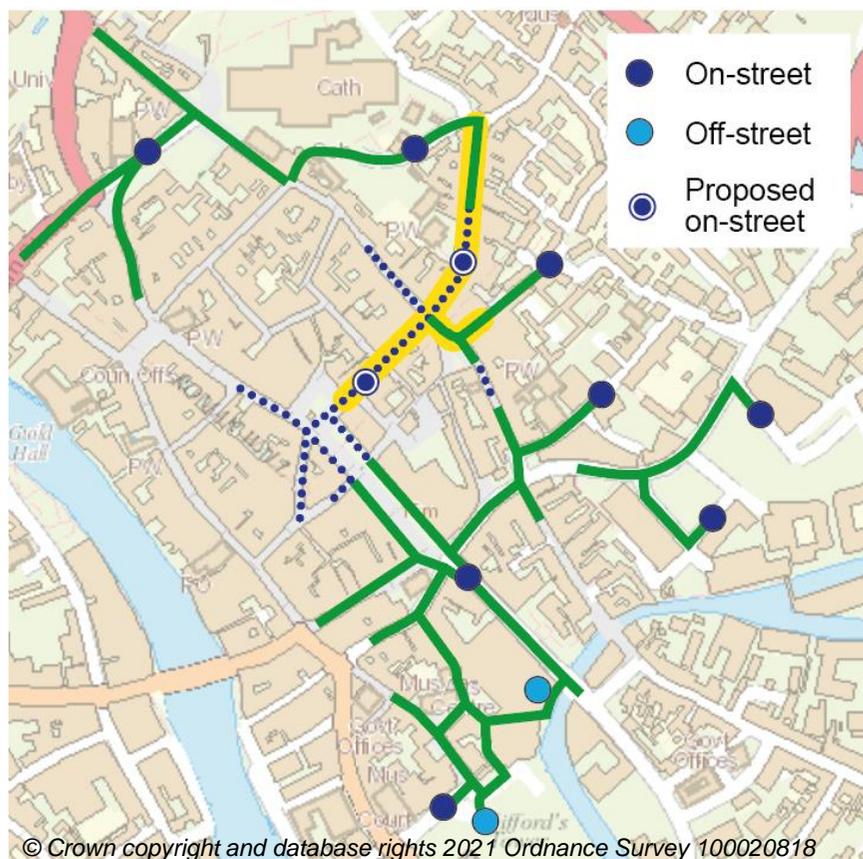
### Scenario 4: “Hybrid of 1&3”

A final scenario would be to allow access along Goodramgate to Church St and then continue through St Sampsons Square to Parliament St. This would remove two-way operation along Church St and obviate any turning manoeuvres, as well as protect King’s Square, whilst also providing enhanced access towards Coney St and Davygate.

**Scenario 1: “minimal intrusion”**

Scenario 1 gives good access to most of Low Petergate and Colliergate and into Parliament Square and the first section of Davygate and Feasegate, but Coney St, Lendal and most of Davygate and Market St remain beyond 150m from any access point.

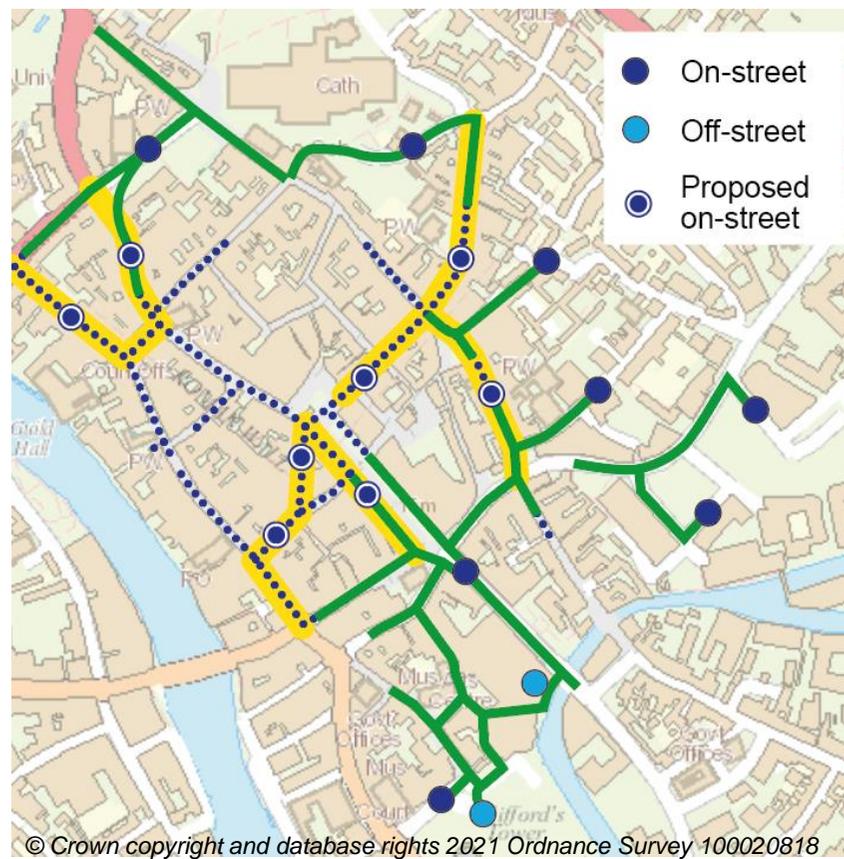
*Extent of city centre accessible within 150m based on Scenario 1*



**Scenario 2: “150 meters”**

Scenario 2, adding a Coney St loop enables almost all areas of the city centre to be within 150m of accessible parking, with just small sections of New St, Davygate, Stonegate and Low Petergate beyond this distance.

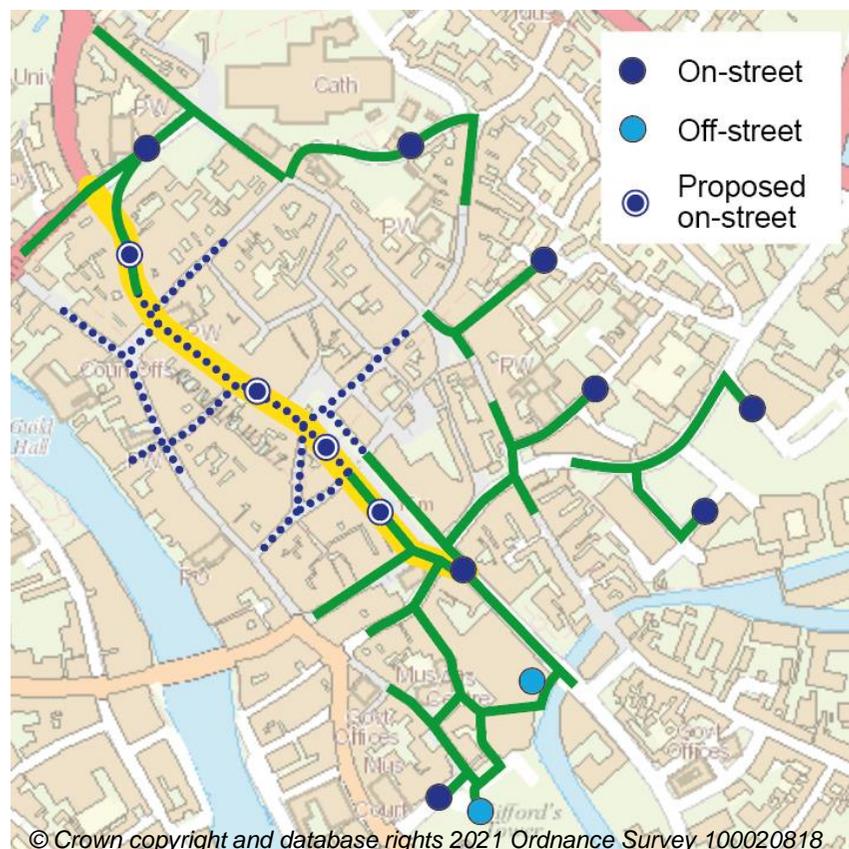
*Extent of city centre accessible within 150m based on Scenario 2*



**Scenario 3: “Spine route”**

Scenario 3 provides access within 150m of most areas, except a small part of Coney St, Low Petergate and the northern half of Colliergate, the northern end of Stonegate and the western end of Lendal.

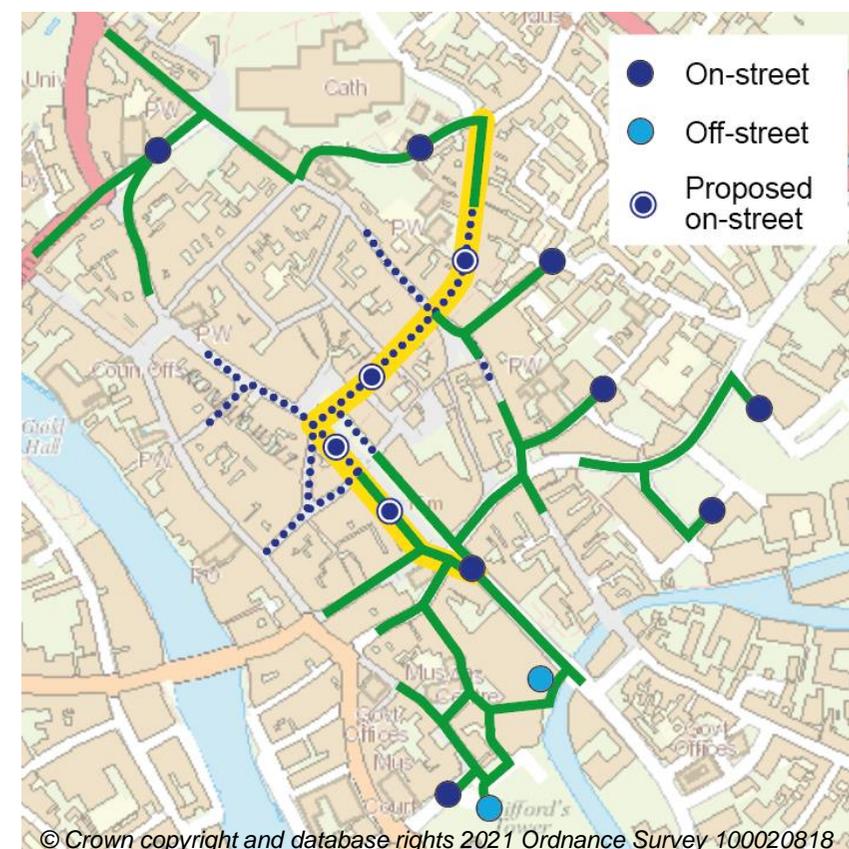
*Extent of city centre accessible within 150m based on Scenario 3*



**Scenario 4: “Hybrid of scenarios 1 & 3”**

This provides the benefits of access along Goodramgate and the Parliament St section. Most of Coney St and Spurriergate and Stonegate remain beyond 150m access, as does part of Lendal, Low Petergate and lower section of Colliergate.

*Extent of city centre accessible within 150m based on Scenario 4*



A table on the page below considers the benefits and drawbacks of each scenario against a number of criteria, including the “As Is” situation (no access into the footstreets) and the “As things were” situation (blue badges permitted into Goodramgate / Church St / Colliergate and Blake St / Lendal).

The purpose of this assessment is to demonstrate the advantages and drawbacks of different scenarios, rather than a formal evaluation.

The criteria used for the assessment are:

- “Level of intrusion” which refers to the length of footstreets that would have access for motor vehicles and provides a % of the total amount of the primary footstreets that would have motor vehicle intrusion. The primary footstreets, defined as Lendal, Coney St, Spurriergate, High Ousegate, Parliament St, St Sampsons Square, Davygate, Blake St, High Petergate, Low Petergate, Colliergate, Stonegate, Goodramgate and Church St have a total length of approximately 2,430m. Three ticks have been given where intrusion is less than 20%, 2 for where it is between 20-30% and 1 for where it is over 30%.
- “Level of access” expresses the % of the above primary footstreets that would be accessible within 150m from parking locations. Three ticks are given for >80%, 2 for 60-80% and 1 for 40-60%.
- “Capacity” provides an estimate of the amount of parking spaces that would be available. The 2018/19 survey indicated a maximum of 33 parking spaces occupied at any one time. Three ticks are awarded for where more than 33 spaces are available.

- “Simplicity” relates to how easy it would be for blue badge holders and other users to understand the new arrangements and a subjective judgement has been used based on the number of accesses and similarity with previous arrangements.
- “Major pedestrian conflict” identifies the locations where footstreets are busy, widths are narrow or areas of special public realm where vehicles would cause significant intrusion / conflict with pedestrians.
- “Interference with pavement cafes” identifies the number of areas where vehicle access might impact on pavement café operation.

The table shows that the current situation, where there is no blue badge access to the footstreets during footstreets operational hours minimises intrusion and pedestrian conflict and does not interfere with pavement café operation, but only 31% of the city centre is accessible within 150m. “As things were”, where blue badge holders could access Goodramgate / Church St / Colliergate and Blake St / St Helens Square / Lendal intruded on 31% of the footstreets but made 74% of the city centre accessible within 150m

Scenario 1 (Goodramgate) causes the least level of intrusion (13%) and conflict with major pedestrian areas, and makes 53% of the city centre accessible within 150m.

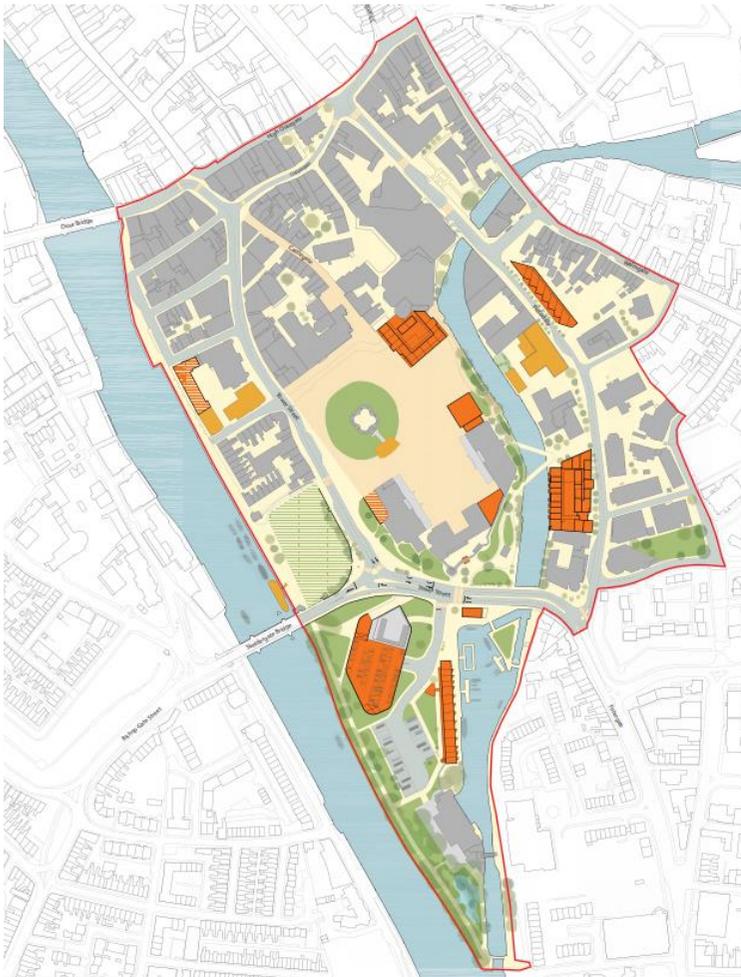
At the other end of the spectrum, Scenario 3 makes 90% of the city centre accessible, but creates vehicle intrusion in 43% of the footstreets and creates many areas of significant pedestrian conflict.

Scenario 4 (Goodramgate – Church St – Parliament St) makes 63% of the city centre accessible whilst intruding into 20% of the city centre.

# Interim Blue badge access to the footstreets

Criterion	As Is	As things were	Scenario 1: Minimal intrusion	Scenario 2: All City Centre	Scenario 3: Spine Route	Scenario 4: Hybrid 1 & 3
Level of intrusion	0%	625m (exit Colliergate)	325m (exit St Andrewgate);	1050m (exit Colliergate)	470m	490m
	✓✓✓✓	31% ✓	13% ✓✓✓	43% ✓	19% ✓✓✓	20% ✓✓✓
Level of access	31%	74% ✓✓	53% ✓	90% ✓✓✓	73% ✓✓	63% ✓✓
Capacity	0 -	56 ✓✓✓	28 ✓✓	68-76 ✓✓✓	30 ✓✓	40 ✓✓✓
Simplicity	-	✓✓	✓✓✓	✓	✓✓	✓✓
Major pedestrian conflict	None	King's Square Colliergate Reversing at Church St St Helen's Square Lendal	King's Square Reversing at Church St	King's Square Colliergate Reversing at Church St St Helen's Square Lendal Spurriergate Market St / Feasegate	Davygate N section of St Helens Square	St Sampsons Square
	✓✓✓✓	✓	✓✓	✓	✓✓	✓✓✓
Interference with Pavement Cafes		Relatively few pavement cafes on Goodramgate. 2-3 on Church Street, but could continue with extra protection. Lendal pavement cafes	Relatively few pavement cafes on Goodramgate. 2-3 on Church Street, but could continue with extra protection.	Relatively few pavement cafes on Goodramgate. 2-3 on Church Street, but could continue with extra protection. Lendal pavement cafes	None impacted.	Relatively few pavement cafes on Goodramgate. 2-3 on Church Street, but could continue with extra protection.
	✓✓✓✓	✓✓	✓✓✓	✓✓	✓✓✓	✓✓✓

# 5) Plans and Ambitions for York city centre



In this section, we:

- Identify some of the key plans affecting the centre of York in order to understand the context in which future accessibility will be provided.

There are a significant amount of transport plans and broader regeneration and masterplans affecting the centre of York which will change the way in which people access the city centre and provide the opportunity for embedding excellent quality of access into the city's fabric.

## Hostile vehicle mitigation scheme

As part of the national strategic response to the threat from international terrorism, CYC, in partnership with the Police, has developed proposals for protecting the central footstreets of York from attack via a hostile vehicle. It is intended to introduce barriers to prevent unauthorized vehicles from accessing the footstreets. This necessitates procedures for authorizing and controlling access by any motor vehicles to enter the footstreets. Under current plans, blue badge holders would not be authorized to access the footstreets.

## Transport planning activities

CYC is about to develop its updated Local Transport Plan (LTP4). There is an opportunity to strengthen existing policies on strongly promoting walking, cycling and public transport and reducing general traffic intrusion around the city centre.

CYC is about to explore logistics and last mile delivery to investigate opportunities for reducing the volumes and impact of delivery vehicles, especially in the city centre. There is significant opportunity to identify mechanisms for delivering to city centre streets more efficiently through low carbon transport vehicles in a way that has less impact on the city centre (in terms of traffic volumes, damage caused by vehicles and possibly times of impact).

## York Station Front Masterplan

A major project is planned for the rail station frontage, including the taking down of the Queen St flyover, remodelling of the roads, creation of new public space and relocating bus stops, car parking and taxi arrival.



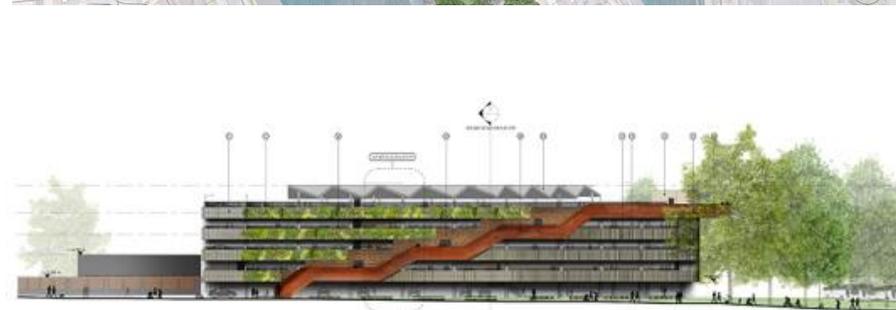
Visualisation of redeveloped station frontage. (Arup: [york-station-front-masterplan](#))

# Ambitions for York city centre: specific regeneration plans

## Castle Gateway and St George's Field

A major regeneration project is being developed for Castle Gateway (visualization below), focused around the Eye of York, but extending towards Ouse Bridge in the north and St George's Field in the south.

This includes plans to radically improve the public space around Clifford's Tower, (visualisation opposite), introduce a multi-storey car park at St George's Field to replace displaced car parking from Castle car park, and improve walking and cycling connectivity via new bridges over the River Foss. The masterplan was formally approved in April 2018 and includes closure of the Castle car park.



Visualisation of Castle Gateway proposals (above) and St George's Field multi-storey car park proposals (right): <https://mycastlegateway.org>

# Ambitions for York city centre: transport planning

## Riverside Quarter

A major private-sector led project is examining the opportunity to enhance the 'Riverside Quarter' around North St and create a new riverside walkway between Coney St and the river. This includes a proposal for a new pedestrian bridge from North St to Coney St which would significantly enhance access to this part of the city centre. (see image on previous page).

## York Minster Neighbourhood Plan

York Minster's Neighbourhood Plan sets a vision for the future of the Minster Precinct, including proposed enhancements to public realm along Minster Yard and Deangate, in association with a new refectory in the former song school. These proposals could enhance access for disabled people and for cyclists using the Duncombe Place to Monk Bar cycle route.



Top Right: Preliminary idea for pedestrian bridge connecting from North St to Coney St as part of Riverside Quarter development. (York Press July 2021, [Coney Street area of York set to be transformed with riverside walkway and bridge | York Press](#))

Bottom Right: concept sketch of proposed remaking of public space along Deangate and Minster Yard ([York-Minster-Consultation Web-Version-Final.pdf \(d10okuw2vik61v.cloudfront.net\)](#))

# 6) Views on access arrangements



[Petition · Re-open York city centre to the disabled #ClosedToUs · Change.org](#)

In this section, we:

- Draw on consultation data from city-wide survey and from footstreets survey;
- Information from workshops conducted in relation to this study;
- Information from engagement with disabled people at a field audit and on-line session, as well as meetings with representative groups (York Disability Rights Forum, My Sight York, Shopmobility, Dial & Ride);
- Information from engagement with cyclists at a field audit, as well as meetings with representative groups (York Cycling Campaign and York Cycle Couriers);
- Our views, based on background analysis, consultations and views above and our fieldwork.

In light of the changes to access to the footstreets introduced in relation to the COVID pandemic, with the temporary removal of the blue-badge exemption, granting of pavement café licences and extension of footstreet operational hours, consultation was undertaken by CYC to elicit people's views on the new footstreets arrangements, which were written up in November 2020 in the "Footstreets Accessibility Open Community Brief".

([www.york.gov.uk/downloads/file/6188/footstreets-accessibility-open-community-brief-11-nov](http://www.york.gov.uk/downloads/file/6188/footstreets-accessibility-open-community-brief-11-nov)).

A citywide survey was undertaken through 'Our City' in July 2020 prompted responses from 1,925 York residents. 67% of respondents agreed or strongly agreed with the principles of pedestrianization, including 61% of those 165 respondents identifying themselves as disabled.

71% of respondents overall and 70% of those identifying as disabled supported the proposal to provide extra space for cafés and restaurants.

In a follow-up survey targeting disabled residents in September 2020's 'Our City', which elicited 368 responses, twice as many respondents (168) agreed rather than disagreed (81) that extra room increased their safety, while more (151) agreed that fewer vehicles increases their safety than disagreed (115).

However, the parking provision and mitigation is not seen as adequate. The result is that 62% of those who responded to the question (198 of 318) believed the new footstreets arrangements made them less or far less likely to visit the city centre.

Blind and Partially Sighted residents in particular welcome the reduction of traffic and congestion, as their safety in shared spaces relies upon the vehicle user to see and avoid them. The new arrangements have made walking through town 'much easier' and means they do not have to worry about traffic. Although mostly in favour of the new footstreets, the increase in pavement café furniture, barriers, signs and bollards does present a challenge to this group, so navigation – preferably at ground level rather than a tap rail – needs to be considered. Some consistency over use of barriers around pavement cafés is required. Better signing is needed.

Many respondents feel the existing mitigation measures are inadequate to offset the negative impact on accessibility. A petition signed by nearly 1,500 people (by July 2021) calls for the reversal of the changes until a comprehensive Equalities Impact Assessment and full public consultation has been completed.

146 out of 368 survey respondents believed that none of the alternative measures replaced the lost parking. 80% disagree or strongly disagree that there are enough accessible parking places which are close enough to access the city centre.

For this study, various consultations were undertaken:

- Two initial on-line consultation discussions with disabled people to discuss general access arrangements and issues.
- A field visit with disabled people to undertake an initial audit of some city centre facilities, with a follow-up on-line discussion with people who could not attend the audit and to follow up some of the themes discussed.
- Follow-up conversations with York Disability Rights Forum, York Accessibility Action, My Sight York.
- Consultations with Shopmobility and Dial & Ride service providers.
- Two initial on-line consultation discussions with cyclists to discuss general access arrangements and issues.
- A field visit with cyclists to undertake an initial audit.
- Follow-up consultation sessions with York Cycling Campaign and York Bike Belles.
- We also received written comments from several individuals.

Over the next pages, we provide a summary of the key issues, organised by themes.

### **How disabled people get to the city centre**

- Many people state that they do not travel into the city centre since the removal of blue badge parking from the footstreets. There are specific issues about accessing essential services such as banking (for those who do not use on-line banking in the situation that many suburban bank branches have closed) and Post Office services (with some key document processing services only available at the city centre branch in WH Smith on Coney St).
- Some people used to rely on taxis to drop off in the city centre, but now taxi access has been removed, they cannot get close enough for facilities. This is particularly important for some visual impaired people, some people who can only walk limited distances, and some people with learning difficulties.
- Buses are generally not favoured by people using wheelchairs due to uncertainty of whether there will be space on the next bus, with several people reporting they have not been able to access a service to/from the city, as the wheelchair space is already in use.

### **The removal of blue badge parking from some of the footstreets**

- People who used to use blue badge parking in the footstreets consider its removal to be 'devastating' and stopping them from visiting and using their city centre.
- Some people qualify for a blue badge on the basis that they are not able to walk more than 50 metres, so the exclusion of parking here with much further access distances from on-street and off-street car parking is seen to exclude people from the city centre.
- Some people, such as carers with people with medical or emotional needs, use the car as a safe space in the city centre in case of emergency.

- People are ‘bemused’ about the perceived large range and number of vehicles that have an exemption for accessing the city centre during footstreet hours whilst blue badge holders do not.

### Car Parks

- The route from the car park to the city centre is critical. Most car parks are too distant.
- Castle car park is the preferred car park although the surfacing and access out of the car park is very poor.
- Generally people do not like the Coppergate multi-storey car park due to the challenging access ramps and problems with acquiring a blue badge concession to exit the car park, as well as anxiety over whether lifts are working. The height restriction and tight entrance is inaccessible to vehicles with additional height or length.

### On-street parking

- The lost spaces in the footstreets have not been adequately compensated with spaces elsewhere.
- Shared designations with loading does not work.
- The 3-hour time limit is too short now that the parking is more remote from the centre.

### The timing of footstreet operational hours

- Disabled people would like to see footstreet operational hours return to 5pm, to enable access to the evening economy.
- Cycle couriers would similarly like to see footstreet operational hours return to 5pm, as this is the time that pedestrian numbers reduce and demand starts to grow for courier services.

### Shopmobility

- Many people feel Shopmobility is not relevant to them due to their need to use their own bespoke wheelchair or difficulty transferring.
- Some potential users are put off by its location in the multi-storey car park. (Some potential users don’t drive and report that taxis can be reluctant to enter the car park to drop them off).

### Dial & Ride

- Many people perceive it as an older people’s shopping service and don’t feel it is ‘for them’.
- They think it is not flexible enough in terms of needing to book ahead and giving people a fixed time in the city centre.
- There is a lack of awareness about the Dial & Ride service.

### Information

- Information is difficult to find on facilities.
- City hosts welcoming people to the centre of York would be beneficial and could be a job that some disabled people could undertake.

### The physical condition of the footstreets contd.

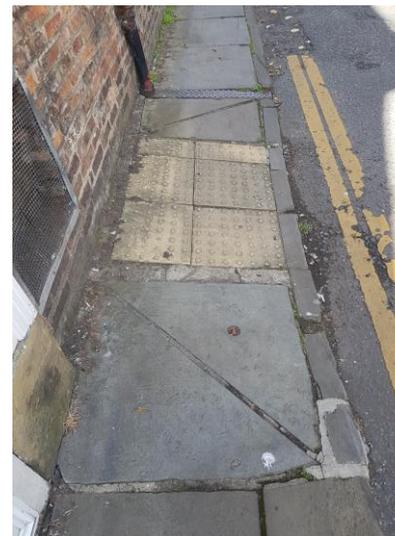
- Generally, the footstreets are considered to be in a poor condition.
- On most footstreets, pavements are too narrow, too uneven or have too severe a camber for people using wheelchairs to be able to use them.
- People in wheelchairs and people with visual impairment prefer to walk in the carriageway because of the poor condition of the pavements.

### The physical condition of the footstreets contd.

- The pavements are frequently obstructed by bins, parked bicycles, shop signs or pavement cafés. Many pavement cafés have inadequate barriers or visual cues to demarcate them and many obstruct the pavement or prevent access into the premises.
- Gulleys on some footstreets (e.g. Coney St, New St, Market St, Feasegate, High Ousegate) are problematic for people on foot and people using wheelchairs, although provide a useful navigation tool for visually impaired people.
- There is a lack of dropped kerbs in many places and many dropped kerbs are inappropriately laid out (not flush to carriageway or too steep or narrow to manoeuvre onto).
- Surface materials are very inconsistent. It is accepted that in some areas, historic cobbles are an important feature, but there are more modern cobbles in other areas that seem unnecessary.
- Tactile paving is not consistently provided at road junctions.
- At some locations, signage announcing people are entering or exiting the footstreets is not apparent and people (especially visitors) can wonder into the trafficked roads thinking they are still on the footstreets.
- There is a significant lack of seating and resting places on many of the footstreets (e.g. Coney St).



*Some issues in the footstreets. Clockwise, severe camber on Davygate, gullies on Feasegate, incorrectly installed (and incomprehensible) tactiles on Goodramgate and inaccessible and unusable dropped kerbs*



### **Cycling in the footstreets**

- People using bikes as a mobility aid need to be able to travel to their final destination, otherwise they cannot use the bike.
- Cycle couriers make a meagre living. The delivery platforms monitor the amount of time that couriers take and those who walk through the footstreets are effectively penalised.
- In many other cities, cyclists are allowed in some or all of the detrafficked central area.
- Whilst there is a perception amongst some that cyclists are a hazard, generally cyclists and pedestrians mix well where it is allowed (e.g. Deangate).
- Cycle theft is a problem and many people are reluctant to leave their bike at the edge of the footstreet zone.
- Some women say they feel safer cycling than on foot, especially when going out in the evening.
- Most consultees think that providing one route through the city centre would significantly address access issues (rather than permitting cycling in all footstreets).
- The quantity and quality of cycle parking is considered to be poor. There is very limited provision for non-conventional bikes (adapted bikes, cargo bikes).

# 7) How do other historic cities manage access for disabled people and cyclists?



© <https://streetspirit.design/frodsham-street%2C-chester>

In this section, we provide case studies of other historic towns and cities in the UK and abroad that have relevance to York for the way in which they manage access for disabled people, access for cycling through busy historic centres and provide inclusive street designs.

Contents:

- Chester: best practice in being an accessible city and inclusive streetscape design;
- Bath: managing blue badge parking in a hostile vehicle mitigation scheme;
- Cambridge: enabling cycling through a historic city centre.

### Comparability

Chester is a walled historic city, with a population of 81,000 (2015) that serves a wider rural hinterland. It was the first UK city to win European Access City Award in 2017.

### Accessible Parking

There is a dedicated blue badge only car park in the heart of the city centre, with spaces for 63 vehicles, as well as a secondary smaller dedicated car park on the opposite side of the city centre, with 9 spaces.

The main wheelchair accessible route to the City Walls is accessed from this car park. The car park is 350m walking distance from Chester Cross in the heart of the city.

Cheshire West residents with blue badges can park for free in other pay on exit car parks. Exit is managed via ANPR and microchipped badges.

There is also a supply of on-street blue badge parking bays at various locations close to the pedestrianised area.

In addition to the blue badge parking bays, blue badge holders can park in general or resident on-street parking.

### Blue badge access into the city centre

While the pedestrianized zone is quite extensive, blue badge holders are allowed access to certain streets where general traffic is not permitted. One-way southbound access along Northgate is permitted at a staffed barrier by the Town Hall. Access via Frodsham St is not barrier controlled, but the street has been redesigned as a pedestrian priority shared space.

The combination of parking locations and an accessible, barrier controlled route means that all areas of the city centre are accessible within 150m of blue badge parking.



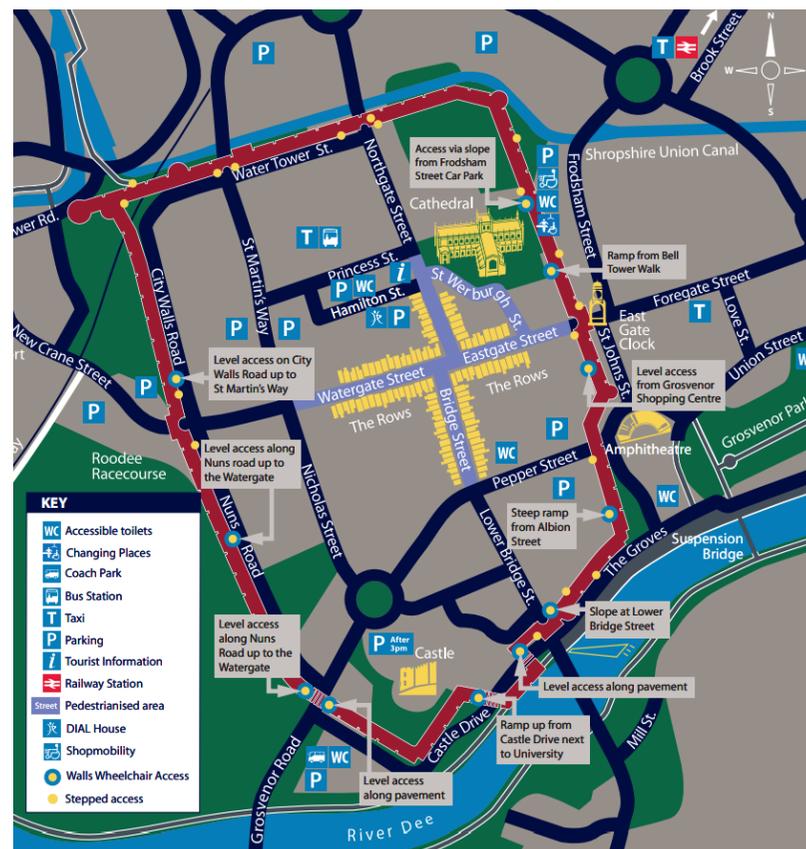
*Blue badge holders can access the city centre at Northgate (above) via a manned barrier, or via Frodsham St below © 2021 Google.*



**Street Design**

Frodsham St was redesigned in 2016/17 as a pedestrian priority scheme. Buses, taxis, blue badge holders, permit holders and cyclists are allowed to pass along this route which is a main shopping street. The surface is level, though the main carriageway is tarmacked and corduroy tactile kerbing runs along the edge of the footway. Regular bollards and street furniture reinforce the main carriageway.

The scheme won “Healthy Street of the Year, 2019” and CIHT “Creating Better Places Award, 2018” and has been praised by visually impaired people as being a shared space that works.



Above: a city centre access guide is produced, including the above overview map, as well as a more detailed map of the pedestrianised area showing access locations to reach the Rows – Chester’s famous elevated shops at balcony level. [www.visitcheshire.com/dbings/Accessible%20Chester.pdf](http://www.visitcheshire.com/dbings/Accessible%20Chester.pdf) Left: images of the Frodsham Road shared space scheme. More detail of the Frodsham Road scheme is available at <https://streetspirit.design/frodsham-street%2C-chester>

### Shopmobility

Shopmobility, operated by Dial West Cheshire, which has been crowned as a beacon of good practice, is located on the main blue badge car park at Frodsham St.

Dial West Cheshire ([www.dialwestcheshire.org.uk](http://www.dialwestcheshire.org.uk)) formed as a company limited by guarantee in 2014 and today continues as a registered charity, providing award winning services for disabled people, including:

- Advice and Information: with a focus on welfare benefits and disability rights;
- Community Café;
- Shopmobility: offering daily hire of mobility scooters and wheelchairs (as well as the sale, servicing and repair of mobility equipment and independent living aids).
- Volunteering: developing people from the community to help others within the community with extensive opportunities for training and development. This includes, among other things, “Ability Angels” who assist people with shopping;
- Access Group to improve access to services and facilities in West Cheshire so that disabled people can participate equally in the community.

Every year, they handle 5,000 bookings for mobility scooters and wheelchairs. Like Shopmobility in York, they have a membership scheme (£25 per annum). Members can hire equipment for £3 per day, non-members for £10 per day. Weekly hires of mobility scooters or powered wheelchairs are £30.



*Frodsham St car blue badge car park with the Dial West Cheshire Shopmobility unit behind and the accessible path between the city centre and the city walls to the left. © 2021 Google*

### Engagement with disabled people

Cheshire West and Chester Council employs an Access Officer who represents disability issues across a range of Council services.

They co-ordinate a Corporate Disability Access Forum which is chaired by a Council member and has disability interest groups and representatives. When schemes are proposed, these are taken to the CDAF for comment. CDAF members are also encouraged to disseminate consultations to other disability groups and individuals.

**Comparability**

Bath has a population of about 90,000 and is a historic city with many similar features to York. The pedestrianized area has a maximum north-south extent of 520m and east-west extent of 250m, though is punctuated by streets providing motorized access and accessible parking. As a result of COVID and hostile vehicle mitigation, access to the city centre for blue badge holders was temporarily suspended.

**Parking and access review**

In 2021 parking provision in the centre was reviewed and widespread consultation on proposals was undertaken during April and May 2021, including a survey questionnaire, resulting in 3,000 comments returned.

There was public support to improve air quality, fairer charging and a call for more flexibility for people most affected by the changes.

In July 2021 it was decided as a result of the response that some accessible (blue badge) bays would be positioned within the hostile vehicle mitigation central areas, with monitoring.

Accessible Parking is provided in Cheap St, Westgate St, Saw Close and Upper Borough Walls (within the ‘ring of steel’). Blue badge holders, carers, and taxi drop-offs are permitted between 10am-6pm. Enforcement is undertaken via CCTV at key access points.

A map of blue badge parking bays available on-line (reproduced opposite). A red circle has been overlaid on the map to show a 300m diameter from a central point in the city centre: i.e. crow fly distance of 150m to the centre.

<https://democracy.bathnes.gov.uk/documents/s67196/E3278%20City%20Centre%20Security%20Cabinet%20Report%20FINAL.pdf>



### Blue badge parking

Bath has provided some blue badge parking on High St in front of Bath Abbey with some high quality finishing (below).

### Cycling in Bath City Centre

There are various cycle routes provided within the city centre, bisecting the pedestrianised area, such as on Cheap St, crossing a main shopping street.

A new facility contra-flow facility has also been provided further east on Cheap in a smart finish with attractive signing of the cycle route.



**Comparability:**

Cambridge is a freestanding city with a population of 123,900 (2011). It is an historic city with a sensitive city centre environment.

**Cycling in Cambridge**

It is the UK's capital of cycling, with 50% of the population cycling at least once per week. In 2011, 32% of trips to work were made by bike.

**Cycling in the city centre**

Cyclists are permitted to cycle on most streets in the centre of Cambridge (see map opposite). There is a one-way system in place to manage cycle flows on two important north-south routes which have large pedestrian footfall, Sidney St and St Johns St. One-way cycling along Market St enables southbound cyclists to rejoin Sidney St where it becomes two-way.

**Trial of cycling in the key pedestrian streets**

Cycling was not permitted in the main pedestrian area during the day time up until the mid 2000's. This ban was revoked and a year's trial of cycling initiated, which has never been removed. The primary reason for permitting cycling through the central streets was that the alternative route was poor and putting cyclists at risk (on a winding route shared with buses).

There is no accident record relating to cycling on these streets. There are occasional complaints about inconsiderate cycling on these streets in the local press. The one-way system is not universally observed, with some cyclists cycling the wrong way down St Johns St and Sidney St.



Map: Cambridge Cycle Campaign: [www.camcycle.org.uk/files/resources/citycentre/CityCentreMap.pdf](http://www.camcycle.org.uk/files/resources/citycentre/CityCentreMap.pdf)

The Cambridge Cycling Campaign provides information on where you can and can't cycle, together with advice on cycling conduct in the city centre. Promotional campaigns are run with student populations to communicate the guidelines.

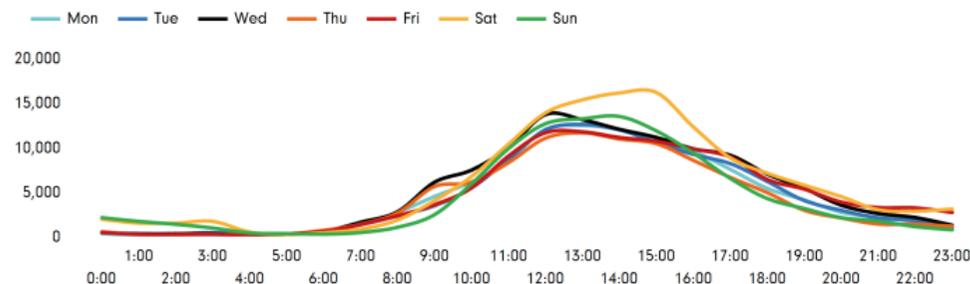
### Footfall data

Footfall data is collected on ongoing basis on behalf of Cambridge BID by Springboard in various city centre locations ([www.cambridgebid.co.uk/weekly-footfall](http://www.cambridgebid.co.uk/weekly-footfall)). Monitoring shows that weekly footfall levels on Sidney St, pre-COVID typically reached around 250,000 per week during the summer holidays. Footfall across all city centre monitoring locations was typically ~20-25% higher on Saturdays. This would imply footfall levels on Sidney St of ~45,000 on a summer Saturday, pre-COVID.

### Parking for non-traditional bikes

Cambridge has observed significant growth in non-traditional bikes recently. It has started installing ground-based anchors for cargo bikes (as they don't need anything to lean against). The city has a stencil design for showing cargo-bike parking. Ground-based anchors need to be in a demarcated space, as they are potentially a tripping hazard. The Council tries to place them at the edge of cycle parking locations because of manoeuvrability, but find that regular cyclists will often take the space because of convenience .

Footfall by hour



Graph from Springboard showing footfall levels at monitoring sites around city centre.

Photo above left: Sidney St © cycling-embassy.org.uk

Photo above right: St John's St © independent.ie

Image opposite: text on cycle map on conduct, provided by Cambridge Cycling Campaign.



#### When cycling in the city centre, please:

- Do not ride on pavements or cycle aggressively
- Always cycle at a careful speed.
- Do not cycle the wrong direction down one-way streets unless there is an exemption for cycling.
- Be prepared to dismount and wheel your cycle if the streets are crowded.
- Respect the needs of pedestrians and give extra room and time to parents with children, people with disabilities and frail and elderly people.
- Remember that pedestrians walking in the road may not be aware of approaching cyclists: they may not hear you or your bike bell.

## Comparability

Freiburg is an historic city in Baden-Württemberg in south west Germany, with a population of ~230,000 (2018). It is a regional tourism centre. Like York, its medieval centre is predominantly pedestrianised.

The city has long-standing environmental policies and received the Academy of Urbanism’s European City of the Year in 2010 in recognition of its Sustainable Urbanism.

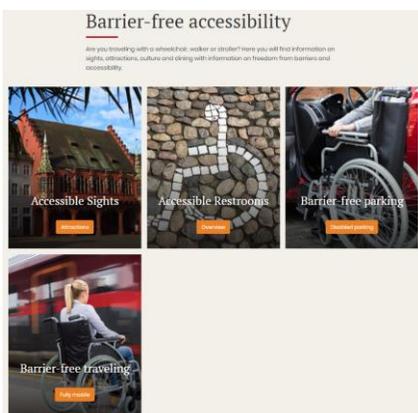
## Barrier-free access

Freiburg has been very proactive at promoting barrier-free access. Blue badge holders can park in various locations throughout the city centre within the “Fußgängerzone” (pedestrian zone).

Visit Freiburg website provides a barrier-free accessibility guide, with information on accessible sights, toilets, parking and travel by public transport. An inner-city plan showing blue badge parking locations is also provided. (<https://visit.freiburg.de/en/important-information-for-your-stay/barrier-free-accessibility>).



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Graph from

# 8) Recommendations on approach



In this section, we:

- Make some initial comments on future direction of York's policies towards accessibility;
- Provide some 'strategic' recommendations on overall approach;
- Provide some specific recommendations on approach to the footstreets;
- Provide some specific recommendations on broader measures to support the overall approach.

York is blessed with a beautiful city centre for the enjoyment of York residents and the many millions of visitors to York (estimated at 8.4m in 2018).

A driving objective for City of York Council (CYC) must be to protect and enhance this special place.

Generally, transport policy should be seeking to increase active travel and public transport use in York in general, and in particular for journeys to the city centre, and should be seeking to control general traffic intrusion into it, particularly given the broader policy requirements around transport decarbonisation.

At the same time, the proportion of the population with protected characteristics such as age and disability is growing, and it is essential that the city centre is accessible for all.

An environment that is physically accessible, legible, safe and has resting places and amenities such as toilets is not only essential for people with protected characteristics to access it, but highly beneficial to all. Once in the footstreets, a lack of traffic is good for residents, shoppers, visitors and retailers.



Access needs to be reasonable (i.e. enable people to access the destinations they want to go to), convenient, safe and affordable. . Nobody can expect 'unfettered access' to a historic environment with so many demands on it – everybody coming into the centre of York has to compromise.

But the current situation is that many older and disabled people do not have reasonable access to the city centre:

- There is a current lack of access to the footstreets by any motorised means including private car (blue badge), taxi or any form of shuttle bus;
  - This means that large sections of the city centre are beyond 150m of the nearest access point (even for on-street accessible parking or bus stops);
  - Pedestrians who can manage only short distances cannot effectively access services;
  - Some disabled people find off-street car parking easier to use in order to unload equipment safely and relatively easily. All dedicated off-street car parks with accessible provision are a considerable distance from the footstreets. Only Castle and Coppergate car parks are within 150m of the very edge of the footstreets zone;
  - Many people with physical, sensory, mobility and cognitive differences need to access a central location within the footstreets from where they can navigate around;
  - Some disabled and older people and or carers need a 'safe space' in case of an emergency situation, anxiety or a need to eat, feed or change and need to be able to access this space quickly: the car is often used for this purpose;
- Many older and disabled people cannot carry large amounts of shopping and, if using the car, tend to ferry shopping back and forward, so losing access to the footstreets makes the distances for return trips particularly challenging or impractical;
  - Shopmobility is a useful service for some, but its current location, and range of equipment limits its usefulness to others;
  - Dial & Ride provides a useful service for some but in its current format is limited in its applicability to larger numbers of people;
  - People who use cycles as a mobility aid need to be able to cycle to their final destination as they may not be able to dismount or walk and, if cycling, cannot carry mobility support equipment;
  - The availability of accessible toilets and changing places facilities is inadequate and the physical condition of those that are provided needs repairing and improving;
  - Information to help plan and execute a trip is dispersed across different Council webpages and websites, making it difficult to understand travel options and accessibility of facilities such as toilets.

In the interim, until reasonable access is provided via a range of interventions, some blue badge parking should be allowed in certain parts of the city centre.

The footstreets themselves and approach routes to them in the main have poor levels of accessibility.

In many places, footways are an inadequate width for safe or easy use by a range of people, including people with physical, mobility, sensory and cognitive differences. They are in poor condition in places, often with steep crossfalls making them impassable or unsafe. They are often blocked by inappropriate street furniture, refuse bins or pavement cafés. People who need wide, clear, consistent space, such as wheelchair users or people with a sensory impairment, in the main, have to travel down the carriageway on kerbed footstreets (and approach routes). For people using wheelchairs, this then makes the shops and facilities inaccessible.

Some of the footstreets have had relatively limited investment since they were designated in the 1980s. Others have been reformatted at different periods of time to different styles of design and use of materials. The result is that the typology of streetscape and the type of materials lacks consistency. This makes understanding, especially for people with sensory impairments or cognitive differences, very difficult.

CYC should work with disabled people to co-design reasonable access to the city centre, including the location of accessible blue badge parking, and the design of services such as an expanded Shopmobility, and an accessible taxi and/or bus shuttle service. Further, there is an opportunity for disabled people to take a leading role in designing these services and providing some of these services.

We would recommend the following measures to enhance access to the city centre and the footstreets over time:

- The footstreets are made accessible to all, through a programme of street upgrades over time, using a consistent approach based on a street design template co-produced with disabled people and other city centre users. In the short-term, remedial measures should be taken to address defects. Whilst not the subject of this report, a programme to make as many shops and facilities accessible to all should be developed.
- Routes towards the footstreets from key arrival points need to be enhanced to make them fully accessible. In the long-term, this may require complete upgrades, but in the short-term, some remedial measures should be taken to address the worst defects.
- A primary, 'gold standard' off-street car park should be provided as close as possible to the footstreets with facilities including an expanded Shopmobility, accessible toilets and served via a shuttle bus or taxi, taking people into the heart of the city. Castle car park would be the most suitable location for this, though the Castle Gateway project currently proposes removal of all parking here. Ideally, a secondary dedicated car park should be provided at an opposite end of the footstreets zone.
- On-street blue badge parking should be provided in a range of locations right at the edge of the footstreets zone, to provide access to blue badge holders to that area of the footstreets zone. This should be dedicated to blue badge holders and not shared with loading / general traffic. These bays need to be laid out with adequate width and length, as per standards in *Inclusive Mobility*, and enable access onto the footway.
- A motorised shuttle service to and within the footstreets, which could be a shuttle bus or taxi should be investigated. It should serve the primary off-street parking location and rail station.
- Taxis should be permitted to take blue badge holders into the city centre, with designated drop off and pick up points along a designated route.
- People using cycles as a mobility aid should be able to do so throughout the footstreets.
- Cyclists (including cycle couriers) should have access on one primary north-south route through the footstreets.
- Footstreets hours should return to 5pm in order to allow disabled blue badge holders access to the evening economy (at times when some of the other access services are not running).
- Accessible toilets need to be provided at a greater range of locations in the city centre. These do not necessarily have to be publicly owned toilets, but should be accessible to all.
- An 'Access Hub' should be developed that provides: accessible toilets, safe space, welcome and orientation to all visitors including people with disabilities, with Shopmobility equipment. This should be located adjacent to the primary accessible car park.
- Shopmobility: an expanded Shopmobility service needs to be provided (in terms of range of equipment and accessibility of service). This should include satellite operations at key arrival points such as the primary off-street car park(s), rail station, coach parks (Union Terrace and St George's Field), and within the city centre footstreets area.

- Dial & Ride: an expanded and updated Dial & Ride offer should be developed, including more flexible routings and arrival / departure options, that are bookable on the day.
- Buses: if possible, consideration should be given to providing 2 wheelchair spaces to be accommodated and offering a guaranteed ride home for people unable to board a bus because wheelchair / pushchair spaces are already taken.
- Tourist visitors should be encouraged, where possible, to use Park & Ride. This would include giving blue badge holders and travelling companion free travel on Park & Ride service and extending hours of operation into the evening.
- Events (e.g. festivals) and activities (e.g. pavement cafés) will be designed to be fully accessible and not to impede accessibility. No pavement café should block the pavement or make the venue inaccessible.
- Accessible services: whilst disabled people should be able to access essential services such as processing documentation at the post office or accessing banking wherever they choose, the fact that the Post Office has moved to a particularly inaccessible part of the city centre and many banks have closed branches outside the city centre presents a real challenge. The Post Office should be encouraged to provide essential services at a location more easily accessed, with disabled accessible parking adjacent. There may be opportunities to assist some older and disabled people with access to IT and on-line services, in terms of training and equipment, through other initiatives.
- Other services such as a cycle courier service to drop shopping back to the Access Hub and Cycle Rickshaws (aimed more at tourist visitors) should be investigated.

### “Accessible York” project

We recommend that CYC initiates an “Accessible York” project to oversee improvements to physical accessibility and support services to improve access to the city centre. Such a project will enable better access for all, whilst enhancing the special character of the historic centre. As the previous DMUK report noted: *“Whatever landscape CYC wants in the future for its city centre, it must be open and welcoming to people with disabilities..... As part of its ambitious plans for the future of the city centre CYC should include ambitious aspirations for accessibility and inclusivity. There is no reason why York cannot create a model of accessibility that others can use as a blueprint to follow”*.

(DMUK, 2020, “Independent Review of York City Centre Disabled Access”: [www.york.gov.uk/downloads/file/6118/independent-review-of-york-city-centre-disabled-access-offer-14-oct](http://www.york.gov.uk/downloads/file/6118/independent-review-of-york-city-centre-disabled-access-offer-14-oct)).

# 9) Specific Recommendations



In this section, we make specific recommendations on:

- Interim blue badge access to the footstreets;
- General measures for managing access to the footstreets and their design;
- Off-street blue badge parking provision;
- On-street blue badge parking provision;
- Cycle access through the footstreets;
- Measures to improve access to bus, taxi, Dial & Ride, York Wheels and potential city centre shuttle service;
- Provision of an Access Hub and Shopmobility;
- Provision of other amenities, including accessible toilets;
- Information provision.

Whilst endorsing CYC's ambitions to reduce vehicle intrusion into the footstreets we consider that some blue badge access to some of the footstreets is required in the interim until a range of mitigation measures are put in place that provide people with reasonable options to access city centre destinations and facilities.

This access to enter the footstreets in a motor vehicle is particularly important for a small proportion of disabled people and blue badge holders with additional access needs and particularly for people who use the city centre of York as their primary service centre (rather than tourist visitors for example). Monitoring undertaken by CYC showed an average of 60 parking events per day by blue badge holders in 2019, so this is a relatively modest volume of demand.

The analysis of accessibility in section 4 reviewed various scenarios, showing that reinstating access via Goodramgate to Church St, with vehicles departing via St Andrewgate would create relatively little vehicle intrusion (~13% of length of primary footstreets would be open to vehicles) whilst providing access within 150m to just over 50% of the city centre. Returning things to "As they were" would create considerably more vehicle intrusion at ~31% of the footstreets, but make ~74% of the city centre accessible within 150m.

The Police have also advised against allowing vehicles to park in Parliament St during peak footfall hours which would challenge other scenarios involving this route.

### **Managing access in relation to the Hostile Vehicle Mitigation Scheme**

When the HVMS comes into place, there will be secure bollards placed at the entrances and exits to footstreets and a city control room will regulate access via CCTV to authorised vehicles or to drivers carrying a permit (e.g. shopfitters who have applied for a waiver).

It is considered ineffective to monitor blue badges in this way, given the ease with which people could present a forged blue badge.

An alternative would be to require potential users to register a vehicle for a permit in the same way as shopfitters. CYC considers this impractical due to the potential numbers of blue badges and the fact that it would tie blue badge holders to one vehicle.

CYC considers that any blue badge access route would therefore have to be secured along its length in case someone dishonestly used a blue badge to gain access to the protected area. In effect, this would mean that the only practicable option would be to allow access via Goodramgate as far as Church St and then out via St Andrewgate. It would create conflict within King's Square, but exiting vehicles via St Andrewgate would take away conflict on Colliergate. Barriers would need to be installed at the entrance to Low Petergate, entrances to Swinegate and St Sampsons Square and along King's Square in order to secure this route.

A further alternative would be to have a staffed entry barrier, in the same way that Chester allows blue badge access to a route through its pedestrian priority zone, though this would incur significant ongoing cost.

An alternative to specifying a route would be to extend the vehicle access hours for a longer window of time (e.g. up until midday). However, it is very challenging (and unsafe) for blue badge users to compete with deliveries during the loading period. If this were considered, it should be an extension of blue badge only access after loading hours on specific nominated routes, but footfall tends to build up to high volumes between 11am and midday.

Taxis and York Wheels (community car scheme) should be given the same access arrangements as blue badge holders, when transporting blue badge holders.

We recommend that the footstreet operational hours revert to 5pm to enable blue badge holders to access the evening economy. Pedestrian volumes in the footstreets tend to start declining around this time. It may be appropriate to demarcate some blue badge parking bays in particular locations such as Coney St, Lendal, Blake St, Davygate, St Sampson Square, Parliament St, Church St and Colliergate for use at these times. (This can be done 'discreetly' without obtrusive signing and lining, using pavoids for example).

Given the objectives of reducing traffic within the footstreets, consideration should be given to reducing the levels of vehicle intrusion during footstreet hours, questioning whether all current exemptions are required, and whether there are alternative methods for fulfilling some access requirements (such as e-cargo bike deliveries).

During delivery times, are there opportunities to reduce both the number and size of delivery vehicles? Significant footway damage is occurring in several places and creating safety concerns for other street users at these times.

Successful e-cargo bike delivery services have been developed in other cities, and the centre of York would seem to be highly suited to this.

CYC's current work on logistics and last mile delivery should examine both the potential for e-cargo bike delivery and for other measures to reduce the number and size of vehicles entering into the footstreets.

The advisory speed limit of 10mph should be better advertised at entries to the footstreets. Where vehicles are applying for permits to enter the footstreets during operational hours, a code of conduct could be promoted on driving considerably and below the advisory 10mph limit.



*Zedify offer a complete delivery service, including regular e-cargo bikes, larger e-cargo trikes, as well as postal and van delivery with a local agent. © [www.zedify.co.uk](http://www.zedify.co.uk)*



*The volume and size of delivery vehicles is wholly unsuited to some of the historic footstreets: e.g. Low Petergate before 10.30am*

## Footstreets design

Many of the footstreets have not received much investment since they were introduced in 1980s. Others have been developed over time according to changing design standards and tastes, so there is a patchwork of inconsistent treatments.

Given that the objective of the footstreets is to be as largely traffic-free as possible during core hours of the day and to remain a pedestrian priority zone at other times, it is appropriate to contemplate a uniform level surface design which provides good accessibility for all, particularly disabled and older people, and makes the whole street accessible. Communications should make drivers understand that outside of footstreets operational hours, they are still entering a pedestrianised area and need to observe the advisory 10mph limit and give priority to pedestrians in the carriageway.

The streets should be demarcated to show footways and a carriageway (with corduroy paving to assist visually impaired people). Carriageways should be kept to an absolute minimum to provide as much footway space as possible and to reinforce the 10mph advisory speed limit. Where there is a desire to prevent loading in some locations - due to inadequate widths, weak cellars etc. – street furniture such as seating could be used, creating resting places in the process. Where there is a desire for loading to occur at specific locations, loading bays could be demarcated.

Clutter free zones should be established on all streets. On narrower streets, it may be more appropriate for street furniture (seating, planting, cycle parking, pavement cafés etc.) to be located adjacent to frontages, leaving the centre of the street uncluttered, aiding movement and legibility. On wider streets, it may be appropriate to have a 2m footway in front of shops with a street furniture zone beyond that. Footways do need to remain clear outside footstreets operational hours to reduce conflict with vehicles.



Top © 2021 Google: Sidney St, Cambridge: uniform level surface with demarcated carriageway and loading bays incorporated into footway.  
Bottom © 2021 Google: Preston, Fishergate: through traffic route with narrow carriageway, low kerbs and frequent level crossing points.

## Design Template

CYC should develop a design template for upgrading footstreets.

These should be based on existing, nationally agreed inclusive design principles, relating to widths of footways, use of tactile paving, dropped kerbs, road crossings, the placement and design of street furniture, the placement and specification of resting places, and appropriate wayfinding and signage. This should draw on *Inclusive Mobility* for technical specifications, together with other design documents such as Manual for Streets.

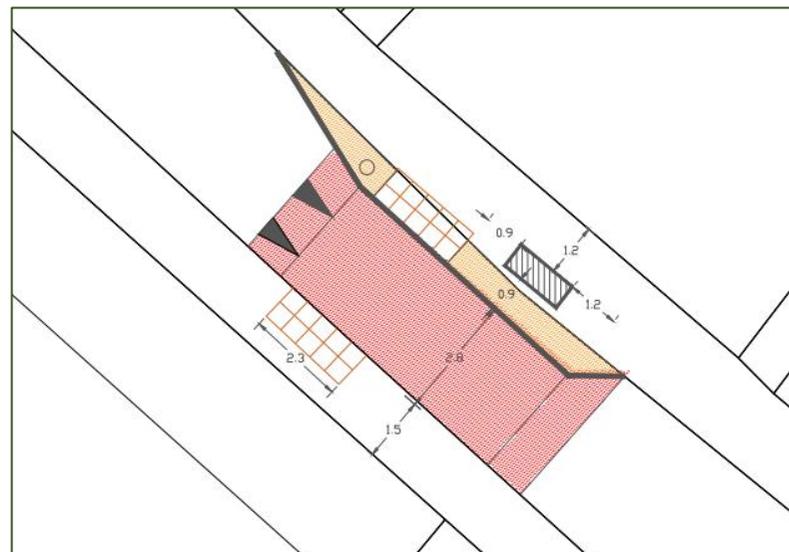
An appropriate palette of materials should be selected for footways, carriageways, loading areas, street furniture and signing, reflecting both the heritage of the environment and suitability for use.

City centre stakeholders, including representatives of disabled people, city centre businesses, heritage interests etc. should be involved in the process. This could include co-design via tours of footstreets for people with lived experience, who should receive reimbursement for their contribution.

The design template should also specify:

- The design of pavement cafés to maximise accessibility;
- Event management;
- Street management;
- Incorporation of the Street Charter that has been developed by a collective of disability interest groups;
- A fault reporting and response mechanism.

*In advance of make-over of footstreets, is there potential to address lack of resting places and level access onto footways through the use of build outs, incorporating seating and raised crossings as per engineering sketch here on High Petergate, top right, similar to what has been done on Fossgate, below right © 2021 Google.*



There is a need for active enforcement of the adopted approach, in terms of:

- Managing access into the footstreets for authorised vehicles only. This currently can only be enforced by the Police. The introduction of the Hostile Vehicle Mitigation Scheme in due course will assist with control;
- Monitoring and enforcing the accessibility of the streets, including ensuring that pavement cafés and temporary street furniture such as bins and A boards do not obstruct accessible routes.
- A fault reporting and response mechanism.
- Information and awareness raising about conduct in the footstreets by cyclists, vehicle drivers, deliveries, shops and cafés.

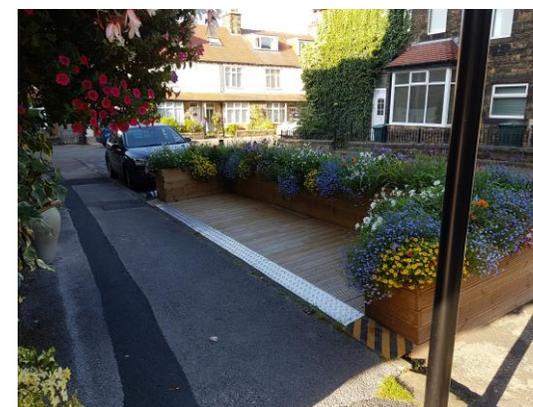
### Pavement cafés

Pavement cafés should not be allowed to block physical access to the street / footway into the future, nor be inaccessible to potential customers. In granting pavement café licences, CYC laid out a range of criteria on minimum clearance, the placement and design of barriers around a café area, and the need to make premises accessible. Many of the cafés are currently failing to adhere to these standards. Undoubtedly, this was in part due to the need to grant access quickly.

Those premises that wish to renew their pavement café licences should be assisted to ensure that they are able to do so in a way that does not compromise access. This could include assisting cafés with providing accessible ramps into the pavement café area and/or premises (where applicable), providing temporary ramps or permanent dropped kerbs to allow people to access the footway at the end of the café facility, and assisting cafés with replacing inadequate barriers, including protruding tripping hazards.

### Events

Guidance is required on operating events in a way that both makes them accessible and does not obstruct accessible routes, including details such as the placement of temporary barriers, temporary parking for events vehicles. It may be appropriate to consider the opportunity of the redevelopment of Castle Gateway into an events space to relocate certain events here.



*Pavement café, Ilkley, taking a car parking space, fully accessible from the footway which is left clear of obstruction*

Off-street parking is easier for some blue badge holders, particularly wheelchair users with rear or side loading vehicles.

We recommend the provision of a large primary dedicated accessible car park as close as possible to the footstreets zone. An Access Hub should be located here providing accessible toilets, visitor welcome services, safe space and extended Shopmobility services, with the potential to offer other services such as a bus shuttle or cycle courier deliveries for shopping to be returned here.

The obvious location for this is Castle car park. Coppergate multi-storey car park is inaccessible to many (in larger / higher adapted vehicles), not a particularly pleasant environment and is reliant on lift access. Union Terrace, Marygate, Esplanade, Foss Bank, Monk Bar and St George's Field are all too remote. Bootham car park has very poor access both to Bootham and Gillygate.

Currently, the Castle Gateway regeneration project envisages removing all car parking from this area, but this is the most accessible and popular car park for blue badge users. If this car park is removed, without a similar quantity of spaces provided at least as near to the city centre footstreets, this will create significant additional access difficulties for disabled visitors arriving by private car.

We strongly recommend that consideration is given to retaining blue badge parking here. There is an opportunity for laying out the parking 'sympathetically' within the new public realm.

In the short-term, whilst the Castle Gateway regeneration project is under construction, blue badge parking should be maintained here.

If the parking is removed in the longer-term, there should be an attempt to identify an alternative accessible premium car park at least as close to the footstreets area.

It would be desirable to provide a second accessible car park close to the footstreets at another entry point.

The King's Manor car park, behind York Art Gallery on Exhibition Square is currently leased from CYC to University of York. If this were to become available at a future point, this would be a good location for a dedicated blue badge car park and there may be an opportunity for a satellite shopmobility hub here.

If the Riverside Quarter regeneration project goes ahead, providing a pedestrian bridge over the River Ouse from North St to Coney St, Tanner's Moat could become a valuable secondary access site, along with blue badge on-street parking along Wellington Row and North St, and again, a satellite shopmobility hub here.

We recommend that it would be useful to undertake some surveys to show blue badge parking demand at different times of the year / week / day to generate a more accurate picture of levels of demand for blue badge parking, but anticipate that there is probably demand for at least 50 blue badge parking spaces either one or two 'premium' accessible car parks close to the footstreets.

On-street parking provision is also important, particularly targeted more at local residents and offering more direct access into different areas of the footstreets. It also means that those with a slightly greater level of mobility have alternative provision and don't need to compete with limited spaces within the footstreets for people with additional access requirements.

We consider that there should be a presumption in favour of dedicating most parking in surrounding streets to blue badge users, rather than general Pay & Display, which will support the broader ambition of reducing general traffic intrusion in the city centre.

The parking limit in dedicated bays should be extended to 4 hours, in recognition of the additional access time required to access the footstreets from the edge of the zone.

The volume and location of on-street parking that should be provided depends partly on the level of access provided inside the footstreets and the size and location of the premium off-street car parking. It is recommended that surveys are undertaken to build up an understanding of the level of use of different blue badge parking bays to understand total levels of demand.

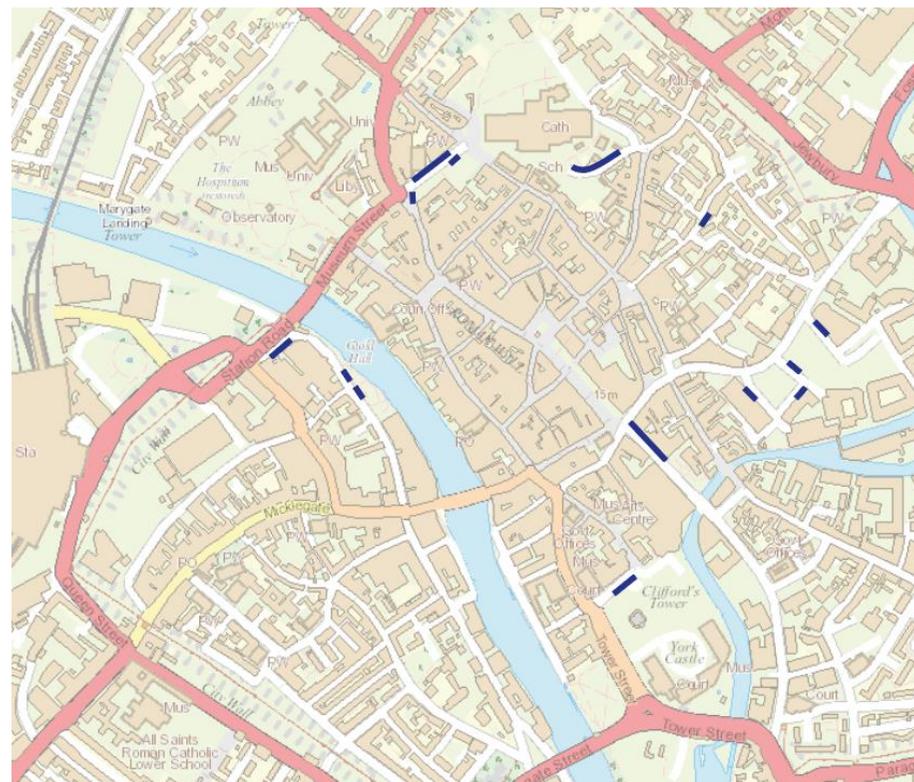
Potential locations for maintaining or expanding blue badge parking could include:

- Duncombe Place (~12): maintain 1-2 loading bays at either end of the street, but dedicate remaining space on the northern side to blue badge only, including area previously reserved for Horse & Carriage. Loading or waiting should not be permitted between 10.30am-5.00pm and there should be no general parking. In due course, we recommend that Duncombe Place becomes a footstreet with general traffic excluded. Blue badge parking would be retained until alternative access arrangements were satisfactory.
- Blake St (~4): as a temporary measure, until the mitigation package is fully in place, provide additional blue badge bays at the entry to Blake St. Set the barrier further back down Blake St to enable vehicles to manoeuvre into this area.
- Deangate (~6): demarcate blue badge parking bays along Deangate from College Green to Minster Yard. In the longer-term, as the Cathedral Refectory refurbishment project unfolds, the blue badge parking may need to reduce to north of the Refectory entrance only.
- Piccadilly (~7): maintain current parking. In longer-term, in association with planned remaking of Piccadilly, remove taxi rank and cycle parking on western side and widen eastern disabled bays to make access easier and safer. Extend the parking as far back as the existing informal crossing at the northern end of Sainsbury.
- Tower St (4): maintain.
- St Andrewgate (3): provide formalised bays.
- Garden Place / Carmelite St / Dundas St: (~12): provide blue badge parking along sections of Garden Place as closest to footstreets zone, with slight widening of Garden Place, if possible. Maintain limited blue badge parking on Dundas St and Carmelite St.
- St Saviourgate (2): maintain.
- North St / Wellington Row / Tanners Moat (~16): make Pay & Display here into blue badge parking, if pedestrian bridge to Coney St is provided.

These measures would increase current blue badge on-street parking bays from around 31 to around 66. However, not all of these locations will necessarily be required if some access is permitted into the footstreets. Surveys of levels of demand for off-street and on-street blue badge parking at different times of day / week / year will be helpful in assessing the appropriate overall quantity and location of parking to be provided.

As stated above, loading should not be allowed in dedicated blue badge parking bays during footstreet hours and this needs to be enforced.

As and when street design is updated, consideration should be given to incorporating blue badge parking bays into the footway, in order to overcome issues of accessing the footway. The footways should be sufficiently wide so that the blue badge driver or passengers can unload equipment at the side of the vehicle without obstructing the footway.



*Potential locations for introducing or extending on-street blue badge parking.*  
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Both nationally and locally, policy seeks to increase the uptake of cycling and cyclists are high on the modal priority list. As LTN1/20 states, there should be a presumption in favour of allowing cyclists to travel through vehicle restricted areas, unless there is good evidence this would cause significant safety problems. (DfT, 2020: Cycle Infrastructure Design, LTN1/20, para.7.4.3. [Cycle Infrastructure Design \(publishing.service.gov.uk\)](https://www.gov.uk/government/publications/cycle-infrastructure-design)).

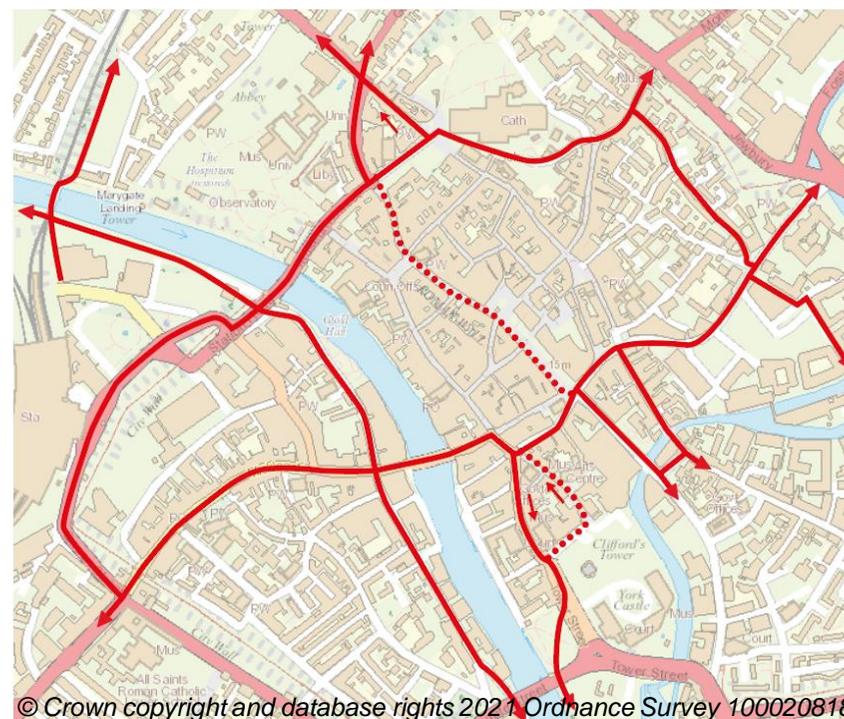
The lack of a north-south cycling route through the footstreets significantly impedes cycling connectivity for journeys into or through the centre of York. This presents a major obstacle for many potential cyclists, such as those using cycles as a mobility aid, cycle couriers, people carrying small children or shopping on their bikes, and some women who feel safer on their bike (rather than walking or catching public transport).

The consequence is that it either discourages people from cycling – against local transport policy objectives – or forces cyclists onto more heavily trafficked routes, where there is greater exposure to injury.

Of course, cycling in pedestrian areas does create safety concerns amongst other road users, especially people with visual and hearing impairments and many of the footstreets have very high pedestrian volumes during the day time.

York Cycle Campaign conducted some research to examine road collision and injury statistics (York Cycle Campaign, “City Centre Cycling: Access for All”). Between 2015 and 2019, there have been a total of 11 recorded collisions between cyclists and pedestrians in the centre of York, one resulting in serious injury. By contrast, there have been 89 recorded collisions between motor vehicles and pedestrians, resulting in 1 fatal, 13 serious and 75 slight injuries. Over this time period, there have been 131 recorded collisions between motor vehicles and cyclists, 16 resulting in serious injury.

We therefore recommend that a north-south two-way cycle route through the city centre should be provided, using the Blake St – Davygate – Parliament St alignment. This should be accessible to all at all times of day and should not require any form of licence or permission. This route, together with existing cycling routes such as the north-south connection from Monkgate to Stonebow via Aldwark, the north-south route along the western bank of the Ouse from Terry’s Avenue to Scarborough Bridge, and the east-west routes from the station to Museum St and onwards towards Bootham / Monk Bar and Mickelgate to Peasholme Green provide an effective grid for cycle connectivity to, through and around the city centre (below).



The main spine of the route will run from Blake St – Davygate – Parliament St, using the current carriageway. In due course, as Blake St, Davygate and Parliament St are refurbished, the infrastructure design can be enhanced. We would recommend, given that this is a one-way north-south motor vehicle access route outside footstreet operational hours, that carriageway widths should seek to be ~4.25m (2.75m minimum width traffic lane plus 1.5m cycle contra-flow lane). Cycle roundels (diag 1057, Traffic Signs and General Directions, <https://tsrgd.co.uk/#tsrgd-pdfs>) should be placed at regular intervals in the carriageway with directional arrows. Where possible, loading bays should be placed on the left hand side in the direction of motor vehicle travel (i.e. opposite side to the cycle contra-flow). We do not recommend lining the cycle contra-flow or providing a cycle route that is segregated from the main carriageway. This is because width would not permit this in many locations, but lining may lead to the perception of cycle priority and encourage higher speeds. It would also introduce more visual clutter in a historic area. The alignment of the route could be reinforced by arranging street furniture (seating, planters, cycle parking) in a linear arrangement to demarcate the carriageway.

We would advocate in any longer-term refurbishment that Blake St is remade into a uniform level surface, and Davygate retains the uniform level surface because of the existing problems created by kerbs and sloping footways on Blake St. This would also assist with contra-flow cyclists being able to manoeuvre if an oncoming motor vehicle is encroaching on the cycle contra-flow. The carriageway would have a different surface than the footways, demarcated with corduroy paving. Where the route widens into St Sampsons Square and Parliament St, we would propose to maintain current kerb segregation of the route.

There will need to be traffic signal modifications at the junction of Blake St / Museum St to provide a cycle phase for traffic turning out from Blake St.

At the southern end of this route, at the Parliament St / Pavement junction, there will need to be a modification to traffic signals and highway infrastructure to allow cyclists access in/out of the route through Parliament St, including a cycle phase in the traffic controlled junction for cyclists turning out from Parliament St. Cyclists turning into Parliament St from Coppergate may be able to do so via a filter lane with give-way.

Ideally, from the cyclist point of view, the current arrangement on Coppergate with one-way westbound bus operation should be continued, with a more formalised (and wider – preferably 2m) eastbound cycle contra-flow retained.

At Castlegate, we propose that one-way northbound cycling should be permitted. The junction of Clifford St and Coppergate for cyclists arriving from the south is very challenging, with a difficult right hand turn manoeuvre. The alternative alignment via Castlegate is much easier. The format of the Castlegate / Coppergate junction should be changed to enable the right hand turn from Castlegate into Coppergate (discussed in detailed street audits, Appendix A). The junction of Clifford St into Tower St should be enhanced to assist cyclists turning right to access Castlegate (e.g. protected right hand turn box).

Cyclists travelling south from the city centre would use Coppergate and turn left into Clifford St. Whilst this makes cyclists use the busier Clifford St, with bus stops on either side, the left hand turn and downhill section is far less challenging than travelling up Clifford St and turning right into Coppergate.

At the northern end, the existing one-way cycling permission along High Petergate should be retained. There should be a long-term ambition to make this two-way for cycling, though this will require highway remodelling at the High Petergate / Exhibition Square junction to incorporate a turn out for cyclists from High Petergate. It should be a long-term ambition of CYC to reduce general traffic intrusion into the city centre. Reducing general traffic using the Lendal Bridge – St Leonard’s Place will potentially make it easier to incorporate cycle provision here, as well as making conditions for cycling much better on Lendal Bridge / Museum St / St Leonard’s Place.

The Duncombe Place to Minster Yard cycle route should be maintained. Whilst the ‘heritage’ treatment to Minster Yard is so subtle that most people are not aware of it, this shared space seems to operate reasonably well. In due course, Duncombe Place should be remodelled to make much more of this important street with its views to the Minster. Better protection for cyclists should be incorporated into this design.

We would propose that two-way cycling is permitted along Fossgate (currently one-way northbound only), to give better access to / from Walmgate and to avoid additional cyclists needing to use Piccadilly.

Cycling should not be permitted on the other footstreets during footstreet operational hours in order to protect pedestrian amenity. Cyclists should dismount and park their bike or walk their bike to their final destination. However, they should be allowed access to all streets outside footstreet operational hours.

The exception to this is people using cycles as a mobility aid who need to be able to cycle their bike directly to their final destination. Currently, we do *not* propose any form of identity / licence for using a cycle as a mobility aid, but this should be kept under review during a trial period.

Cycle guidance suggests that cyclists should dismount where pedestrian levels exceed 200 people per hour per metre width, so on a 10m width street, cyclists need to dismount at volumes of over 2,000 pedestrians. Monitoring of pedestrian levels, particularly on Davygate, will be helpful to understand when this figure is exceeded. When events, such as St Nicholas Fair, are operating, cycle access could be temporarily suspended.

### **Trial**

The cycling route should be introduced on a trial basis for 6-12 months and monitored to ensure it is not causing undue hazard to pedestrians. Counts of level of use by time of day (for cyclists, pedestrians and motor vehicles) should be undertaken alongside field observation (via cameras) to examine who is using the route at different times of day and cycling behaviour at different levels of footfall. This should include some monitoring of speeds (of cyclists and motor vehicles). Attitudinal research should be conducted with cyclists, pedestrians, disabled city centre users and businesses. The monitoring should also include before and during surveys of levels of cycling on the proposed route and on other footstreets, so that it can be assessed whether the designation of an ‘official’ route leads to a reduction in cycling intrusion on other footstreets. Representative groups of cyclists, disabled and older people should be asked to disseminate information on the trial and to encourage members to report back any queries or incidents. Road collision data should be monitored, including the trafficked parts of the city centre cycling routes.

We recommend in the short-term that this does not extend to e-scooters whilst national trials and evaluation continue.

Information should be disseminated to York cyclists on where they are allowed to cycle and when, via the i-Travel York site and through other stakeholders such as York Cycling Campaign and York Bike Belles. An informal code of conduct should be provided to cyclists, stating that the footstreets are a pedestrian priority zone and that people should cycle at appropriate speeds, observing the advisory speed limit of 10mph within the footstreets, and ceding priority to pedestrians walking in the carriageway. IWGB Couriers have drafted a code of conduct (opposite) which could be adopted for cyclists generally.

Cycle parking provision should be increased within the footstreet zones along the main spine route, and, in some cases, reduced at the edge of the footstreets zone (making way for accessible car parking), now that access through the city centre is provided. There is a need to provide some cycle parking for non-traditional bikes, such as cargo bikes and adapted bikes.

Whilst outside the scope of this study, there should be an examination of cycle access routes towards the city centre, in particular crossing the inner ring-road and provision between the inner ring-road and the cycling routes around the city centre.

As discussed earlier, it would be highly desirable to reduce the volume and size of delivery vehicles in the city centre and the potential for e-cargo bikes to fulfil some city centre deliveries needs investigating as part of CYC's ongoing work on logistics and last mile delivery. Whether e-cargo bikes would be permitted to access all streets during footstreets hours needs to be considered as part of any proposals coming from this work.

### Code of conduct

#### BE ALERT

Ride considerately as pedestrians may not be aware of you and can't always hear or see you.

Anticipate pedestrians may inadvertently walk into your direction of travel.

Be particularly cautious when cycling close to children and animals.

#### BE SEEN AND HEARD

Always use lights during hours of darkness.

Inform pedestrians of your approach by use of a bicycle bell or voicing a polite warning.

#### SHARE WITH CARE

When riding in areas shared with pedestrians be respectful.

When passing pedestrians be courteous, reduce speed and give them as much space as possible.

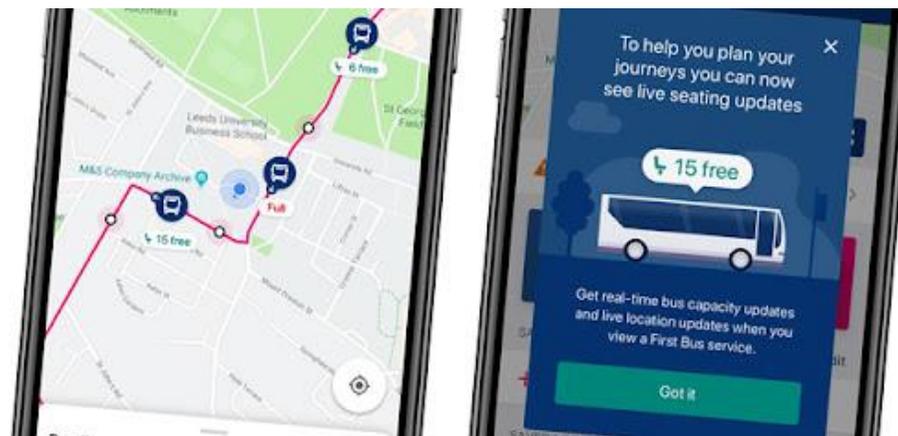
If the shared space is very busy and it's too congested to cycle, dismount and walk until it is safe to ride again.



*There is a need for more cycle parking provision, including for non-traditional bikes, such as cargo bikes*

Measures that would enhance the ability for disabled people to make more use of buses in York include:

- Park & Ride: there should be one premium Park & Ride site which is promoted to disabled visitors from outside York, with the service extended into the evening to accommodate evening leisure visitors (e.g. Askham Bar). At this premium site, additional accessible parking bays should be provided. The site already has good sheltered waiting facilities, accessible toilets and information services. At moment, there is financial disincentive to park at a Park & Ride and catch the bus in, as opposed to drive into the centre and park for free in blue badge parking. It is worth investigating a mechanism for allowing a blue badge holder and travelling companion to travel for free.
- Audio and visual announcements: the 2017 Bus Services Act provided the powers to require the provision of audible and visible announcements of buses, and mechanisms to deliver this on all services in York should be pursued.
- Accessible spaces: ideally buses should have more than one accessible space. There have been several comments made of people having to wait for several buses in order to catch bus into town or home. One space precludes two people in wheelchairs from travelling together. We acknowledge that this is a broader issue for bus design, rather than CYC, but could be investigated.
- ‘Guaranteed ride home’: CYC could consider the potential for introducing a ‘guaranteed ride home’ for people who arrive at bus stop to find they cannot board. This could be done via a contract with an accessible taxi company. A mechanism would need to be designed for validating requests and requesting a taxi.
- Information should be disseminated to disabled people and groups to promote First Bus’s existing app that provides real time information on bus arrival times and the availability of wheelchair space. ([www.firstbus.co.uk/tech-bus/first-bus-app](http://www.firstbus.co.uk/tech-bus/first-bus-app)).



### **Taxis**

Accessible taxis should be allowed access to a limited number of footstreets during footstreet operational hours for transporting blue badge holders, to address the needs of people with physical, sensory, cognitive and mobility differences. This could be the same route(s) as permitted for blue badge holders. For someone to request access into the footstreets zone, they would have to present a blue badge to the taxi driver. An appropriate mechanism to allow access to a taxi into the footstreets zone would need to be developed.

### **Dial & Ride**

Dial & Ride could play a more significant role in providing access into the city centre. Under its new service model, it will be able to offer more demand responsive services and, subject to regulatory permission, on-the-day bookings. It has a particularly important role to play in bringing in people with mobility limitations from the wider catchment of York (e.g. blue badge holders not resident in York).

The service would benefit from much stronger promotion to potential users throughout York and the wider catchment area. This could include a revamped website and on-line booking, to accompany telephone booking.

### **York Wheels**

York Wheels voluntary car driver scheme should be allowed to access limited footstreets to transport its clientele who are elderly persons or people with mobility limitations.

The York Wheels drivers and vehicles could be registered with CYC for authorisation.

## Shuttle services around the city centre footstreets

Even with limited access to footstreets for blue badge holders, accessible taxis and Dial & Ride, much of the footstreet area remains at significant distance from arrival points.

A fully accessible electric shuttle service serving sections of the footstreets area would significantly improve accessibility and could be of benefit to all city centre users, including visitors.

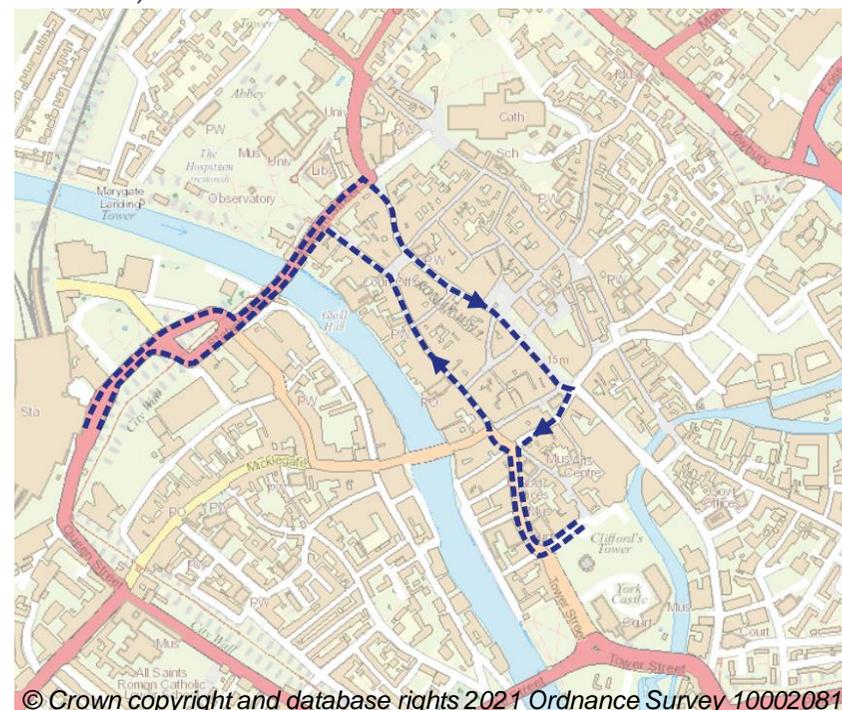
A service connecting the primary accessible car park (ideally Castle car park) with the rail station via Coney St and Lendal and back via Blake St, Davygate, Parliament St would provide good permeability of the footstreets zone (as per image opposite). This service would need to operate at a high frequency (ideally every 10-15 minutes), during footstreet operational hours (10.30am-5pm), 7 days a week. This would provide useful additional connectivity between the rail station and the city centre, of value to business and tourist visitors. We would envisage no on-board purchase of tickets in order to reduce running times.

The service would require a bespoke vehicle to enable rapid boarding and dropping off of passengers, with wide doors to enable efficient loading of wheelchairs / pushchairs. There would need to be careful design of a boarding platform for people using wheelchairs at points along the route (e.g. Coney St near Post Office, Lendal next to St Helen's Square, Blake St northern end, Davygate next to St Helen's Square, St Sampsons Square and bottom end of Parliament St).

From our consultations, disabled representatives considered this measure *not* to be a high priority, due to the additional challenges of interchanging between one vehicle and another. However, it was acknowledged that it may assist older people with reduced mobility and visitors to the city. Such a service would potentially cost a significant amount to provide and other measures to enhance accessibility are higher priority.

A more detailed feasibility study is required to specify this service and address some of the design challenges, and this study should look at whether there is a role for an accessible taxi in addition or instead of a fixed route shuttle.

*Right: La Diabline, Aix En Provence ([www.la-diabline.com](http://www.la-diabline.com)) provides small shuttle vehicles giving access around the historic car-free centre. (These are primarily aimed at people with reduced walking and are not wheelchair accessible).*



## Access Hub

9

An Access Hub could help to bring a range of services together for the benefit of disabled people and wider visitors to York, and could help elevate York's standing as a welcoming place for disabled people to visit.

Ideally, this facility would provide a café, accessible toilets (including Change Places / accessible bay changing facility), safe space, information for disabled visitors and an expanded Shopmobility service (see next page).

If located adjacent to the primary accessible car park, it would be the natural location for offering a cycle courier shopping delivery service (for people struggling to carry shopping back to the car) and other services such as guided tours for disabled visitors, or cycle rickshaw trips, primarily targeted at tourist visitors.

There may be an opportunity to develop an "Accessible York" tourism offer focused on disabled visitors to provide them with help and information in planning and executing a visit to York. This could include compiling and maintaining an up-to-date guide on accessible venues (visitor attractions, restaurants etc.) and providing an on-line and printed guide. The service could even be extended to running a service to organise accommodation, transport and tours.

Ultimately, it could be possible for a social enterprise to be developed by disabled people to run the Access Hub and the complementary services (see 'Access York' page in next section).



*Frodsham St Shopmobility Unit, Chester, co-located with large dedicated blue badge car park.*

*York Bike Belles already operates a Cycling Without Age 'chapter' in York which specifically focuses on providing leisure rides for older people and people with disabilities © York Bike Belles. Services such as these could be further developed.*



There is an opportunity to significantly improve and extend the Shopmobility offer.

First, it would benefit from being in a much more accessible and visible location that potential users could get to more easily, and our proposed Access Hub would be the ideal location.

The opportunity to offer the service more extensively needs to be investigated. This includes the potential for providing equipment at 'satellite' locations which could include a secondary dedicated accessible car park, a city centre location (e.g. St Sampsons Centre), the rail station, Union Terrace and St George's Field coach parks, and Visit York (at corner of Blake St / Museum St).

These satellite services could be offered via affiliates offering face to face handover, or by booking and releasing equipment via an app (similar to how bike share is operated).

There is an opportunity to extend the range of equipment offered. One particular opportunity relates to electric tractor units that can attach to a wheelchair user's own wheelchair. This eliminates the need for the user to transfer onto an electric scooter or wheelchair and offers a safer and more comfortable solution for many disabled people. Units could be kept at the Access Hub and satellite sites. Potential users could be given training and trials of the equipment.

The pick up and drop off service that Shopmobility has pioneered with hotels could be extended with additional staff and equipment capacity.

Shopmobility needs to be much better publicised and easier to use. Ideally, it should operate 7 days a week, certainly in the summer, in a busy tourist city. It should be possible to book equipment by phone, email or on-line, in a very user-friendly way.

Some younger disabled people view Shopmobility as a service for older people. Arguably, it would benefit from a rebranding and being brought into a collective "Access York" offer (see next section).

In order to play a significant role in addressing accessibility for people with mobility limitations, Shopmobility requires more investment. It could be discounted for York residents, with additional income generated from visitors and value added services.

We note that in Chester, where the Shopmobility service is located at ground level in the main blue badge car park and has good levels of financial support, usage levels are three times higher than they are in York.



*Electric tractor units to attach to user's own manual wheelchair*

### Accessible Toilets

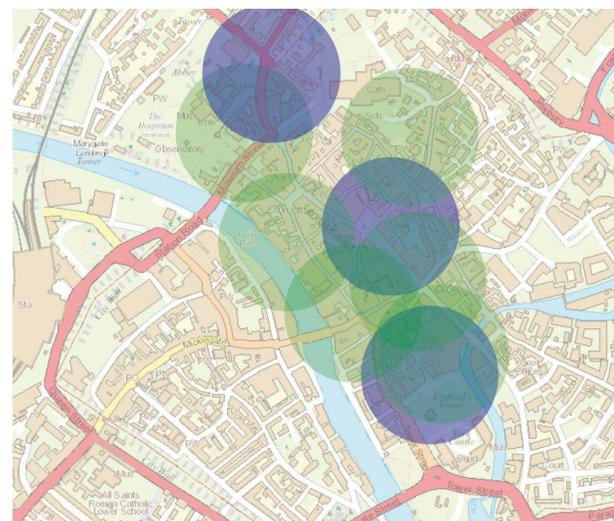
Based on the 150m *Inclusive Mobility* upper walking distance, there are inadequate numbers of accessible toilets in the city centre. Only Silver St offers a changing place facility within the footstreets.

Many of the facilities are tired or have features that could be improved.

- Silver St: cobbled street with sub-standard width footways immediately outside. Heavy doors that push inwards making it difficult for people with limited strength or on walking frames or in wheelchairs to push the door open.
- Coppergate: needing immediate attention as sliding door not functioning correctly and some of the equipment is out of order. In due course, this could be replaced by a flagship facility in the Access Hub in Castle car park.
- Library: good facility, but closes at 4pm. Not identified on the York City Council public toilets information page.

The provision of additional accessible toilets would be of benefit. These do not necessarily have to be publicly owned toilets, if providers of those toilets would be prepared to allow access to them:

- City Screen, providing toilets near St Helen's Square;
- St Spurriergate centre;
- Cathedral Refectory building, as part of its planned refurbishment;
- Fenwicks Department Store;
- Marks & Spencer.



*Extent of the city centre within 150m of an accessible toilet. The blue circles show the existing public toilets which means large sections of the city centre are not covered. The green shaded areas show that near complete coverage would be provided by including the library, Cathedral Refectory, City Screen, St Spurriergate, Fenwicks, and M&S..*

### Safe space

It is useful for people with additional medical or emotional needs to be able to quickly access a safe space. The private car often fulfils this function. While the Access Hub could incorporate purpose built facilities, it would be useful to have facilities within the footstreets that people are able to access if they need. The ability to provide safe space in a number of locations around the city centre should be explored, such as St Spurriergate Centre, St Sampsons Centre and a location at the northern end of the footstreets, such as the library.

## Information services

9

A reasonable amount of information is already provided by City of York Council but it is dispersed amongst different webpages and websites.

This information should be provided in one central on-line location.

Information regarding access to the city centre and facilities would include:

- Blue badge on-street and off-street parking locations;
- Accessible taxi services and drop off points in the city centre;
- Bus services and accessibility information, including the app to check availability of wheelchair / pram spaces;
- Location of accessible toilets and the facilities provided;
- Information about Shopmobility, Dial & Ride and York Wheels services, with links to those services and ability to book on-line;
- Other services that could be developed such as tour guiding, cycle rickshaws etc.;
- On-line form for fault reporting;
- Ability to ask questions about access in a chat forum;
- Notes on accessible visitor attractions and facilities in the city centre (possibly linking to other information sources).

Summary maps and printed guides (or pdf guides for people to print) could be provided.

A potential future project could be to equip blue badge parking bays (in car parks and on-street) to monitor when they are in use. This could feed dynamic information to people so they could see availability of spaces before making their journey.

Freiburg in Germany provides a useful map showing blue badge parking and other accessible amenities, as well as a more comprehensive access guide to the city centre (below).

<https://visit.freiburg.de/en/important-information-for-your-stay/barrier-free-accessibility>.



# 10) Moving forward



In this section, we:

- Propose an overall approach to delivering measures under an 'Accessible York' programme;
- Identify the broad activities of this programme and how it should relate to ongoing engagement with disabled people;
- Comment on funding of the programme;
- Lay out how a Social Enterprise may co-ordinate or deliver support services to disabled people;
- Provide a prioritised list of short term measures to improve physical access within the footstreets and on key routes from arrival points.

### Formalising the strategy and developing a work plan

In enhancing access to the city centre by a variety of modes, and physical access within the footstreets and on key approaches, there is an opportunity to make the centre of York an exemplar in ‘access for all’ at the same time as enhancing the quality of the public realm and supporting the city centre’s economic and tourism role.

We recommend that CYC adopts a ‘strategic approach’ and vision for how it wants to manage access to the city centre and the footstreets, together with future refurbishment of the footstreets. This should include identifying and agreeing the level of access into the footstreets to be afforded to blue badge users and the location and quantity of off-street and on-street blue badge parking. This should complement and be aligned with broader ongoing work on developing a “My City Centre vision”.

The measures to deliver excellent access are multi-faceted, including physical infrastructure interventions, blue badge parking provision, an Access Hub, enhanced Shopmobility and Dial & Ride services, potentially a shuttle service, as well as active management and enforcement of the footstreets.

Whilst some short-term measures can address defects and shortcomings in current access, delivering ‘access for all’ is a multi-year ongoing project which will require substantial investment.

Given the many dimensions of addressing access for disabled people and the benefit of making York ‘accessible for all’, we recommend that the Council initiates an “Accessible York” project to develop a long-term plan for enhancing access to and within the city centre, and to identify and programme delivery of measures.

### Accessible York Project

A multi-year “Accessible York” project should be commissioned to deliver ‘access for all’. An Access Officer should be employed to assist with project delivery, as well as to co-ordinate engagement with disabled and mobility-limited people and representative groups.

The project would include the following strands:

- Developing a rolling programme of physical measures to improve access, linked to the LCWIP / ATF / LTP programme;
- Commissioning the development of a Street Design template to guide future refurbishment of the footstreets in a way that incorporates inclusive design, heritage considerations and day to day operation and management of the footstreets. This would be developed in consultation with disabled representatives, as well as city centre businesses, users and heritage representatives;
- Commissioning the creation of a single information point on-line for presenting information about access to and within York city centre;
- Commissioning a review of accessible toilet provision: audit of current facilities, identification of where additional facilities are required, including potential to work with 3rd party providers;
- Scrutinising major scheme and masterplanning proposals to ensure developments or highways works are effectively addressing inclusive design, and incorporate EQIA where appropriate;
- Reviewing the delivery of various access services to consider the potential for expanding and co-ordinating their delivery, including Shopmobility, Dial & Ride and York Wheels, as well as considering the potential for developing further value-added services for disabled visitors. This would include consideration of whether a Social Enterprise, run by disabled people, could co-ordinate and oversee the provision and presentation of these services.

### Engagement with disabled people

A critical role of the Accessible York project and the Access Officer would be ongoing engagement with disabled people and representative groups. We suggest that the model employed in Chester is an effective one to follow, whereby an Access Forum is convened, co-ordinated by the Access Officer and chaired by a Council member. This group would scrutinize proposals, disseminate information to their membership groups and raise issues. Representatives of disabled people and other protected characteristics would be invited to this forum, including York Disability Rights Forum, York Accessibility Action, My Sight York, Age Friendly York, York Dementia Action Alliance etc. As appropriate, these organisations may be asked to nominate representatives to assist with co-design of new physical proposals or services (such as participating in design sessions considering the refurbishment of a footstreet or modifications to the Shopmobility service).

In association with this, an officer within each Corporate team would be nominated as an Equalities Champion. Where issues related to other Corporate teams, the Access Officer would pass on particular queries or issues.

Training on Equalities and inclusive design would be offered for Council officers and members and other relevant stakeholders.

### Funding

CYC needs to put more investment into active travel and accessibility and in supporting services to give access to disabled people and other people with limited mobility.

Having a strong, long-term future vision should help in leveraging in funding, which might include the following sources:

- LTP funding;
- Active travel fund / LCWIP programme;
- Road maintenance budget;
- Levelling up fund;
- Developer funding in association with new developments in the city centre.

With regards revenue funding for running access and support services, potential funding sources include:

- CYC grants, such as those provided to Shopmobility and Dial & Ride;
- Enterprise grants and charitable awards for setting up and running new social enterprises;
- Parking levies raised to support additional access services;
- Whilst currently not possible, there is ongoing debate around visitor levies. Given the ambition raised here together with York's very strong tourism appeal and the fact that many tourists would benefit from a more accessible city centre, a visitor levy could become a future opportunity for supporting services to improve access to the city centre.

### Programme

#### Policy positioning

- Decide on whether to allow blue badge access back into parts of the footstreets as an interim measure;
- Decide on whether to adopt an “Accessible York” programme as a major element of LTP4 and forward transport strategy;
- Decide on whether Castle car park can be retained in the short-term prior to Castle Gateway programme being delivered or whether it can be retained long-term in association with the Castle Gateway project:
  - If retained, consider whether and how an Access Hub could be provided alongside the premium Castle car park;
  - If not retained, identify a convenient location for a suitable alternative premium car park with Access Hub.

#### ‘Accessible York’ project

- Confirm scope of Accessible York project, define project plan and initiate;
- Appoint project lead and Access Officer to assist;
- Formulate arrangements for ongoing engagement with disabled representatives via an Access Forum;
- Begin scrutiny of other projects, in particular Castle Gateway and St George’s Field developments to ensure appropriate access provision is incorporated into these programmes.

#### Initial projects of Accessible York project

- Undertake monitoring of the use of blue badge on-street and off-street parking, by time of day, day of week and time of year to understand level of use and level of abuse, in order to refine understanding of required quantity and location of supply, and need for enforcement;
- Begin planning of cycle access route from Blake St to Parliament St, including before monitoring and footfall counts on Davygate (the most constrained section);
- Commission Footstreet Design Template and work with representative groups to define approach for refurbishment of footstreets;
- Accessible Toilets review;
- Commission design of single information point to collate information on access;
- Review of support services: Shopmobility, Dial & Ride, York Wheels and assess how to make the services more accessible and relevant to a larger number of people;
- Consider the potential for a Social Enterprise to co-ordinate the provision of support services and provide additional services.

#### Logistics and last mile delivery

- Separately, CYC’s work on logistics and delivery should consider opportunities to reduce the volume and size of delivery vehicles in the city centre, which will improve conditions for users of the footstreets during delivery hours, as well as reduce damage to footstreets.

### Short-term measures

- Create additional blue badge bays in surrounding streets to assist with access to parts of the city centre remote from off-street parking in the short-term;
- Reinstate access to blue badge holders to parts of the city centre (e.g. Goodramgate & Church St, with exit via St Andrewgate);
- Assist pavement cafés in undertaking measures to improve access;
- Undertake initial measures to improve access as per recommendations in access audit.

### Physical measures from audit

In our audit of the footstreets and the routes from key arrival points (Appendix A), we identified 118 individual measures. We have itemised these measures in a spreadsheet and provided indicative costs, totalling £1m. Budget allocations from the Active Travel Fund could potentially enable a rolling programme of measures to be taken forward.

In terms of priority, we would recommend the following:

- Repairs to defects (such as broken pavoids and uneven footways where they can be levelled up without more significant groundworks);
- Focus on some of the primary routes into the footstreets, such as from Castle car park, Goodramgate and Blake St;
- Focus on enhancements along primary footstreets corridors, namely Blake St – Davygate – Parliament St, and Spurriergate – Coney St – Lendal.

As CYC looks to take forward these measures:

- Consult with disabled people and other stakeholders to confirm the suitability of measures and their priorities for improvements;
- Undertake longer-term programming of footstreet refurbishments to identify locations where short-term measures may not be cost effective because of an intention to address issues in the medium term;
- Consider trialling specific interventions such as providing seating on build-outs in one location (e.g. Coney St) to assess ease of implementation and feedback from users before rolling out more broadly.

### Longer-term measures

We also provided indicative cost estimates for refurbishment of the footstreets, plus two surrounding streets, namely Coppergate and Monkgate/Goodramgate. Our indicative estimate for comprehensive refurbishment of the primary footstreets is ~£19m. This clearly represents a long-term investment programme to be rolled out over many years.

In terms of prioritisation, we would again recommend consultation with disabled people and other stakeholders, but would initially suggest priorities as follows:

- Parliament St / Blake St / Davygate (in association with planning for two-way cycleway), as the primary corridor through the footstreets;
- Spurriergate / Coney St / Lendal: as a primary shopping street with significant current defects;
- Castlegate, including potential traffic management and public realm enhancements around the junction with Coppergate and Clifford St;
- Goodramgate / Church St / St Sampsons Square;
- High and Low Petergate followed by Colliergate;

We would view Market St, Feasgate, New St and Fossgate as lower priorities because the first 3 are uniform surfaces and the latter has had recent investment.

Some measures may be appropriate to be brought forward in association with other development proposals, such as enhancements to Piccadilly in association with Castle Gateway project and enhancements to Tanner's Moat / Wellington Row / North St in association with the proposed Riverside Quarter regeneration and pedestrian bridge connecting North St and Coney St.

Consideration should be given to establishing a Social Enterprise ('Access York') to help to develop services for people with additional access needs, including visitors, and to run the Access Hub.

Access York could become an umbrella brand for accessibility services and developed as a project for making York into an exemplar as an accessible city.

This could include disseminating or co-ordinating the delivery of Shopmobility, Dial & Ride, York Wheels, and running new service offers, as well as assisting CYC in making broader access improvements to the city centre.

The provision of a website bringing all information together in an easy-to-use format, as well as providing printed maps / access guides could form one of its first projects.

More ambitiously, the organisation could also develop a range of access services for disabled visitors to the city, including booking accessible accommodation, hiring out mobility equipment, providing accessible guided tours, advising on and booking accessible visitor attractions and amenities.

Access York could be established as a not-for-profit organisation as a Company Limited by Guarantee and registered as a Community Interest Company (CIC) and seek to employ disabled people to run it.

The business model of Access York CIC would be to an umbrella organisation to provide and organise a range of services for both residents and visitors to the city. It would require some public sector funding support for running the Access Hub and associated services, but could potentially offer subsidised services for regular York city centre users by profits generated through providing services to disabled tourists visiting the city.



*"Accessible Barcelona" website image showing a potential way of providing a service to disabled visitors*

# Appendix A: Recommendations on street designs and measures



In this section, we:

- Make recommendations on the future design of the footstreets, plus shorter-term measures;
- Make recommendations on the future design of approach routes, including the surrounding network and routes from key arrival points.

### Introduction

Approximately 130m from Museum St junction to St Helen's Square. Would form the first section of a potential two-way cycle route through the city centre and potential route of a bus shuttle service through the footstreets.

### Long-term

This road needs refurbishment as the carriageway is failing and the footways are inadequate width with much of the pavement in poor condition and, in places, excessive crossfalls (e.g. by New Look and Londis on the eastern side). Subject to decisions regarding the routing of a shuttle bus or potential blue badge access to this road, we recommend a uniform level surface is created with a demarcated carriageway and cycle contra-flow, with corduroy paving demarcating the edge of the carriageway.

Also subject to decisions on future function, we recommend a redesign of the northern entrance to Blake St.

**Priority for long-term intervention:** High

### Short-term measures

- Patch repairs to some of the worst paving, focusing primarily on the western footway (eastern footway unusable at moment).
- Provide dropped kerb in front of street closure bollard onto the western footway.
- Provide seating at the northern end of Blake St and in association with existing raised crossing by *Yorkshire Soap Company / New Look*. Repair existing loose setts on this crossing.

**Priority for short-term intervention:** Low



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### Introduction

140m from St Helen's Square to St Sampsons Square. The second section from New St to St Sampsons Square is significantly narrower. The cross-falls on the footways on the eastern side by Browns are unsafe.

### Long-term

The street needs complete refurbishment as the carriageway and existing loading bays are failing.

Recommend the street is made into a uniform level surface with clear delineation between carriageway and footway. Loading bays should be incorporated into footway on eastern side until New St only and formalised via street furniture. Benches to be retained in same location, with missing bench reinstated. (2 sets of benches on either side). Provide slightly reduced volume of cycle parking at either end of Davygate on the east side. Shift first set of stands by St Helens Square back north to where current loading bay starts and reduce to 10 Sheffield stands. Shift second set of stands to west side of carriageway and reduce to 6 Sheffield stands. Retain 3 benches on eastern side and have 2 benches on western side, adjacent to the cycle stands.

We do not know the ownership or history of the public space set back just to the south of New St junction, but could this be made into a pocket park and tranquil space in the city centre? It would require adequate ramp access to it.

**Priority for long-term intervention:** High

### Short-term

- Reinststate missing bench on first section. Add benches in front of public space just south of New St junction.
- Widen footway outside Browns and address the unsafe crossfalls here, as well as providing better circulation space round the entrance to Browns.

**Priority for short-term intervention:** High



*Above left: Public Space next to New St junction: a potential green haven?*

© 2021 Google

*Above right: Crossfall on sub-standard width footway outside Browns which is unsafe for wheelchair users and difficult for most*

### Introduction

St Sampsons Square is an important large public space in the heart of the city centre, with mature trees, providing space for events and outside seating for restaurants. It is currently an island, surrounded by road on 4 sides. The footways on the northern and eastern perimeters are particularly poor quality (in terms of widths, crossfalls and state of repair).

### Long-term

Could the northern, eastern and southern sides of the Square be made level surface to better link the central area to the footways on the perimeter, with carriageways narrowed and demarcated, and loading bays incorporated into the widened footway on the perimeter?

**Priority for long-term intervention:** Medium

### Short-term

- Provide unimpeded dropped kerbs to access the central square area on the north west corner (Davygate), north east corner (Finkle St) and south east corner (Church St).
- Provide additional public seating in the centre of the Square.

**Priority for short-term intervention:** Medium



© 2021 Google

## Introduction

Parliament St is a key space in the centre of York and one of the few streets where there is plentiful width (typically ~27m). It is one of the only locations in the historic centre that has mature trees.

It is used to host events and pop-up activities.

It has a complex topography, falling away from west to east. Some sections have been described by consultees as a roller coaster.

## Long-term

The street needs a refurbishment to address the failing surfaces and challenging topography. The width permits the zoning of activity and movement, e.g.:

- Western footway ~4m
- Carriageway (including contra-flow cycling): ~4.25m
- Street furniture zone (trees, seating, cycle parking, loading): ~2.75m
- Central movement corridor, uncluttered, ~4m
- Events space (for outside seating, events etc.) ~7m
- Movement corridor, in front of eastern shops: ~5m

Would it be appropriate to level the area east of the carriageway and have a stepped divide to the carriageway?

**Priority for long-term intervention:** High

## Short-term

- Ensure clutter free movement central and eastern routes are maintained.
- Additional cycle parking could be provided in the 'tree zone', including a cordoned area for non-traditional / cargo bikes incorporating ground anchors.

**Priority for short-term intervention:** Low



### Introduction

This 160m route forms a vital connection to the best accessible parking location in the city centre at Castle car park, as well as an important link in the cycle network.

The 5 pavement cafés at the northern end are inaccessible as well as blocking the footway. The sub-standard width footways are unusable for wheelchair users and many with sensory impairments. The crossfalls on the eastern footway between Coppergate and Castle Tea Rooms are very challenging.

### Long-term

This would benefit from raising to a uniform level surface and operating as a shared surface (with one-way northbound cycling).

**Priority for long-term intervention:** Medium

### Short-term

- Assist pavement cafés in providing access to all users, through provision of temporary ramps onto footways and enhanced ramps into the café seating areas;
- Provide seating at St Mary's Church, Friargate and Coppergate junction.
- Set bollards demarcating road closure further south towards Castle car park.
- Provide dropped kerb to carriageway from footway along south side of St Mary's Church, opposite *Rustique*.
- Provide dropped kerb at northern access to St Mary's Church on eastern footway.
- Update dropped kerbs across Castle car park entrance to Castlegate to make flush, including tactiles on western side.

**Priority for short-term intervention:** Medium



*Pavement cafés have blocked access to the footway, and in some cases to the carriageway. We are told the traffic restriction barrier (behind) has been placed in the wrong position and was intended to be further back towards Castle car park.*



### Introduction

Lendal is an important historic street and entry to the footstreet area from Lendal Bridge and Museum Gardens, 120m in length. The narrow footways are badly damaged in places due to delivery vehicles mounting kerb for loading, making the footway uneven.

### Long-term

Long-term remodelling to level surface, with wider footways on both sides and narrower demarcated carriageway, with occasional loading spaces in the footway, demarcated via street furniture such as cycle parking and seating.

**Priority for long-term intervention:** Medium

### Short-term

- Provide seating immediately south of cycle parking by *Zizzi* on existing build out, removing 2 cycle stands to accommodate, and immediately north of cycle parking by *Banks Musicroom*, removing 2 cycle stands to accommodate seating.
- Provide raised crossing of Lendal by *Banks Musicroom*, adjacent to seating.
- Undertake patch repairs to the damaged paving on the eastern footway

**Priority for short-term intervention:** Medium



Above: Lendal © 2021 Google  
Right: damage to footway, caused by loading?



## Recommendations for individual footstreets: Coney Street

9

### Introduction

Coney St and Spurriergate is a major shopping street, incorporating the Post Office in WH Smith, measuring approximately 275m from St Helen's Square to High Ousegate. It is a narrow, level surface street with heavy footfall.

The setts in the road surface are starting to fail in places. Cobbles at the junctions of New St and Market St are uncomfortable for wheelchair users to cross. The drainage gullies also present a challenge for wheelchair users and people with walking aids, although some people with sensory impairment use them for navigation. There are occasional bollards in the sub-standard width footway, creating barriers. There are no benches or resting areas anywhere along this street.

### Long-term

The street will require relaying at a future point to address the defects in the setts. At this point, we would recommend narrowing and demarcating the carriageway with loading bays created on the western side, demarcated by street furniture such as seating. This should incorporate measures to address the problems caused by the current gullies.

**Priority for long-term intervention:** Medium

### Short-term

- Provide seating at regular intervals (4 locations between High Ousegate and St Helen's Square, such as St Martin's, Next, WH Smith and Goldsmiths). These could be arranged as build outs.
- Is it possible to remove the bollards that obstruct the footways, where appropriate replacing them with the above build outs and resting places?
- Patch repairs to loose setts.
- Combination of bollard and bin obstructs footway by St Martin Le Grand.

**Priority for short-term intervention:** High



Above: Coney St view.

Below: patch repairs required on parts of footway and failing setts on carriageway. Are the bollards obstructing the footway required? If they are protecting cellars, could build outs with seating be provided instead?



### Introduction

Goodramgate is the most northeasterly extent of the footstreet zone from its junction with Deangate, measuring 190m from here to King's Square. It was historically one of the key access routes used by blue badge holders, with drivers proceeding out via King's Square and Colliergate, but also able to access Church St for the St Sampsons Centre.

Very few retailers have spilled out onto the street since vehicle access was removed. The street has narrow footways and a wide carriageway. The footways in parts have steep crossfalls, particularly the western footway to the south of Goodramgate from Petergate junction as far as *Bombay Spice*, and the western footway at the northern end from Deangate Junction to opposite the *Snickleway Inn*.

### Long-term

Narrow carriageway to minimum (~2.75m) and incorporate loading (and blue badge parking bays if blue badge access to be reintroduced) into footways where adequate width. Widen footways on both sides, addressing crossfalls, with most widening on eastern side.

**Priority for long-term intervention:** Low

### Short-term

- Provide pairs of dropped kerbs at regular intervals to enable access to footways and shops, near *Tesco* / Holy Trinity Church and at *Bombay Spice* / *Savers*.
- Provide seating at regular intervals: at Deangate junction, *Bonmarché*, and *Wagamama*.
- Provide build out with seating and raised crossing of carriageway to enable access between both footways at *Cats Whiskers* / *Earworm Records*.

**Priority for short-term intervention:** High



Goodramgate

## Recommendations for individual footstreets: Church Street

9

### Introduction

Church St continues on from Goodramgate to provide access to the St Sampsons Centre. It measures 100m from King's Square to the eastern edge of St Sampsons Square.

The Dial & Ride bus still uses Goodramgate and Church St to access here. Church St operates as two-way for vehicles and is slightly wider than Goodramgate.

Church St has about 4 premises that offer outdoor seating.

As Church St merges into St Sampsons Square, the paving setts are extremely uneven and the surface is failing. Seating is provided adjacent to St Sampsons Centre.

### Long-term

Dependent upon decisions on blue badge access, but maintain kerb-segregated arrangement on this section. Enable cafés to spill out into carriageway, rather than blocking footways here.

**Priority for long-term intervention:** Low

### Short-term

- Remake dropped kerbs over Silver St entrance with appropriate gradients and tactile paving. (Ideally provide smooth surface across Silver St for this crossing, rather than the setts currently used).
- Re-lay dropped kerbs over Swinegate Junction to make flush.
- Remove dropped kerb across Church St outside VPZ as creates unsafe crossfall on footway.
- Provide seating at a mid-way point on the section of Church St between Petergate and Patrick Pool on a build-out on southern footway, together with raised crossing to connect both footways.

**Priority for short-term intervention:** Medium



*Dropped kerbs over Swinegate would benefit from relaying to make flush. Note that tarmac strip continues over dropped kerb crossing. This arrangement would help with crossing of Silver St (below © 2021 Google).*



### Introduction

High Petergate (from Exhibition Square to Duncombe Place) is approximately 100m in length. Cycling one-way southbound is permitted.

It is an extremely narrow street with high kerbed, very narrow footways which have steep crossfalls in places (e.g. southern side between Duncombe Place and *The Three Legged Mare*). During loading hours, vehicles tend to mount and block the footway to allow other vehicles to pass. The narrow footways and dominance of carriageway means that little activity spills out onto the street.

### Long-term

The street would benefit from being made into a uniform level surface to overcome the problem of inadequate width footways. A narrow carriageway (~2.75m) could be delineated, with footway widening on the northern side which could be used as spill out space during footstreet hours.

**Priority for long-term intervention:** Medium

### Short-term

- Provide dropped kerbs by *Three Legged Mare* and opposite, and at Duncombe Place junction (both sides).
- Provide seating and build out together with raised crossing to connect both footways at *Hole in the Wall* (drainage covers need to be replaced to wheelchair-friendly grates here).
- Provide resting place and build out at mid-way point (e.g. by *York Gifts and Souvenirs*), possibly in association with raised crossing.

**Priority for short-term intervention:** Medium



*In the short-term, dropped kerbs would benefit wheelchair users to access footways at mid-way points, such as by the Hole in the Wall.*

# Recommendations for individual footstreets: High & Low Petergate from Duncombe Place to King's Square

## Introduction

High & Low Petergate (from Duncombe Place to King's Square) is approximately 280m in length. It is narrow throughout and a very popular footstreet with iconic glimpses of the Minster down a medieval street.

During loading hours, vehicles tend to mount and block the footway to allow other vehicles to pass, causing damage to the footway as well as risk to pedestrians and to some of the historic buildings.

## Long-term

The loading regime on this street needs to be examined in terms of size and quantity of vehicles, due to the road safety risk and damage to the street that they are causing.

The street would benefit from being made into a uniform level surface to overcome the problem of inadequate width footways. A narrow carriageway (~2.75m) could be delineated, with formalised loading bays incorporated into the footway, defined by street furniture.

**Priority for long-term intervention:** Medium

## Short-term

- Provide raised crossing at northern end of Belfrey Church, and at *la Vecchia Scuola* to enable access onto both footways.
- Provide seating next to the Belfrey Church and Minster Gates.
- Provide raised crossing in association with build-out and seating at northern end of *Poundland*.
- Provide dropped kerb onto eastern footway opposite Grape Lane.

**Priority for short-term intervention:** High



*The loading regime needs to be examined. Frequent dropped kerbs are required, such as by Café Rouge to enable access to the opposite footways © 2021 Google*



### Introduction

Colliergate and King's Square provides a southwards connection from Goodramgate/Petergate to Pavement, approximately 170m in length.

King's Square was refurbished in 2013 to high quality and arguably represents something of a blueprint for considering future upgrades to footstreets.

Colliergate previously provided southbound egress and parking for blue badge holders. As a continuation of Petergate, it has a very similar streetscape in terms of narrow footways and carriageway.

### Long-term

Colliergate would benefit from being made into a uniform level surface to overcome the problem of inadequate width footways. A narrow carriageway (~2.75m) could be delineated, with formalised loading bays incorporated into the footway, defined by street furniture.

The public space at Whip Ma Whop Ma Gate should similarly be raised to a uniform level surface. The location and formatting of the loading bays should be considered as part of this.

**Priority for long-term intervention:** Medium

### Short-term

- Provide raised continuous footway over junctions of St Saviourgate and Colliergate to provide level access to taxi rank and to footways on either side of Colliergate;
- Provide seating in new build out at southern end of *Barnitts*;
- Provide additional seating in King's Square.

**Priority for short-term intervention:** High



*The existing dropped kerb on north side of St Saviourgate is very difficult to navigate and there is no dropped kerb access onto the western footway on Colliergate. A raised continuous path across the junctions of St Saviourgate and Colliergate would assist in the short-term. © 2021 Google*

### Introduction

Fossgate has been added into the footstreets zone, although access is retained for loading and for residents during footstreet operational hours via a manned gate at the southern end. One-way northbound cycling is also permitted.

Fossgate was refurbished at this time although kerb segregation was maintained. This refurbishment was carried out to high standard and incorporated many positive elements, including road narrowings and build outs incorporating planting, seating and cycle parking, which provide a template for other footstreets in the short-term and dropped kerb provision at these build outs.

There are many cafés spilling out into the street, many of which block the footway.

### Long-term

From north of the Foss, remake as a level surface, with a carriageway delineated and two-way cycling permitted. Widen footways and narrow carriageway on first section from Merchantgate to the River Foss.

**Priority for long-term intervention:** Low

### Short-term

- Provide additional seating at Merchantgate entrance, on western footway on bridge over Foss and at narrowing by *Merchant Adventurers' Hall* and by *Bowler and Betty* in a short build-out.
- Work with cafés to ensure access to footway provided around spill-out seating.

**Priority for short-term intervention:** Medium



*The build out in Fossgate (above © 2021 Google, incorporating seating, planting and cycle parking provides a template for similar measures in other footstreets. Below right: tables block footway.*



## Recommendations for individual footstreets: Other footstreets: Stonegate, Market Street, Feasegate and New Street

9

### Stonegate

Stonegate is a popular and iconic footstreet, 180m in length heading from St Helen's Square to High Petergate. The traditional stone setts have been relaid in recent times to smooth the road surface, though a kerb is maintained.

In the short-term, Stonegate would benefit from 2 resting places at mid-way intervals around the *Punch Bowl* and *Coffee Yard* (on a slight build out, if feasible). It would also benefit from an additional dropped kerb on the north side opposite the *Punch Bowl*.

### Market Street / Feasegate / New Street

Market St, Feasegate and New St have been laid out as uniform services with wide carriageways and narrow footways with shallow open gulleys separating the footway/carriageway and bollards obstructing the footways.

In the long-term, these streets would benefit from refurbishment, narrowing the carriageway and incorporating loading into footways. In the short-term, they would benefit from removal of bollards obstructing the footway and build-outs incorporating resting places.

- New Street: build-out with seating next to Dusk.
- Feasegate: no-entry sign obstructs footway and needs re-siting. Whole crossing point of Feasegate could be brought forward on raised continuous footway following direct route from Davygate towards Parliament St.
- Provide seating at junction of Market St / Feasegate.



Above: Stonegate

Below Feasegate © 2021 Google

On Feasegate / Market St / New St, rather than using bollards to protect buildings from vehicle strikes, build outs with seating could be used.



### High Ousegate

Long-term: narrow carriageway to 2.75m running width with loading in footway.

Short-term: provide build-out and seating close to Rymans. (Further resting places are provided at Spurriergate and in recessed area adjacent to Coppergate Walk).

### Silver Street

Longer-term: make uniform level surface, with narrowed carriageway and widened footways. Does carriageway need to be in setts as opposed to tarmac?

Short-term: provide build out of footway outside Accessible Toilets and ensure footway is level, making good loose and uneven pavoids.

### Link to City Screen

Ensure that ramp to cycle parking remains unblocked by bins or provide ramp to cycle parking on opposite side to archway where bins are.



*Above: The footways and carriageway surfacing is poor directly outside the Accessible Toilets on Silver St. © 2021 Google*

# Recommendations for surrounding streets: Rougier Street, Tanner Row, Tanner's Moat, Wellington Row and North Street

## Introduction

Rougier St provides a major bus access point, with good quality interchange facilities, as well as an accessible toilet.

North St offers a less trafficked route towards Ouse Bridge, as well as access to the riverside, and, potentially in the long-term, a pedestrian bridge over the river into the footstreet area. From the Park Inn to Micklegate is poor quality with no fewer than 8 pairs of dropped kerbs over accesses in the space of 120m. This makes for an uncomfortable pedestrian experience as well as undermining the visual quality of the street.

The parking area in Tanner's Moat provides a potentially very useful area for accessible parking in the future if the pedestrian link to Coney St is provided.

Tanner Row is an important connector from the bus stops at Rougier St to the riverside area. Currently, the footways are completely sub-standard in width, crossfall, surfacing and lack of dropped kerbs. Bins are regularly positioned on the footway, further rendering them unusable.



*Top right: Tanner's Moat provides a potentially useful area for accessible parking in the future, in association with Riverside Quarter development and new pedestrian access into Coney St.*

*Bottom left: Unusable footways on Tanner Row between Rougier St and North St.*

*Bottom Right: Obstacle course of dropped kerbs across entrances along North St © 2021 Google*



# Recommendations for surrounding streets: Rougier Street, Tanner Row, Tanner's Moat, Wellington Row and North Street

## Long-term

If the Riverside Quarter development plans come forward ,together with the pedestrian bridge into Coney St, this offers an opportunity to enhance public realm and accessibility in this area of the city centre. It also becomes a valuable access point to Coney St for disabled people.

In that case, Tanner's Moat could become an accessible parking location. Subject to other uses, the building next to the river, adjacent to Lendal Bridge, could be a location for a satellite Shopmobility service. The footway along the southern side of Tanner's Moat should be widened and levelled, or the whole surface of Tanner's Moat should be made uniform.

We would recommend a modal filter is provided at the western end of Tanner Row by Rougier St permitting cycle and pedestrian access only from Rougier St, with motor vehicles accessing Tanner Row via North St. The road should be remade to a level surface with demarcated two-way cycle route down the middle (which will form the carriageway for access vehicles).

The junction of North St and Micklegate could be brought forward to provide more direct onwards movement along Micklegate, narrowing North St entrance in the process.

**Priority for long-term measures:** High, in association with Riverside Quarter development work.

*Left: Opportunity to narrow entrance to Tanner Row and provide continuous footway for easier access to/from bus stopping area?  
Right: Steep crossfalls across goods entrance on Rougier St: make into continuous footway*

## Short-term

Provide dropped kerb by the Society bar on Rougier St to enable easier access onto the carriageway for people exiting east-bound buses towards North St.

Raise the footway to uniform level across the vehicle accesses along North St.

Dropped kerb to connect Tanner's Moat and Rougier St by pedestrian crossing.

Provide continuous footway across the goods vehicle entrance on the west side of Rougier St immediately north of the bus stands.

Provide continuous footway across Tanner Row West, on the west side of Rougier St, immediately south of the bus stands, narrowing the junction width.

**Priority for Short-term measure:** Medium



## Introduction

Clifford St and Low Ousegate are important access routes towards the southwest entrance to the footstreets at Spurriergate / High Ousegate.

Generally, footway widths are reasonable in most places, and surfaces relatively clutter-free, though would ideally be wider given the high pedestrian footfall.

The junction of Clifford St / Low Ousegate / High Ousegate / Spurriergate is complex and footways are pinched at the bend. The whole space is highways dominated.

## Long-term

Subject to long-term traffic management decisions about vehicle access points in and out of the footstreets and the amount of traffic allowed to pass over Ouse Bridge, there would be opportunity to widen the footways, narrow carriageways and provide continuous level pedestrian crossings over side streets.

The junction of Low Ousegate / High Ousegate / Spurriergate could be remodelled to provide much easier pedestrian connectivity, wider footways and enhanced public realm.

Similarly, the junction of Coppergate / Clifford St could be remodelled to provide much easier pedestrian connectivity, wider footways and enhanced public realm. The pedestrian refuge in Clifford St could be replaced by a zebra crossing over a narrowed carriageway.

The southbound bus stops on Clifford St could potentially be brought closer to Coppergate Junction to provide better access for footstreets.

## Short-term

We would recommend a study to examine the whole design of this space, based on long-term plans for traffic management in this area, as it presents a major opportunity for enhancing public space and accessibility in this part of York. As such, we would not recommend any short-term measures here.

The paving at the entrance to High Ousegate / Spurriergate would benefit from relaying, with possible consolidation of signage and street furniture.



*Above: A mobility scooter user takes the decision that the carriageway is easier on Low Ousegate  
Below: Side streets could have junctions substantially narrowed and continuous footways across the entrances.*



## Recommendations for surrounding streets: Lendal Bridge, Museum Street, St Leonard's Place 9

### Introduction

Lendal Bridge is an important pedestrian approach to the city centre, as well as an iconic one, with views over the river and towards the Minster.

Similarly, St Leonard's Place is an important route in from the west of the city, passing Exhibition Square and the Theatre.

There is a strong desire line across Museum St between Lendal and Museum Gardens.

There is localised damage to the footway on the south side of Museum St between Blake St and Lendal, with some pavings cracked and uneven, probably caused by delivery vehicles ramping up onto the footway.

### Long-term

In any future traffic management scheme around St Leonard's Place / Museum St junction, it would be good to bring forward the pedestrian crossing directly onto the alignment from Museum St into Duncombe Place. The footway widths on the east (north) side of St Leonard's Place between the theatre and Museum St junction would benefit from widening.

### Short-term

Repair broken pavoirs on southern footway of Museum St to west of Blake St junction.

Install either a zebra crossing or more pronounced informal crossing from Museum Gardens to Lendal (e.g. coloured surface).

Provide dropped kerbs from the footway at the gates to Museum Gardens.



*Above: either a zebra crossing or informal crossing of Museum St. would assist the important pedestrian crossing from Lendal to Museum Gardens.*

*Right: in any future traffic management scheme at Museum St. / St Leonard's Place junction, it would be helpful to bring forward pedestrian crossing of St Leonard's Place onto the desire line towards Duncombe Place*



## Introduction

Duncombe Place provides the main approach towards York Minster. The space is dominated by highway despite its heritage significance. Minster Yard and Deangate provide continuation of an important pedestrian and cycling route around the Minster, connecting Museum St with Monkgate.

The Minster has plans for improving the public realm and use of cathedral buildings along Minster Yard as part of its York Minster Neighbourhood Plan.

Duncombe Place is an important area of accessible parking close to the footstreets. Bays are currently shared with short-term loading which creates considerable pressure on their availability. It also generates a large amount of traffic in this space and causes safety issues as vehicles seek to turn around in front of the Minster. The road train from York Rail Museum to the Minster also terminates and turns here.

The cycle route along the side of the Minster is finished in high quality materials, but the signing of the route is so subtle in the heritage setting that it is not obvious to most people. Tourist visitors to the Minster tend not to be aware of cyclists as they view the Minster. However, there is no accident record here and cyclists and pedestrians seem to manage to avoid each other.



*Duncombe Place: highway dominated with multitude of users*



### Long-term

Duncombe Place would benefit from refurbishing to suit its heritage setting, reducing the highway dominance. Short-term loading is not appropriate here, given the nature of the space. It remains an important area of accessible parking, unless blue badge access is provided into the nearby footstreets.

Duncombe Place would justify becoming a footstreet with access restricted to disabled blue badge holders and taxis during footstreet hours. A refurbishment of the street could better organise accessible parking bays and taxi rank. A turning circle could be incorporated into the revised street design in front of the Minster.

Some accessible parking could be incorporated into Deangate with formalised bays as part of the Minster Neighbourhood Plan proposals. It is anticipated that these proposals would include narrowing of the carriageway and widening of the footways, ensuring level access.

The cycling route through Minster Yard and Deangate could be better signed as part of this refurbishment, though the use of a shared space through Minster Yard should be retained.

### Short-term

Ensure arrangements for accessible parking bays and the cycling route are properly reflected in emerging proposals for the Minster Neighbourhood Plan.

Modify accessible parking bays on Duncombe Place to exclude short-term loading/waiting.

Repurpose the 4 general parking spaces (in the historic horse and carriage stand) on the southern side of Duncombe Place by Petergate to 3 accessible parking bays, plus one loading bay.

Provide additional short-term accessible parking bays in Deangate.

Enforce these arrangements to stop abuse of accessible parking bays.

Provide level access across vehicle entrances along Deangate on southern footway.



*Above: Minster Yard shared pedestrian space and cycling route*

*Below: subtle finish to cycle route demarcation, so subtle that most people don't notice it!*



## Introduction

This is an important access route into the city centre from the north, including Monkgate car park, through the historic Monk Bar.

The street is an obstacle course for disabled people at the moment, particularly those with mobility or sensory impairment.

## Long-term

The street needs remaking to address substantial defects.

Widen and level footways to 2m minimum. Where this reduces carriageway to below width for 2-way operation, have priority give-way arrangement.

Subject to traffic management, is it possible to introduce a dropped kerb and pedestrian phase across the junction of Monkgate at Lord Mayor's Walk for east-west movement across the junction?

**Long-term priority:** High

## Short-term

Replace broken pavoirs along lengths of footway.

Provide raised crossing over junction of Aldwark and Ogleforth and get rid of dropped kerbs to north and south of junction on Monkgate and on Ogleforth which create difficult crossfalls.

Remove clutter from footways, including advertising boards and bins obstructing access (Aldwark).

Provide seating by Monk Bar and near *Royal Oak* (on build-out).

Make crossing of Bedern flush and replace cobbles with pavoirs.

Dropped kerbs at College St and Goodramgate junction.

**Short-term priority:** High



*Monkgate needs remodelling to overcome substantial problems for mobility or sensory impaired people*



### Introduction

The street has had temporary works to make it one-way westbound for buses only with a cycle contra-flow eastbound (that is inadequate width, preventing its use by wider bicycles or trikes). The western section of Coppergate is between Clifford St and Coppergate Walk has footways with extremely steep crossfalls that are unsafe for wheelchair users to use on both sides. The junction arrangement at Clifford St means that buses turning out onto Clifford St block the zebra crossing by Castlegate.

### Long-term

The street needs comprehensive re-engineering to address the sub-standard and unsafe footways in the western area. If it is to be retained as one-way westbound buses with cycle contra-flow, we suggest the street is reconfigured to provide a narrow running lane for buses and a min. 1.5m cycle contra-flow with min. 2m segregated footways which are rebuilt to reduce the existing cross-falls. Cyclists using Castlegate to approach the city centre will need to be able to turn right onto Coppergate, so the junction of Clifford St / Coppergate / Castlegate and the positioning of the zebra crossing will need modifying. There is an opportunity to reclaim some pedestrian space, tightening this junction and removing the island. Resting places should be provided at the Castlegate / Clifford St junction, the Coppergate Walk junction and by All Saint's Church.

**Priority for long-term measures:** High

### Short-term

Reformat temporary cycle lane to 1.5m width.

Provide resting places at Coppergate Walk and All Saint's Church.

**Priority for short-term measures:** High



*Above: There are hazardous cross-falls on both sides of Coppergate between Clifford St and Coppergate Walk. © 2021 Google.*

*Right: The cycle contraflow lane has been set out to inadequate width and should be made wider.*



## Recommendations for surrounding streets: Piccadilly

9

### Introduction

Piccadilly is an important bus stopping point, as well as providing the closest on-street accessible parking bays to the southern part of the footstreets area and access to the Coppergate multi-storey car park which is home to Shopmobility.

### Long-term

There are long-term ambitions to remake Piccadilly in association with the Castle Gateway regeneration programme.

Provision of on-street accessible parking is important here for providing good access to local amenities. The current parking bays are substandard in terms of widths and layout, forcing blue badge holders to step out into a busy street or to obstruct the footway.

When the street is remade, we recommend removing parking and street furniture on the west side and providing wider bays (2.4m) and wider footway on the east side, with properly demarcated bays. At the southern end of Piccadilly, the car park lane could be removed and footways widened with level crossing over the Coppergate car park entries.

**Priority for Long-term measures:** High

### Short-term

Modify on-street bay restrictions so they are disabled bays from 10.30am, consistent with beginning of footstreet operational hours.

Replace drainage grates in footways on both sides that are hazardous to wheelchair users.

Replace failing setts in raised crossing outside *Primark* with tarmac strip.

Provide seating for resting space close to *Primark* (either side) and opposite Coppergate car park entrance.

**Priority for short-term measures:** High



*Above: The accessible parking bays are well located, but inadequate width.*

*Below: The raised crossing by Primark needs updating. © 2021 Google*



### Introduction

Stonebow is an important bus stopping point for buses to/from north and east of city. It has been traffic-calmed through the introduction of a general traffic prohibition west of Garden Place from 8am-6pm, Monday-Saturday. There is an important east-west cycle route from Hungate Bridge to Aldwark. There is an awkward dogleg crossing of Stonebow here.

### Long-term

The junctions of side streets could be tightened to reduce crossing movements, with continuous footways over them.

The connection between Aldwark and Hungate Bridge via Palmer St could be enhanced by aligning junction (for example bringing cyclists over onto the west side of St Saviour's Place into a two-way cycle only route to cross directly).

**Priority for Long-term measures:** Medium

### Short-term

Provide dropped kerbs across Dundas St and two development access roads on south side of Stonebow.

Remove guardrails at Stonebow.

Provide resting points near Hungate, St Saviour's Place

Relocate signage at junction with Garden Place close to utilities **box**, as currently obstructs footway

**Priority for short-term measures:** Medium



*Above: indirect pedestrian routes and unsightly guardrail. Below: Unnecessary dog leg on the east-west cycle route from Hungate Bridge to Aldwark.*



## Recommendations for arrival points and routes in: Rail Station to Rougier Street / Lendal Bridge

When the station is reformatted, it will be helpful to provide plentiful rest places in the remade Tea Rooms Square, together with orientation information.

The easier route, with resting places is through the Cholera Burial Ground on the southern side of Station Road. Signage towards city centre across pedestrian crossing by Station Hotel would assist.

This route is well laid out, wide and clear of obstacles with good signage (1&2).

The design of the entrance to Royal Hotel and West Offices in front of the memorial has been beautifully executed, though could benefit from tactile paving to warn sensory impaired people of traffic into Station Rise (3).

Some paving between the bus stops and Rougier St is in poorer condition and cracked, with occasional patch repairs..

The junction across Rougier St is well laid out (an improvement on the previous staged crossing), though the gradients of the dropped kerbs on either side are steeper than ideal (4).

A dropped kerb into Wellington Row would assist with continuity (5).

For the route on the northern side, the layout of the crossing of Leeman Road could be improved. The placement of the traffic signal obstructs access to the dropped kerbs round a very narrow section of footway. Moving the dropped kerb and pedestrian crossing south, closer to the junction, would improve visibility for pedestrians and allow a better dropped kerb to be installed (6).

Seating at the entrance to the Gardens between Leeman Road and Station Rise would be beneficial, to provide additional resting places.

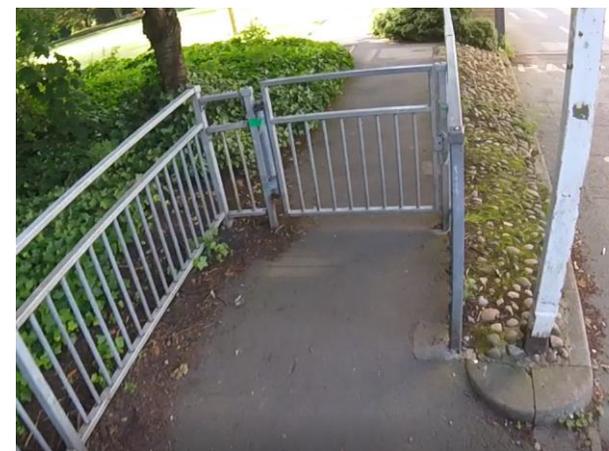


The Esplanade car park is well located for access to the riverside, Memorial Gardens and Scarborough Bridge, where it is possible to access the rail station and the other side of the river via accessible high quality footways. It also provides a level access route along the river under Lendal Bridge onto Wellington Row. In the future, if the proposed pedestrian bridge over North St were provided, this could provide a useful car park for access along a beautiful route into Coney St, albeit a relatively long one (~450m to City Screen).

- Subject to further study of demand and insight from disabled blue badge users, and to the development of North St pedestrian link over the river, it may be appropriate to locate additional accessible parking bays at the southern end of the car park, providing immediate access to the riverside.
- At a couple of locations along the car park edge, there is stepped access to the car park, blocked by parking bays. It is suggested that the access point closest to the current accessible parking bays is reformatted with dropped kerbs and a build out into the car park replacing one parking bay.
- Remove gate at riverside access to Memorial Gardens.
- Provide seating along the riverside path at ~50m intervals between Scarborough Bridge and Wellington Row.



*Remove kerb and 1 parking space to provide direct level access to riverside*



## Recommendations for arrival points and routes in: Marygate Car Park

9

Marygate car park is too remote to be a primary car park for accessing the city centre. However, it has been reformatted to provide good quality accessible parking and provides good access to the riverside, Museum Gardens and Scarborough Bridge.

- Sign city centre / Museum Gardens via southern footway on Hetherton St at corner of Esplanade Court / Hetherton St (1).
- Provide dropped kerb to connect accessible parking to the footway along southern side of Hetherton St (1).
- Provide raised entry across Marygate at junction of Hetherton St (remove one parking place on south side of Marygate) (2).
- Provide dropped kerbs across Hetherton St at Marygate junction (2).
- Provide continuous footway (or dropped kerbs) at trades entrance to Museum Gardens on Marygate opposite the Bay Horse to provide accessible route towards river (3).
- Provide continuous footway across Marygate Lane (4).
- At Museum Gardens entrance at Lendal, provide a dropped kerb at the southern entry gate.
- Provide zebra crossing, or informal pedestrian crossing (colour demarcated) of Museum St at Museum Gardens entrance (5).
- Provide additional seating close to Museum St entrance to Museum Gardens.
- Provide a direct pedestrian link from the central Pay & Display machine westwards to the footway running north-south along the rear of the car park, and sign rail station and Railway Museum (6).



Images 1-3 © 2021 Google

## Recommendations for arrival points and routes in: Bootham Car Park

9

Bootham car park is well located for Gillygate shops, Exhibition Square, theatre and High Petergate entry to the footstreets. However, the car park is not well formatted for disabled users and has poor access both to Gillygate and Bootham.

- Demarcate pedestrian footway in carriageway between car park and Bootham (using coloured surface as per image below © 2021 Google).
- Provide access to Gillygate by providing compliant ramp access to St Giles Court and redesigning barriers to enable wheelchair access.
- Provide pedestrian crossing of Gillygate (either signalled or zebra) just to the south of Giles Court entrance.
- Provide seating in northeast corner of Exhibition Square, adjacent to the public toilets on by the entry to High Petergate and to the south of the theatre entrance on St Leonard's Place to provide intermediate resting opportunities.



*Above left: Access from Bootham car park to Gillygate is made difficult by the overly steep ramp and pedestrian railing.*

*Above right: The corner of Gillygate and St Leonard's Place is poor, but can only be addressed in the longer-term with traffic management changes reducing traffic flow through the city centre.*

*Below: Gillygate at the point where a zebra crossing would greatly assist local residents and people from Bootham and Union Terrace car parks. © 2021 Google.*



Union Terrace car park is one of the two primary coach parks for York City Centre. A large number of visitors, including a significant proportion of more elderly visitors and visitors with limited walking arrive here, at considerable distance from the city centre.

There are public toilets and a coach office (Acklams Coaches) here. It is possible that a satellite operation of Shopmobility could be provided here, in partnership with the coach operator staff on-site.

Orientation towards the Minster and city centre is not obvious here. It is slightly more direct to walk via Gillygate and High Petergate than via Lord Mayor's Walk.

- General opportunity to improve public realm at car park through tidying of vegetation and litter, and cleansing.
- Provide pedestrian route from toilets / reception building to southern entrance to car park (coloured demarcated surface).
- Upgrade footway in front of pedestrian entrance with pavoirs.
- Provide pedestrian signage towards city centre at this pedestrian entrance.
- Provide signage towards "Minster / city centre" via Gillygate eastern footway (crossing Gillygate south of the Claremont Terrace junction at the existing signals).
- Is there an opportunity to provide a pedestrian green phase into the Claremont Terrace signals?
- Investigate the potential to provide seating outside the Gillygate public house, where there is a slight setback from the footway.



*The visitor centre could provide an expanded welcome to visitors, including a satellite Shopmobility hire. The area would benefit from a tidy up.*

*The pedestrian entrance to the car park could be much better highlighted with continuation of paving to entrance and demarcated pedestrian route through the car park to the visitor centre, plus signage towards the city centre.*



## Recommendations for arrival points and routes in: Monkgate Car Park

Whilst Monkgate Car Park is the best located car park for the northern entrance to the footstreets via Goodramgate, it is still a significant distance (~300m from Goodramgate / Deangate junction).

Monkgate and Goodramgate, east of the start of the footstreets is a particularly poorly formatted street that is very difficult for people with physical and sensory impairments. Therefore, this car park has a limited role until Monkgate and Goodramgate are significantly improved.

The route from the car park to the pedestrian route towards the city centre is not particularly legible.

- Provide surface treatment (coloured, demarcated pedestrian route) from southern end of accessible parking to exit in southeast corner.
- Provide updated information panel or totem at southeastern entrance.
- The pedestrian route from the car park southeastwards to Lord Mayor's Walk is substandard width for two wheelchairs to pass. Given the historic nature of this route, it may be more pragmatic to provide a passing place, close to the existing lamp post, rather than widen the whole of the footpath. This should incorporate seating.
- Provide seating at rear of northern footway adjacent to signalled crossing of Lord Mayor's Walk.
- The central reservation at the pedestrian crossing over Lord Mayor's Walk would benefit from widening as it is a difficult manoeuvre.
- The access from the car park to Monkgate Practice needs widening and the concrete bollard removing.
- Provide dropped kerbs across the entry to Monkgate for movements along the inner ring road.
- Is there a possibility of incorporating a pedestrian phase / green man for crossings across the entrance to Monkgate?



*Inadequate width on footway to Monkgate Car Park.  
Inaccessible link to Monkgate Practice.  
Poor legibility of route from car park towards city centre.*



## Recommendations for arrival points and routes in: Castle Car Park

Castle car park has the greatest provision of accessible parking (31, plus a further 7 adjacent on-street spaces). It is the most convenient and popular parking location for blue badge holders and is consistently busy.

Plans for Castle Gateway regeneration imply the loss of this parking. This would be undesirable from the point of view of accessible blue badge parking for the city centre.

The surface conditions and the access from the car park towards Castlegate are extremely poor.

Subject to final decisions on the future of this car park and the timescale of changes, it would nonetheless be worthwhile making small improvements to access whilst this car park remains.

- Improve signage into the car park as many vehicles overshoot the entrance and pull into the private access to the rear of Coppergate centre by mistake;
- Improve dropped kerb provision from the main car park towards Castlegate (1).
- Provide dropped kerb access from the car park to the central island in the car park where Welcome to York information is displayed.
- Lay out the perpendicular accessible parking bays on-street on Tower St with hatching and provide dropped kerb access onto the footway behind.
- Provide dropped kerbs across the car park entrance and Coppergate deliveries entrance from the on-street Tower St accessible parking.
- Undertake patch repairs to car park surface throughout accessible parking bays and exit towards city centre via Castlegate.



*Access from Castle car park into Castlegate is poor. There are no dropped kerbs from the footway behind the accessible parking on Tower St and across the car park entrance towards Castlegate. (below © 2021 Google)*



## Recommendations for arrival points and routes in: St George's Field

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St George's Field is one of two primary arrival points for coach visitors. A large number of visitors, including a significant proportion of more elderly visitors and visitors with limited walking arrive here, at considerable distance from the city centre.

The current surface level car park, subject to flooding, is to be replaced by a multi-storey on a smaller footprint, but with increased overall parking capacity.

If Castle car park is not retained as an accessible parking location in the longer-term, St George's Field may be the most appropriate location for an Access Hub and Shopmobility service, in association with a large quantity of accessible parking.

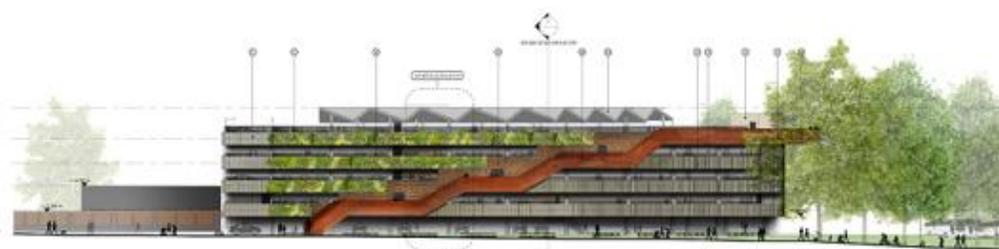
In this situation, it will be imperative that the car park design is easily accessible to disabled drivers and has adequate height dimensions to accommodate users.

Disabled bays should be located on the most directly accessible floor from the entrance.

Lifts should be set out according to dimensions in *Inclusive Mobility* (minimum 2.0m width and 1.5m depth). The Access Hub needs to be directly accessible from the blue badge parking. Given its multi-functional role as a Shopmobility service centre, a welcome to visitors and a broader support service for disabled people, the facility needs to be well laid out, with natural light and adjacent to lift access.

The route from St George's Field car park towards the city centre to be developed in association with the new facility should offer a high quality, legible pedestrian route.

- Welcome to York visitor interpretation at car park egress (totem pole).
- Signage to/from car park & Clifford's Tower / city centre at southern entrances to Tower Gardens.
- The rest of the route past Clifford's Tower and towards Castlegate is of good quality.



## Recommendations for arrival points and routes in: other car parks

### Coppergate multi-storey car park

Despite having **11** disabled bays and housing Shopmobility, Coppergate is not liked by most as some disabled drivers struggle with the difficult manoeuvring up the ramps to the car park and others have higher or longer vehicles that cannot access the multi-storey. There is also anxiety about whether the lifts will work. We would recommend that ideally the Shopmobility facility should be relocated into a surface level car park.

Access to Piccadilly could be improved by signage at the bottom of the lifts and widening and levelling of surface along Piccadilly across the car park entrance (refer to Piccadilly page).

### Foss Bank car park

Access from here is so challenging that we do not see any improvements as a priority.

### Nunnery Lane

This car park is too remote from the city centre to be of relevance.

### Q-Park Shambles

This privately operated car park has only 2 disabled spaces. It is unclear whether disabled drivers must pay. It also has a low entry height of 1.88m. It is as remote from the city centre as the on-street parking directly outside on Carmelite St and therefore we do not see this having any relevance.

### NCP Tanner Row

This privately operated car park has only 4 disabled spaces which are paid for, plus a restricted height of 1.98m, so we do not see this having any relevance.



*Obstacle course across the Coppergate car park entrance could incorporate widened footway and continuous level surfacing across car park entrance.*

## Recommendations for arrival points and routes in: bus arrival points

Generally, bus stops in the centre of York have been laid out well, with appropriate boarding kerbs, clear shelters affording good visibility and reasonable space for boarding / disembarking, as well as real time passenger information.

Ideally, it would be beneficial for bus stopping points to be closer to the footstreet zone on the Micklegate – Clifford St / Stonebow route. If future traffic management reduces traffic flows on this corridor, could the Clifford St southbound stop be brought northwards, closer to the junction with Coppergate? Could there be an alighting only stop on Coppergate for west and eastbound services?

Our only other recommendations on bus stopping points are:

Stonebow: the layout and placement of eastbound bus stops creates pinchpoints round the back of the bus stops. (low priority, if/when alterations to bus stops are being planned).

Low Ousegate westbound would benefit from kassel kerbs for easier boarding / alighting.

Seating would be beneficial in Clifford St northbound stop, adjacent to rear northbound stop at Exhibition Square, and adjacent to the southbound theatre bus stops on St Leonard's Place (beneficial resting place for people walking in from Bootham, as well as bus users).

There is an opportunity to provide seating in the public space adjacent to the eastbound Rougier St stops.

There are Welcome to York information panels at Rougier St and Museum St. These could also be useful close to other bus stops including at Piccadilly to north of northbound bus stops, the Theatre, and at entrance to Whip Ma Whop Ma Gate.

*Right: Rougier St. bus stops provide good access and facilities.  
Below: Stonebow bus stops are good quality though create a pinchpoint for through pedestrian access. © 2021 Google.*



## Recommendations for arrival points and routes in: taxi ranks

The taxi ranks are generally well located and accessible. None have any overhead shelter.

- St Saviourgate: wide, well-paved footway and seating behind, with some vertical protection provided by tree. Lack of dropped kerb on opposite side of St Saviourgate for accessing eastern and western footways on Colliergate.
- Duncombe Place: wide footway, with dropped kerb (for access to driveway). The low wall provides informal seating and the mature trees a degree of weather protection. It could be appropriate to locate seating here adjacent to the front of the rank (and move the litter bin slightly).
- Tower St: there is no weather protection or seating currently. Seating at the back of the footway next to the rank would be helpful as an intermediate stopping point on the route towards the city centre from St George's Field.
- St Leonard's Place: this rank is in a constrained location and obstructs the in-bound cycle lane immediately after the Bootham Bar junction. Notwithstanding this, seating would be helpful in this location (towards the rear of the stand) in any case as a rest point adjacent to the public toilets and for people heading towards the city centre from Bootham / Gillygate.

*Top right: St Saviourgate taxi rank. © 2021 Google.*

*Bottom right: Duncombe Place taxi rank © 2021 Google.*



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## Executive

18 November 2021

Report of the Corporate Director of Place  
Portfolio of the Executive Member for Transport

## Consideration of Changes to the City Centre Traffic Regulation Order

### Summary

1. This report considers the future operation of the footstreets (which are those streets that are pedestrianised streets during certain hours in the city centre).
2. In 2018 the Council received advice from the Counter Terrorism Unit that it needed to consider new measures to reduce the risk of a vehicle as weapon attack in the footstreets. As there were no suitable vehicle mitigation measures and York has very tight streets where there are large crowds of people regularly going about their daily business. Any attack carried out by a vehicle is therefore likely to result in multiple fatalities and many significant injuries.
3. In response to the counter terrorism advice the Council in partnership with Make it York have progressed temporary hostile vehicle mitigation measures for significant events in the footstreets.
4. In 2018 Executive authorised plans for less obtrusive permanent hostile vehicle mitigation measures with different phases planned.
5. Prior to the pandemic blue badge holders had a specific exemption within the Traffic Regulation Orders (TRO) for the city centre to access and park on the following footstreets during the pedestrianised hours:
  - Blake Street
  - Castlegate
  - Church Street
  - Colliergate

- Goodramgate between Deangate and Church Street
  - King's Square
  - Lendal
  - St Andrewgate between its junction with King's Square and a point 50 metres north east
  - St Helen's Square
6. The first phase of hostile vehicle mitigation measures approved by Executive did not include those streets listed in paragraph 5 which blue badge holders retained an exemption to access, but they were identified as a future phases of hostile vehicle mitigation measures.
  7. The Police have a power to request, and the Council an obligation to implement any anti terrorism traffic regulation order which may inhibit any vehicle access to an area.
  8. In response to the COVID pandemic the exemption allowing access and parking for Blue Badge holders was removed through a Temporary Traffic Regulation Order (TTRO) to facilitate a vehicle free environment for the safe increase of space for social distancing in line with Government safer public space guidance
  9. Prior to the pandemic the core footstreet hours were from 10.30am to 5pm. The TTRO extended the pedestrianised hours until 8pm each day. This change and the vehicle free environment facilitated many new pavement cafés permitted under the Government's temporary legislation which removed the requirement for planning permission. This temporary legislation has since been extended until September 2022.
  10. These decisions were formalised by the Executive as part of the COVID one year Transport and Place Strategy.
  11. Whilst a significant number of businesses, residents and visitors benefited from this initiative, it was always acknowledged that this would have the greatest impact on those Blue Badge holders who use vehicles to access the footstreets.
  12. As a result a significant engagement programme has been undertaken to understand the benefits and impacts especially for the disabled community.
  13. In response to this engagement, a number of mitigation measures have been implemented, with mitigations that were less successful removed.

14. In November 2020 Executive delegated to the Executive Member for Transport the decision to start the formal process to consider whether blue badge exemptions should be removed to allow counter terrorism measures to be brought forward in a single stage and reduce vehicle and pedestrian conflict. Castlegate was included as making the temporary measures permanent is in accordance with the Castle Gateway masterplan.
15. Executive also approved at this meeting feasibility work on counter terrorism measures to protect the additional vehicle free footstreets created if the blue badge exemption was removed.
16. The decision to undertake the statutory consultation to permanently remove the Blue Badge access exemption and a series of mitigations was taken in June 2021. The consultation process commenced in July 2021, to consider future permanent arrangements as follows:
  - i) The removal of the exemption on vehicles displaying a Blue Badge from accessing Blake Street, Castlegate, Church Street, Colliergate, Goodramgate between Deangate and Church Street, King's Square, Lendal, St Andrewgate between its junction with King's Square and a point 50 metres north east and St Helen's Square during the pedestrian hours.
  - ii) to introduce dedicated Blue Badge parking bays on Carmelite Street, Deangate, Duncombe Place, Dundas Street, St Andrewgate and St Saviourgate. To introduce a shared Blue Badge Parking/loading bay on Duncombe Place and a 'No Loading' at any time restriction on Aldwark.
17. The main points arising from the statutory consultation are:
  - that the removal of the exemption will provide a safer environment for all whilst reducing the risk of a terrorist attack on the city centre
  - if the exemption is removed this will have an impact on the accessibility of the footstreets for some residents/visitor with mobility issues. This is likely to result in some of those impacted actually being unable to access the footstreets.
18. In order to enable Executive to have due regard to these impacts additional information has also been provided on the results of the wider

engagement and consultations with blue badge holders and other stakeholders.

19. The Customer and Corporate Services Scrutiny Management Committee have considered this item in partnership with the Health Adult Social Care Policy Scrutiny Committee and the Economy and Place Scrutiny Committee to review the impacts and benefits of the proposals. Officers presented the impacts identified and members heard personal testimony of the lived experience of these impacts.
20. Therefore Executive will be asked to consider recommendations which have been carefully considered under the Council's duties under the Equalities Act.

## **Recommendations**

21. The Executive is asked to:

### **Hostile Vehicle Mitigation and Future Blue Badge Access to Footstreets**

- a. Consider the responses to the statutory consultation on the removal of blue badge exemptions permitting access to footstreets during pedestrianised hours.

*Reason: to recognise the statutory consultation process as part of decision making*

- b. Consider the impact of the proposals on Blue Badge holders and the disabled community, as identified through the statutory consultation and the wider engagement work the council has undertaken. Some of this community have made clear that removal of the exemption will remove their ability to access the footstreets which is set out and duly considered within the Equalities Impact Assessment at Annex AA.

*Reason: to recognise the Council's duties under the Equalities Act and Human Rights Act and to ensure that the Council strikes the a proportionate balance between the rights of individuals and the interests of the community and to have due regard to the impacts that the proposals will have on some members of a community with a protected characteristic.*

- c. Having considered points a and b Executive is asked to consider officers recommendation to remove the exemption on vehicles displaying a Blue Badge from accessing Blake Street, Church Street, Colliergate, Goodramgate between Deangate and Church Street, King's Square, Lendal, St Andrewgate between its junction with King's Square and a point 50 metres north east and St Helen's Square during the pedestrian hours.

- d. To review and bring back a report on all remaining vehicle access exemptions such as bullion vehicles and explore how they can be removed or discouraged to protect the integrity of the counter terrorism measures.

*Reason: To protect more of the footstreets from the risk of a terrorist attack recognising the responsibilities of the Council in relation to the European Convention of Human Rights Article 2, The Right to Life, this article places a positive duty on the state to protect life whilst considering the Council's Equalities Duty*

- e. Having considered points a and b Executive is asked to consider officers recommendation to not proceed with a permanent change to remove blue badge access to Castlegate at this stage.

*Reason: The case for change at Castlegate is presented in the Castle Gateway Masterplan. Any proposals for this location need to be considered once a delivery and phasing plan for the Castle Gateway project is approved*

- f. Implement the additional Blue Badge parking that formed part of the statutory consultation, with the exception of the two bays on St Andrewgate nearest to its junction with Bartle Garth

*Reason: Recognising the consultation comments relating to St Andrewgate. Those on St Andrewgate nearest to its junction with Bartle Garth are not proposed to be implemented as they cause an obstruction to vehicles and cycles as well as hindering access in/out of a private drive.*

- g. Should the Active Travel Fund bid to Improve Disabled Access Routes into and around the city centre, including improved paving and dropped kerbs be unsuccessful, to delegate to the Executive Member for Transport the reprioritisation of existing transport

funding of £250,000 to ensure this key element of the action plan in the Strategic Review of City Centre Access is delivered.

*Reason to. Recognising the impact of removing the exemption on vehicles displaying a blue badge from accessing the pedestrian area will have on the disabled community. Implementing these measures will improve access to the city centre.*

### **Permanent Footstreet Hours**

- h. To commence a statutory consultation on a permanent change to footstreet hours to be 10:30 am to 7:00pm.

*Reason: To give effect to the My City Centre Vision which has an aspiration for long term footstreet hours that run until 7pm, which was supported in the My City Centre consultation*

### **COVID Response Recommendations**

- i. Blue Badge access and parking will continue to be suspended on Castlegate until the end of September 2022. At that point blue exemptions to allow access will return and existing pavement café licenses granted to parklets on the street will not be renewed.
- j. Approve a further temporary extension of footstreet hours to 8pm in the evening through to the end of the calendar year

*Reason: To extend the existing footstreet hours in line with Christmas Markets*

- k. Approve a further temporary extension of footstreet pedestrian hours to 7pm in the evening from January 2022 through to the end of September 2022 in line with the government's legislation for pavement café licenses. To rescind and reissue amended pavement café licenses with a 7pm not 8pm finish.

*Reason: To extend the existing footstreet hours in line with government extension for pavement cafe will allow the temporary pavement café licences that have been awarded to continue. Amending the time to match the proposed permanent change to footstreet hours avoids confusion.*

## **Background**

- 22. York's current permanent footstreet areas were introduced in the 1980s. The footstreets are pedestrianised from 10.30am to 5pm.

23. Prior to COVID the hours have been extended on a temporary basis for the Christmas festive period running later - 6pm Sunday to Wednesday and 8pm Thursday to Saturday accommodating the large numbers of people visiting the footstreets at these times.
24. Annex A is a map showing the footstreets. Those in turquoise had an exemption which allowed blue badge holders to access those footstreets and to park in pedestrianised hours. Those in dark blue could not be accessed by blue badge holders during the pedestrianised hours.

#### **February 2018 Executive Report**

25. At Executive in February 2018 the Council received advice from the Counter Terrorism Unit that it needed to consider new measures to reduce the risk of a vehicle as weapon attack in the footstreets. This advice has been reiterated in the response to the statutory consultation see Annex O which confirms that the Counter Terrorism Security Advisor covering York is advising York to implement Hostile Vehicle Mitigations Measures advocating the only access within them should be for emergency response vehicles only.
26. At this meeting Executive approved a project with a budget transferred to the Counter Terrorism project to address the risk that the Counter Terrorism Unit identified.
27. The decisions also show that the potential impact on blue badge holders of vehicle restrictions was identified at this early stage and instructed officers to engage with stakeholders on this issue.

#### **April 2018 Executive Report**

28. The Castle Gateway Masterplan was considered by Executive in April 2018 and approved the principle of Castlegate becoming a fully pedestrianised footstreet.

#### **September 2018 Executive Report**

29. In September 2018 Executive received an update on the work to date on hostile vehicle mitigation measures. The report approved a phased approach to implementation based upon an assessment of the risk for different streets. This assessment report was undertaken by specialist security consultants and is repeated with this report at Annex B.
30. At this meeting Executive approved a first phase of footstreets to be protected as shown in a plan at Annex C of this report.

31. The report included a letter from the police confirming the risk, but also the positive duty placed on the Council by the European Convention of Human Rights and the relevance of Article 2, The Right to Life, which places a positive duty on the state (i.e. public bodies) to protect life, see Annex D of this report.
32. In response to the counter terrorism advice the Council in partnership with Make it York have progressed temporary hostile vehicle mitigation measures for significant events in the footstreets, these were put in place for the Christmas Markets in 2018, 2019 and are currently in place for 2021 (Christmas markets were cancelled in 2020 due to COVID).

### **August 2019 Executive Report**

33. In August 2019 the Executive approved the permanent changes to the Traffic Regulation Order to deliver the Phase 1 proposals in the city centre.
34. The report detailed the findings from the various disabled group workshops, this is included with this report in Annex E.
35. The report also included Blue Badge Parking surveys before the Phase 1 TRO was implemented either permanently or experimentally, these are contained with Annex F.
36. An independent review of Blue Badge Parking Access was also commissioned from Parking Perspectives a consultancy specialising in parking and is included here at Annex G (needs relabelling).
37. A community impact assessment was prepared for the decision.

### **February 2020 Executive Report**

38. In February 2020 Executive approved the funding of the capital costs of the scheme and noted the revenue requirements going forward for the phase 1 scheme. They also approved the final locations and authorised the procurement. In March 2020 all Council procurements were paused in response to the COVID pandemic as the Council began to make emergency decisions.

### **June 2020 Executive Report**

39. In response to COVID and in line with the Government's Safer Public Places guidance issued in May 2020, a COVID 19 Transport and Place Strategy was adopted by Executive (Annex H), which formalised a

number of emergency officer decisions to change the way the city was managed in response to COVID.

40. One of the COVID changes to the way the city was managed was to remove the blue badge access to footstreets and the areas around College Green and Deangate. This was to create space on footstreets for social distancing and queuing. To help mitigate the removal of the exemption on vehicles displaying a Blue Badge, Blue Badge parking bays were introduced at the outskirts of the pedestrian area on a temporary basis.
41. A number of other mitigation measures were implemented such as a free taxi shuttle from blue badge car parking (including a wheel chair accessible vehicle) to transport blue badge holders to the edge of the footstreets. Subsequently based on engagement with disabled groups College Green and Deangate Blue badge parking was reinstated and the shuttle service removed
42. As non essential retail reopened the space created by removing vehicles was also then utilised to support the economic recovery of the city centre and particularly those hospitality venues where social distancing created a challenge to operate. The Government released new emergency legislation which streamlined the process of applying for a pavement café license and removed the requirement for planning permission. The new pavement café legislation was originally set to expire at the end of September 2021, but the Government has subsequently extended it by a year until end of September 2022.
43. The TTRO as part of the response also extended the pedestrianised hours to 8pm as part of the one year strategy primarily for pavement café licenses to support the economic recovery and the city has seen 129 such licenses awarded across the whole city.

#### **November 2020 Executive Report**

44. Executive extended the temporary arrangements implemented in response to COVID to mirror the Governments emergency Café licence regulations and social distancing advice.
45. Executive received a further independent review of York's disabled access offer, prepared by Disabled Motoring UK, a charity and advocacy group for disabled people, this can be found at Annex I of this report. The recommendations of this report except for the charging of blue badge parking are within the action plan of the Strategic Review of City

Centre Access which is being considered by Executive at the same time as this report.

46. In November 2020 Executive delegated to the Executive Member for Transport the decision to start the formal process to consider whether blue badge exemptions should be removed to allow counter terrorism measures to be brought forward in a single stage and reduce vehicle and pedestrian conflict. Castlegate was included as making the temporary measures permanent is in accordance the Castle Gateway masterplan.
47. It also commissioned a strategic review of city centre access in order to improve access to the city centre and ensure any permanent change to the footstreets would be accompanied by appropriate proposals which is being considered at the same Executive Meeting
48. Executive also commissioned feasibility work to look at the Hostile Vehicle Mitigations measures to protect a larger number of our busy streets and having a less invasive impact on historic public squares. This would protect a larger area than phase 1 as detailed in Annex C by protecting those streets as detailed in Annex J in a single phase.
49. The report detailed the impacts on blue badge holders with the publication of a public open brief detailing the impacts which was agreed by York Disability Rights Forum as an accurate reflection of the impacts on disabled people.
50. The report detailed the benefits of vehicle free footstreets creating a café culture, boosting the early evening economy and removing vehicle pedestrian conflict from the busy footstreets. The report detailed that changes had received a positive response from businesses and residents.
51. The approach to creating new spaces for businesses to trade, whilst maintaining social distancing has been crucial to ensuring that York's city centre food and drink sector remains as profitable as possible in light of the various Covid-19 restrictions imposed by Government to limit infection rates. By providing a safe and welcoming environment for residents and visitors to enjoy York's nationally-renowned hospitality offer, in addition to the Council's direct economic response, we have supported city centre businesses to survive the pandemic and ensure that the local economy and in turn local service delivery is protected. Businesses are now able to enjoy the benefits of an increase in city

centre footfall and visitor spend above pre-pandemic levels according to data provided by Centre for Cities' High Streets Recovery Tracker.

52. The introduction of the Temporary TRO has been well received by the local business community, due to the difficulties posed by the pandemic, particularly in creating new space for businesses to trade, whilst maintaining social distancing. The move was supported by the Retail Forum, York BID and other organisations in the city, and a total of 129 pavement licences have been awarded, of which 113 licences are located within the footstreets area (including Castlegate) and in Fossgate.

### **June 2021 Executive Member for Transport Decision Session**

53. Before moving to statutory consultation further engagement was undertaken to explore the mitigations to accompany the proposal to permanently remove blue badge exemptions to access footstreets during pedestrianised hours.
54. The report detailed the results of the ongoing open conversation approach, both online and offline, including direct conversations with individuals and advocacy groups and an open invite virtual workshop to engage blue badge holders.
55. This allowed detailed discussions to take place with those who wished to engage in depth, and captured general views through an online survey, which was distributed to nearby residents, city centre businesses, and paper based questionnaires distributed across the city as requested.
56. The report recognised that removing the blue badge exemption would increase public safety in areas of high footfall as the report referenced the Counter Terrorism project.
57. An Equalities Impact Assessment was part of the report. The responses to the consultation were annexed showing all responses as well as responses from Blue Badge holders only. They are included here as Annex K and Annex L
58. Based on this the Executive Member approved
  - the request to advertise the proposal to amend the Traffic Regulation Order, to remove the exemptions on vehicles with a

Blue Disabled User Badge from permitted access to the footstreets during the pedestrian hours, as set out in the report.

*Reason: To increase public safety in areas of high footfall and reduce the level of conflict between vehicles and pedestrians, particularly in busy periods.*

- the advertisement of new Blue Badge parking areas on the outskirts of the pedestrian area and approve further investigation into some additional areas with the exception of two spaces on St Andrew's Place.

*Reason: To provide an improved level of Blue Badge parking and increase the availability of Blue Badge parking amenity.*

### **Statutory TRO Advertisement Responses**

59. The statutory consultation for the amendment of the TRO was advertised on 9<sup>th</sup> July 2021, with an original end date of 6<sup>th</sup> August 2021, which was extended until 13<sup>th</sup> August 2021. The statutory consultation for the proposed amendments to the TRO was advertised to amend The York Parking, Stopping and Waiting Traffic Order 2014 and The York Traffic Management Order 2014.
60. The York Parking, Stopping and Waiting Traffic Order 2014 was proposed to be amended to introduce:
- i) Dedicated Blue Badge parking bays on Carmelite Street, Deangate, Duncombe Place, Dundas Street, St Andrewgate and St Saviourgate;
  - ii) shared Blue Badge Parking/loading bay on Duncombe Place and;
  - iii) 'No Loading' at any time restriction on Aldwark.
61. The response to the consultation for the dedicated Blue Badge parking bays (Annex M) focuses on the fact that the bays are not a substitute for parking in the footstreets and that some locations are too far away from the area that the respondents would like to access, but written objections to specific locations were only received for Deangate, Duncombe Place and St Andrewgate.
62. The bays on created Carmelite Street, Dundas Street and St Saviourgate were introduced when the exemption was temporarily removed. Blue Badge parking bays have been monitored since May 2021 by Parking Services once per day and a monthly average of occupancy created see Annex AB.

63. The written representation for Deangate was in relation to the Minster's plans for the new Refectory at 2 Deangate, which has been subject of extensive pre-application consultation through the Minster Neighbourhood Plan and planning application. In discussions with York Minster on this matter, it was stated that the Council still wished to consult on the proposals recognising both the importance of the Minster as a destination and the impact the change would have on Blue Badge holders. If the bays are implemented then York Minster and the Council would work together to preserve blue badge parking in the locality.
64. York Minster raised concerns from a counter terrorism perspective about the proposed bays on Deangate and Duncombe Place, as any vehicle can display a Blue Badge and they are not licenced in the way that the taxis which currently also use Duncombe Place are. The removal of the proposed bays on Deangate and Duncombe Place, would reduce the number of Blue badge bays offered as part of the mitigation. York Minster are already in discussions with City of York Council and the Counter Terrorism Unit about counter terrorism measure requirements around the east end of York Minster and this work will continue.
65. The proposed bays on St Andrewgate received the greatest rate of response, with residents having concerns about the location on the bay nearest Bartle Garth, due to the location of private garages opposite and concerns about access in/out of those garages. This vehicle movements in a forward and reverse gear have been tracked in and out of the private garages.
66. The consultation response also raised concerns about vehicles parking near to the junction of Bartle Garth, due to them potentially restricting the visibility of vehicles exiting Bartle Garth from vehicles (including cycles) approaching from the north east on St Andrewgate. One respondent also questioned the position of the bay near to Bartle Garth as it may restrict delivery vehicles accessing Boyes, the original tracking of the location showed a 7.5t box van accessing through the area to Bartle Garth. We did also receive a response stating that the area is often used for loading/unloading heavy shopping goods for the nearby apartment block and the introduction of these bays would make that difficult.
67. The shared Blue Badge Parking bay and loading bay on Duncombe Place received one representation raising concerns about how the removal of a shared bay would be at the detriment of food delivery drivers who access the pedestrian area during the hours of operation.

The current situation observed by officers is that this is currently occurring on the street, as the bays are being used primarily by food delivery drivers waiting to receive orders, restricting the use of the bay by Blue Badge holders.

68. We only received one comment on the proposed loading ban on Aldwark which was in favour of the proposal due to the location been subject to inconsiderate parking, which is forcing vehicles to mount the footpath on the opposite side of the road when passing the parked vehicles.
69. The York Traffic Management Order 2014 was proposed to be amended to revoke the exemption on vehicles displaying a Blue Badge from accessing Blake Street, Castlegate, Church Street, Colliergate, Goodramgate between Deangate and Church Street, King's Square, Lendal, St Andrewgate between its junction with King's Square and a point 50 metres north east and St Helen's Square during the pedestrian hours (10.30am and 5.00pm)
70. This proposal received 206 representations on this section of the proposal. We received 5 response in favour (Annex N) of the removal of the exemption, including a response from the Counter Terrorism Security Advisor (Annex O), who works for the North East Counter Terrorism Police and oversees counter terrorism protected security in the York District. They advised that Hostile Vehicle Mitigation (HVM) is an effective and proven security measure for protecting crowded places such as the centre of York. To have an effective scheme in place, it would be necessary to exclude all vehicles from access to the sterile area during the period of operation, which unfortunately would include vehicles displaying a Blue Badge.
71. The remaining four responses in favour of removing the exemption for Blue Badge access in to the pedestrian area noted the availability of Blue Badge parking in Council car parks and nearby streets, with one respondent stating that he has always been able to find sufficient Blue Badge spaces in Council car parks and at York Park and Ride facilities. One respondent suggested that the pedestrian area was a less pleasant area for pedestrians and effectively was an on street car park, when the exemption was in operation.
72. A representation from a resident with balance and sight problems welcomed the restrictions, as it allows all pedestrians a safer space and wider access along the streets previously congested with cars. This respondent also stated that many footpaths within the pedestrian area

are narrow and uneven, requiring some pedestrians to walk on the carriageway.

73. One elderly resident stated that until the temporary restrictions were put in place, they felt unwelcome in the city centre, because it was impossible to walk around without being disturbed by cars which should not be there. The respondent does point out that the existing access restrictions were never rigorously enforced, so some of the vehicle movements may not have been eligible to access those streets but still did. This is something that was noted at the beginning of the temporary restrictions with a number of resident/businesses contacting the Council to complain that their access to certain streets had been removed, which was not the case and those residents/businesses had been accessing the streets illegally.
74. Other comments received stated that a reinstatement of the exemption would increase pollution and reduce prosperity of the city.
75. We received 201 response from residents and groups against the proposal, of which 125 (Annex P) stated that if the temporary restrictions were to be made permanent, they would not continue to shop in York, with many currently unable to do so, due to the removal of the exemption on Blue Badge access. These comments were not all from Blue Badge holders, with some responders disappointed that the Council would propose restrictions that would remove access to the city centre and have vowed not to shop in the centre should the proposal be approved.
76. 74 (Annex Q) of the response against the removal of the exemption provided general comments on why they would not support the proposals. These were centred around discrimination against Blue Badge holders and that this proposal was preventing them from living their life as they had been able to, with some referencing that this proposal increasing obstacles that they face in their daily life, rather than reducing any obstacles.
77. 40 of the response received were a standard letter (Annex R), with the majority of the text provided by York Disability Rights Forum, all of these responses did include additional information about how the proposal would affect each respondent's ability to access the pedestrian area if made permanent, these are contained in either Annex P or Annex Q, depending on what their individual comments stated.

78. The York Disability Rights Forum submitted a joint formal objection (Annex S) to the proposal, with York Accessibility Action, The York M.E. Community, York Access Hub, York Equal Access Campaign, York Labour Group of Councillors and a number of residents, who added additional comments. The formal objection states that the temporary restrictions and the proposal have/will discriminate, disproportionately against disabled people. It notes that the approval of the permanent removal of the exemption would not minimise disadvantages suffered by disabled people but it would actually increase them, which in their view would be in contradiction to the Equality Act. The objection states that they feel the Council has tried to use the temporary measures introduced because of the pandemic as a Trojan horse to bring in the permanent measures by stealth.
79. The objection also states that as a Human Rights City, York should be welcoming and accessible to all residents and visitors regardless of their identity or background. It also quotes the recommendations that York Human Rights City Network (YHRCN) made to the City of York Council:
- i) CYC should immediately freeze plans to make the current situation permanent through the Footstreet Scheme, pending an inclusive assessment – see (iv).
  - ii) CYC should explicitly acknowledge that some city-centre Blue Badge parking will need to be reinstated to meet the needs of their disabled residents who cannot use alternatives.
  - iii) CYC should explicitly acknowledge the free labour Disabled People's Organisations (DPOs) have invested in gathering rich data around this topic, completing the relevant surveys, and attending multiple hours of consultation Zoom meetings where they have already shared their data and recommendations.
  - iv) CYC should set up a working group, including DPOs as equal partners, to collectively assess the Footstreet Scheme and consider how to balance the rights of York's disabled citizens with other considerations. YHRCN extends an offer to facilitate this working group to mitigate the tensions now surrounding this issue.
  - v) We recommend that CYC take a human rights approach and use PANEL principles (Participation, Accountability, Non-Discrimination and Equality) to guide decision making now and in the future. This ensures that human rights are put at the centre of policy and practice.
80. The York Civic Trust also provided a response (Annex T) to the consultation, which referenced their proposal submitted in April 2021, which stated that the footstreet network should remain in place and

recommended the introduction of the green disability badge to provide access “for those who are most disabled”, which would allow them to automatically pass enforced access points, with parking provided where it does not disrupt pedestrian movements. The York Disability Forum also referenced The Civic Trust’s proposal. There is no indication of how the permit scheme would operate to allow automatic access, which would obviously have to maintain the counter terrorism objective.

81. The representations received were generally against the removal of the exemption on the grounds that it would remove their ability to access the city centre to be able to shop, access their bank, opticians, dentist, doctors and the Post Office. Some representations stated that the proposal would preclude residents with a Blue Badge from utilising all of the facilities within the pedestrian area.
82. A number of respondents provided an insight in to how the proposals would restrict their ability to access the pedestrian area, due to their need to have a vehicle close by due to a number of impairments and health conditions. Respondents noted that this had a devastating impact on their daily life, quality of living and social life. They stated that the temporary restriction/proposal has not only amended their ability to continue their daily life but, as stated in a number of responses, this has also had an effect on their mental health. With some of the Blue Badge response raising concerns about how they felt the Council were prioritising visitors/tourist to the city over residents with a Blue Badge.
83. There was an acknowledgment from some of the representations that there was a requirement to make the pedestrian area safer whilst still allowing an access route into the pedestrian area for holders of a Blue Badge. The representations provided 24 recommendations to retain and access exemption on Goodramgate, 17 recommendations for access to be retained on Blake Street and 10 recommendations for Castlegate.

### **Pre Decision Scrutiny**

84. At meetings of Customer and Corporate Services Scrutiny Management Committee on the 25<sup>th</sup> of October 2021 in partnership with the Health Adult Social Care Policy Scrutiny Committee in the afternoon and Economy and Place Scrutiny Committee in the evening the impacts and benefits of the proposal as advertised in the traffic regulation Order were considered.

85. Officers detailed how they had developed insight and understanding through extensive and layered engagement since Spring 2019 including;
- Six phases of engagement with over 170 attendees at twelve workshops covering access to the city centre and impact of counter-terrorism and COVID changes to the footstreets,
  - 620 responses from disabled residents - including 540 from Blue Badge Holders – to four surveys available on and offline (before the Autumn engagement)
  - Four citywide mailouts to every Blue Badge Holder in York and freepost return surveys distributed to every house through Our City
86. The approach to engagement has had extensive media coverage and social media activity, tagging Disabled People’s Organisations to enable sharing.
87. Briefings and attendance at groups including York Disability Rights Forum, My Sight York, Advocacy Forum, Age friendly York Citizens Group, York Human Rights and Equalities Board.
88. Accessible engagement has been a focus by initial workshops being co-facilitated with York Disability Rights Forum, ensuring British Sign Language translators, Easy Read versions and information distributed through partners
89. The council published a Community Open Brief which identified the impact and was signed off by York Disability Rights Forum to ensure transparency and published minutes of every workshop since COVID began. This has been updated and is contained with Annex Z.
90. The scrutiny was invaluable to officers as it confirmed that officers had already captured, through the engagements undertaken all the impacts or benefits and no new information came to light. Officers actively acknowledged two key points at the meeting
- That a group of Blue Badge Holders feel no mitigation is possible and maintain the council’s actions are discriminatory. They feel a blue badge is a mitigation in itself. For some a car is independence, not a transport preference; a safe haven, a place to store medicines and equipment. Some Blue Badge Holders cannot walk 150m unaided and mobility aids are not appropriate for some people, including one respondent who reports that

using one would contradict medical advice. Recognise that not all blue badge holders would require the exemption if mitigations were implemented.

- Mitigations need to be more than just replacement blue badge parking as close as possible. It should include better parking spaces with space behind and to the side, accessible features on street furniture and regular street furniture, dropped kerbs in the right place, even and wider pavements, better communication on how to access the city centre and the improved information of the alternatives to parking.

91. The benefits of the proposals as advertised were also considered in that it sets the framework of how the city centre will continue to develop, recognising the need for certainty as this will allow residents and businesses to plan, such as allowing businesses to assess where it is best for them to be based. It will determine where Hostile Vehicle Mitigation measures will be placed, recognising that the future operation may be able to flex around changes to risk and people in the city centre. Temporary measures required for events are unsightly and dominant and incur revenue costs, but more permanent measures can be more carefully and respectfully designed.
92. The importance of the quality of the public realm and place was recognised. The quality of place impacts on residents and visitors to the city. As our historic environment attracts the visitors that underpin the economy. King's Square and St Helen's Square are historic parts of our heritage and attract significant numbers of people and offer amenity space to sit, relax and rest, and have events throughout the year.
93. The Federation of Small Businesses and York Improvement District talked about the importance of the changes made to the way the city centre was managed in terms of the economic recovery.
94. The scrutiny committees requested additional information before it met on the 8<sup>th</sup> of November to consider any recommendations to Executive.
  - i. Officer response to the report prepared by the York Human Right City Network
  - ii. Analysis of the consultation on city centre access which closed on Oct 25th
  - iii. Any accident data involving vehicles within the footstreets
  - iv. Any data on blue badge parking levels/use of spaces pre and post covid.

- v. Any data on the likely number of Blue Badge Holders / Disabled People for whom a loss of Blue Badge access will render the footstreets inaccessible
- vi. Confirmation of the current footstreet speed limits

95. A draft of this report was provided to the Customer and Corporate Services Scrutiny Management Committee in advance of their meeting on the 8<sup>th</sup> of November addressing the requests for additional information to enable the committee to consider making recommendations to Executive.

- i. As part of the Scrutiny report the recommendations by the York Human Right City Network was attached. This report is contained within Annex U. An officer response to this is contained within Annex V
- ii. The analysis of the consultation on city centre access which closed on 25<sup>th</sup> October 2021 has been published as part of the report into the Strategic Review of City Centre Access being considered on the same agenda as this report and a draft report provided to Scrutiny.
- iii. Any accident data involving vehicles within the footstreets. The data available has been published at Annex W of this report, but this is only the accidents reported to the police and does not include incidents which were not reported, near misses and does not reflect perceptions of pedestrian safety.
- iv. Data on blue badge parking levels/use of spaces post COVID are contained within an annexes to this report Annex AB which is for both car park usage and on street. Directly comparable blue badge data is not available for the pre COVID period. However, Annex F does contain some data on blue badge parking pre COVID
- v. Data on the likely number of Blue Badge Holders / Disabled People for whom a loss of Blue Badge access will render the footstreets inaccessible is not available, the number of disabled people who have a blue badge is small. However, para 75 of this report confirms that 125 respondents to the statutory consultation said they would shop elsewhere.
- vi. The current speed limit through the footstreets is 30mph although there is an advisory speed limit (which cannot be enforced) of 10mph.

96. Customer and Corporate Services Scrutiny Management Committee on the 8<sup>th</sup> of November made a number of recommendations to Executive. These will be shared with Executive as an agenda supplement.

## **Options**

97. Executive need to consider several issues:

### **COVID Response – Temporary Pedestrianised Footstreet Hours**

98. The Government have extended the streamlined pavement café license legislation prepared to support economic recovery from COVID to the end of September 2022. Within the footstreets these have been facilitated partly by the removal of the blue badge exemption making them possible on those streets, but also by the increase in the pedestrianised footstreet hours to 8pm.
99. However, the response to the My City Centre consultation favours a 7pm finish to pedestrianised footstreets.
100. Executive therefore need to determine the time the pedestrianised element of the footstreet will operate until September 2022 when the existing Pavement Café Licenses expire to continue to respond to the COVID pandemic and support economic recovery.
101. The option is therefore whether the existing pavement café licenses that expire should continue to be facilitated with a temporary pedestrianised footstreet time of 8pm as previously, reduced to 7pm in line with the public consultation from My City Centre, or return footstreets to a 5pm finish time.

### **Permanent Pedestrianised Footstreet Hours**

102. Should members have determined a change to the permanent pedestrianised footstreet hours as part of the My City Centre and Strategic Review of City Centre Access.
103. Any permanent change to footstreet hours will require a statutory TRO consultation and a firm proposal advertised to be responded to. This will need approval to commence with a future report on the outcome of the consultation.

### **Extent of Counter Terrorism Measures**

104. The temporary removal of the blue badge exemption was to create the space for social distancing and then for the pavement café licenses.

This has created

- 3 on Blake Street
- 3 on St Helen's Square
- 7 on Lendal

- 3 on Colliergate
- 8 on Church Street
- 9 on Goodramgate
- 5 on King's Square

- 9 on Castlegate

39 others on existing vehicle free footstreets and 12 on Fossgate.

105. When Executive initiated the process to permanently remove the blue badge exemption from footstreets and explore mitigations it was to enable a larger area to be protected from terrorism with a vehicle as weapon threat and deliver the pedestrianised element of the Castle Gateway Masterplan. The report detailed the wider economic, safer and place making benefits of this approach.

106. The Phase 1 hostile vehicle mitigation scheme approved in 2018 did not protect the Blake Street, Lendal and St Helen's Square loop. One of the key reasons for the decision of a phased approach was that the blue badge parking outside a strategically important post office needed a resolution. Therefore recognising the risk, these footstreets were identified as a future phase. However, the relocation of the Post Office to Coney Street, a location that does not have blue badge parking in pedestrianised hours allows this phase to be considered now. Removing the blue badge exemption would enable the protection of this area with counter terrorism measures.

107. The phase 1 scheme did not protect Goodramgate, Church Street, King Square and Colliergate, which were identified to be a future phase, but these are some of our busiest streets. The temporary arrangements in response to COVID have shown how economic activity can thrive in this area with a car free environment. Removing the blue badge exemption would enable the protection of this area.

108. Castlegate was not assessed as a priority street for hostile vehicle mitigation measures. The temporary measures have however enabled 9 pavement café licenses and it is identified as becoming a pedestrianised street in the Castle Gateway Masterplan which was approved in April 2018.
109. Ultimately Executive need to determine the extent of the hostile vehicle mitigations to be delivered.

### **Mitigations / Improved Access to the Footstreets**

110. The statutory consultation proposed new blue badge parking around the footstreets. Should Executive remove the blue badge exemption in order to increase the quantity of footstreets protected from a vehicle as a weapon threat; then these new blue badge spaces will be mitigation for some, but they will not be for others which is recognised.
111. At the same meeting as this report Executive will be considering the Strategic Review of City Centre Access and the Strategic Review of Council Car Parking both include action plans to improve access to the city centre especially for the disabled community.
112. Elements of the action plans for the Strategic Review of City Centre Access and Council Car Parking that will improve access to the city centre, especially for disabled people are subject to external funding bids as part of the recommendations in this report is one that funding is prioritised for this if the funding bid fails.

### **Analysis of the Issues**

#### **COVID Response – Temporary Footstreet Pedestrianised Hours**

113. The Government created temporary legislation for pavement café licences by removing the requirement for planning permission. In response to the pandemic as part of the One Year Transport and Place Strategy the hours were extended until 8pm each day. This helped facilitate space for longer into the early evening to provide outdoor seating and support the economic recovery of the city centre. The temporary legislation expires at the end of September 2022. York has seen over 100 licenses issued as result of these changes
114. Officers would recommend that the 8pm extension remains for the rest of the calendar year to support the Christmas Markets.

115. From the new year Executive could determine that the temporary footstreet pedestrianised hours should return to 5pm. However, that is not recommended as it would impact on many of the 100 businesses who have been awarded a pavement café license to operate in the early evening until the end of September 2022 and will have planned and invested on that basis.
116. Therefore Executive could consider the period from January 2022 to end of September 2022 that the pedestrianised hours should continue to end at 8pm as the current temporary arrangements and café licenses have been awarded on this basis. Alternatively the temporary end time for pedestrianised hours could be adjusted to 7pm which would be in line with the long term vision for pedestrian hours as detailed in My City Centre Vision. It should be noted this would require a revision to all the pavement café licenses.
117. This would allow businesses to continue to operate outdoor seating and café licenses, and ensure that should any further social distancing measures be reintroduced that the city can scale up its response in line with previous periods or lockdown and restrictions. Without this permission if, for example, restrictions were placed on indoor venues then outdoor seating would only be able to continue in most of the footstreets until 5pm, meaning businesses may be unable to open and operate.
118. As the need for COVID response wanes and certainty over the future becomes clearer the case for 8pm becomes weaker. Therefore officers would recommend that should Executive be minded to make a Permanent change to Pedestrianised Footstreet hours then it should be to 7pm.

### **Permanent Pedestrianised Footstreet Hours**

119. The Strategic Review of City Centre Access details a desire for a permanent extended time for pedestrianised footstreets of 7pm.
120. Should members have approved any change to the footstreet pedestrianised hours it would require a statutory TRO consultation and Executive need to approve this.
121. The Equality Impact Assessment for this has been commenced and is attached at Annex AC and will be developed through the statutory

consultation process for further consideration at the substantive decision on any permanent change.

### **Extent of Counter Terrorism Measures**

122. Protecting the contiguous footstreet area in a single phase expands the area of protection and protects more of those streets identified as a priority in Annex B.
123. Executive are advised that the Police have a power to request, and the Council an obligation to implement any anti terrorism traffic regulation order which may inhibit any vehicle access to an area.
124. One of the reasons for the recent statutory consultation to remove the blue badge exemption from certain streets and explore alternative blue badge parking and other mitigations was to enable a larger area to be protected from terrorism with a vehicle as weapon threat.
125. Removing the exemption that allows blue badge holders to access the footstreets needs to be considered in the context of the Equalities Act as the impact is upon those who have a protected characteristic which are protected under the Equalities Act.
126. The negative impacts of removing the blue badge exemption are real and for some cannot be mitigated.
127. However, officers believe the positive duty placed on the Council by the European Convention of Human Rights and the relevance of Article 2, The Right to Life, is expressly relevant as this article places a positive duty on the state (i.e. public bodies) to protect life which is in essence at the heart of the counter terrorism measures.
128. This case does not apply to Castlegate as it was not identified as a priority street in Annex B for counter terrorism measures. Whilst the case for Castlegate being pedestrianised could be made on other grounds and still meet the Public Sector Equalities Duty, however, it feels premature given the decisions yet to be made about the Castle Gateway delivery programme. Therefore it is proposed that Castlegate returns to its pre-COVID response at the end of September 2022 when the existing pavement café licenses end.
129. Alternatives have been considered to removing the blue badge exemption, such as allowing blue badge holders within the protected

area, as per the Martin Higgitt report which is an annex to the Strategic Review of City Centre Access Report which explores these option but this would be directly against the advice of the Counter Terrorism Security Advisor from Counter Terrorism Policing North East to the statutory consultation on removing the blue badge exemption to the footstreets who said:

*“When considering a vehicle access scheme involving the use of security hardware which mitigates or prevents a vehicle gaining access to the designated protected area, it is necessary to create a sterile zone free from all vehicles at times when the area is a crowded place. Entry to such areas must be restricted to emergency response vehicles which can be done during the planning phase of any such scheme.”*

130. For that reason officers are also recommending a review and further report on how any remaining exemptions can also be removed or discouraged.
131. A scheme has been proposed which seeks to identify only those blue badge holders who warrant an exemption to have access. However, the legal framework to start differentiating between classes of blue badge holders and the perceived impact would be fraught with challenge and in itself discriminatory and officers would advise that the council should not develop such proposals.
132. The proposals for the blue badge exemptions could be delayed to consider alternative options, however this would add further delay to the implementation of counter terrorism measures and extend the period the council is not acting to fulfil the positive duty to protect life. Having undertaken extensive consultation and engagement there is little benefit in further delay as the impacts are understood and alternative solutions and mitigation have been explored and refined.
133. If the recommendations in this report are not agreed causing delay, then officers would be required to continue to implement the Executive’s previous decisions to construct phase 1 counter terrorism measures given the advice, risk and duty the council has. It would not negate the need to consider the phase 2 counter terrorism measure for the remaining footstreets.
134. If the recommendations in this report are approved implementation would proceed as a single phase, this would save £1.6 million compared to a multiphase approach and can be delivered for similar cost as phase 1

whilst protecting the whole of the contiguous footstreets see Annex X. The final budget required for Counter Terrorism will be confirmed in a future report.

135. The removal of the exemption on vehicles displaying a Blue Badge from driving on certain streets within the pedestrian area has reduced the number of vehicles in the pedestrian area during the hours of operation, this can be seen from the below table showing the number of vehicles accessing the streets in 2018 compared to 2021. There are a number of other factors which will also have driven this change e.g. COVID and the use of marshals and bollards discouraging drivers without an exemption or waivers from access the area, counter terrorism measures would achieve the same objective. A Table is included in Annex Y

### **Mitigations / Improved Access to the Footstreets**

136. Additional Blue Badge parking was advertised as part of the Traffic Regulation Order. Whilst all of the proposed parking mitigations could be implemented, it would not recognise the consultation comments relating to St Andrewgate.
137. The original vehicle tracking undertake to design the bays on St Andrewgate was to ensure a 7.5t vehicle could pass through the area for waste collections and servicing of some shops on Goodramgate, the consultation raised concerns about vehicle access from garages in the vicinity of the bays on St Andrewgate. To consider the impact on the access to the private garages along that section of St Andrewgate, further vehicle tracking was undertaken to see the impact Blue Badge parking bays would have on their access. This tracking shows that for vehicles parked in the proposed marked bays on St Andrewgate would obstruct vehicles from accessing/exiting the garage on the opposite side of the road (30 St Andrewgate).
138. Therefore officers are recommending implementing all of the proposed parking mitigations, with the exception of the two bays on St Andrewgate nearest to its junction with Bartle Garth. This will allow for an increase in dedicated parking for holders of a Blue Badge in the vicinity of the pedestrian area, without obstructing access in/out of a private drive.
139. The consultation raised concerns by the Minster about the bays on Deangate and Duncombe Place and developing proposals for this area. The officers and Minster representatives have met and agreed to

recommend implementation as advertised but they will continue to work together on proposals to develop longer term plans and accommodate blue badge parking with minor amendments as required without impacting on the principle of provision.

140. Should Executive not be minded to remove the exemption the additional parking bays could be deemed unnecessary.
141. Officers' recommendation for the removal of the blue badge exemption is on the basis that Executive would also approve implementing all of the proposed parking mitigations recognising the impact of extending the extent of the counter terrorism measures, with the exception of the two bays on St Andrewgate nearest to its junction with Bartle Garth. This will allow for an increase in dedicated parking for holders of a Blue Badge in the vicinity of the pedestrian area.
142. Through the Strategic Review of City Centre Access and Council Car Parking, a number of the recommendations in the action plan are subject to funding bids. Should Executive have approved the action plans and if Executive are minded to approve the removal of the blue badge exemptions within the pedestrian area - then officers recommend that existing transport budgets should be allocated if the funding bid for £250,000 for Improved Routes into and around the city centre is unsuccessful, so that their improved paving and dropped kerbs can be delivered.

## **Conclusion**

143. Extending the period for the local COVID response temporary pedestrianised hours to match the temporary national legislation on street café licenses allows the City to continue to flex in response to COVID should there be new restrictions/lockdowns and allows businesses to operate as planned as per their pavement café license
144. Recognising the outcomes of the My City Centre consultation and strategy it is logical to amend the time that the temporary pedestrianised hours end to reflect the proposal that will be advertised and consulted upon as a permanent change.
145. The reasons for considering removing the blue badge exemption that allows vehicles to access the footstreets is that it protects a larger area including many of the priority 2 streets as identified in Annex B, which were originally intended to be protected in a later phase. It also

reduces the risk of vehicle and pedestrian conflict in footstreets which have the highest footfall, whilst also creating the environment for the My City Centre Vision to be implemented.

146. The Council have undertaken considerable engagement work with blue badge holders and disabled advocacy groups to:
- Fully understand the impact of not allowing blue badge holders to access and park on the footstreets they previously had a specific exemption to access. The scrutiny process has been useful in validating that.
  - To look at the alternatives to driving down footstreets to enable blue badge holders to access the footstreets.
147. In considering this decision, officers have considered the impact on blue badge holders and recognise the impact that some blue badge holders will be excluded from the footstreets by the recommendations. The open brief considered in November 2020 at Executive has been updated and is included at Annex AA But having considered that impact it has not been possible to find a way to deliver the safety benefits of the counter terrorism measures without causing the impact to parts of the disabled community. The benefits to wider public interest, including the right to life and the duty to protect life mean that officers, on balance (acting proportionately and having given significant weight to the impacts) recommend the area protected by Hostile Vehicle Mitigation Measures are extended and the blue badge exemption is removed except for Castlegate where the rationale is different and further consideration is to be given to the removal of access exemptions in this street.
148. The engagement work with blue badge holders has also looked at an extensive approach to improve access to the footstreets. The proposals to improve access have a three pronged approach
- Looking to re-provide parking as close as possible in dedicated disabled bays
  - Removing other barriers to access through the recommendation from the Strategic Review of Access and the Strategic Review of Parking
  - Consider Extra Services – see next report on Dial & Ride
  - Officers recommendations in the City Centre Access Strategy is that engagement with disability groups will continue; working to

identify and introduce further mitigations further down the line including exploring the feasibility of a shuttle bus

149. Like officers have, Executive are required by law to consider if the recommendations to improve access are reasonable and proportionate having fully considered the Equalities Impact Assessment at Annex AA in order to give due regard to the impact of the proposals.

## Council Plan

150. The Council Plan has 8 objectives listed below; the decisions under consideration in the report directly relate to most of the objectives and impact both positively and negatively in different ways depending on the perspective being considered.

- Well paid jobs and inclusive economy
- A greener and cleaner City of York Council
- Getting Around Sustainably
- Good Health and wellbeing
- Safe communities and culture for all
- Creating homes and world class infrastructure
- A better start for children and young people
- An open and effective council.

As the Council plan lays out they cannot be prioritised in an order as they all must be addressed and work in balance to give people the best quality of life.

## Implications

151. **Financial** The proposed changes to the Traffic Regulation Order can be managed within council resources. The associated action plans that are referred to in this report but considered in the City Centre Review of Access and Review of Parking have identified the costs and proposed budgets to fund the mitigation actions. A number of those funding streams are subject to future government announcements and or funding/bids. The recommendations in this report is such that £250k required to fund improved access needs to be prioritised across transport capital budgets even if funding bids are unsuccessful or at reduced levels. Any proposed changes to the prioritisation of schemes within capital budgets will be reported through regular capital monitoring

reports to Executive and updates to Executive Member for Transport Decision Session reports.

## 152. **Legal and Equalities**

### Traffic Regulation Order

The Council, as Highway Authority and Local Traffic Authority is responsible for making Traffic Regulation Orders (TRO). When making a TRO the authority must exercise its power in a way which secures the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities on and off the highway so far as practicable.

Where works involve a need to introduce or amend a Traffic Regulation Order, the relevant statutory procedures must be followed including the requirement for formal consultation and advertisement in the local press. Where objections are received, there is a duty on the Council to ensure that these objections are duly considered.

### Equality Duty & Human Rights

In preparing and determining proposals set out in this report the Council is required to have regard to the Equality Act 2010 (which includes the Public Sector Equality Duty) and Human Rights Act 1998.

### Equality Duty

Under the Equality Act, the Council must in the exercise of its functions have due regard to the need to eliminate discrimination, harassment, victimisation and any other prohibited conduct; advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

It is considered that the Council has complied with the PSED statutory criteria, having fully engaged with those with protected characteristics, (most specifically disabled people) in order to understand and have due regard to the impacts the proposals would have upon these groups.

## Human Rights

The Human Rights Act 1998 (“HRA”) states that it is unlawful for a public authority to act in a way which is incompatible with a right or freedom under the European Convention on Human Rights.

The provisions of Article 8 (right to respect for private and family life) and Article 14 (protection from discrimination) have been considered and taken into account. These rights can be interfered with where lawful, e.g. where the interference has a legitimate aim, it is necessary in the interests of other concerns including public safety and health or where it is necessary in the wider public interest, and it is proportionate. The reasons for the scheme and the public interest benefits of the scheme are outlined within this report. The report acknowledges that in order to achieve the public benefits from removing vehicles from parts of the City Centre, some negative impacts are inevitable. The HRA requires the Council to act proportionately, having regard to all impacts, in order to reach a balanced decision that justifies any interference with Convention rights.

## Conclusion

It is for the decision maker, acting proportionately, to balance all the competing needs, benefits and impacts in reaching its ultimate decision.

## **Risk Management**

153. Officers having worked through the recommendations with the council’s legal team. Officers recognise that removing the blue badge exemption will have some significant impacts for some individuals with protected characteristics. In making the recommendations officers have balanced the competing considerations (i.e. individual rights and wider public safety) in order to reach recommendations which are considered to be proportionate and which comply with statutory duties.

## Contact Details

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**Corporate Director of Place**

**Report**  **Date** 10/11/2021  
**Approved**

## **Specialist Implications Officer(s)** List information for all

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**Name:** Janie Berry  
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Officer

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**Wards Affected:**

**All**

**For further information please contact the author of the report**

## **Background Papers:**

8 February 2018 Executive - City Transport Access Measures  
[\(Public Pack\)Agenda Document for Executive, 08/02/2018 17:30](#)  
[\(york.gov.uk\)](#)

26 April 2018 Executive – The Castle Gateway Masterplan  
[\(Public Pack\)Agenda Document for Executive, 26/04/2018 17:30](#)  
[\(york.gov.uk\)](#)

27 September 2018 Executive – City Centre Access Update and Priority 1  
Proposals  
[\(Public Pack\)Agenda Document for Executive, 27/09/2018 17:30](#)  
[\(york.gov.uk\)](#)

29 August 2019 Executive – City Centre Access Experimental Traffic Order Conclusion and Phase 1 Proposals

[\(Public Pack\)Agenda Document for Executive, 29/08/2019 17:30 \(york.gov.uk\)](#)

13 February 2020 Executive – City Centre Access – Phase 1 Proposals (Update\_

[\(Public Pack\)Agenda Document for Executive, 13/02/2020 17:30 \(york.gov.uk\)](#)

25 June 2020 Executive - City of York Council Recovery and Renewal Strategy and the One Year Transport and Place Plan

[\(Public Pack\)Agenda Document for Executive, 25/06/2020 17:30 \(york.gov.uk\)](#)

26 November 2020 Executive – The future of the extended city centre footstreets

[\(Public Pack\)Agenda Document for Executive, 26/11/2020 17:30 \(york.gov.uk\)](#)

22 June 2021 Executive Member for Transport - Footstreets Traffic Regulation Order

Proposals[https://democracy.york.gov.uk/documents/g12726/Public reports pack Tuesday 22-Jun-2021 10.00 Decision Session - Executive Member for Transport.pdf?T=10](https://democracy.york.gov.uk/documents/g12726/Public%20reports%20pack%20Tuesday%2022-Jun-2021%2010.00%20Decision%20Session%20-%20Executive%20Member%20for%20Transport.pdf?T=10)

## **Annexes**

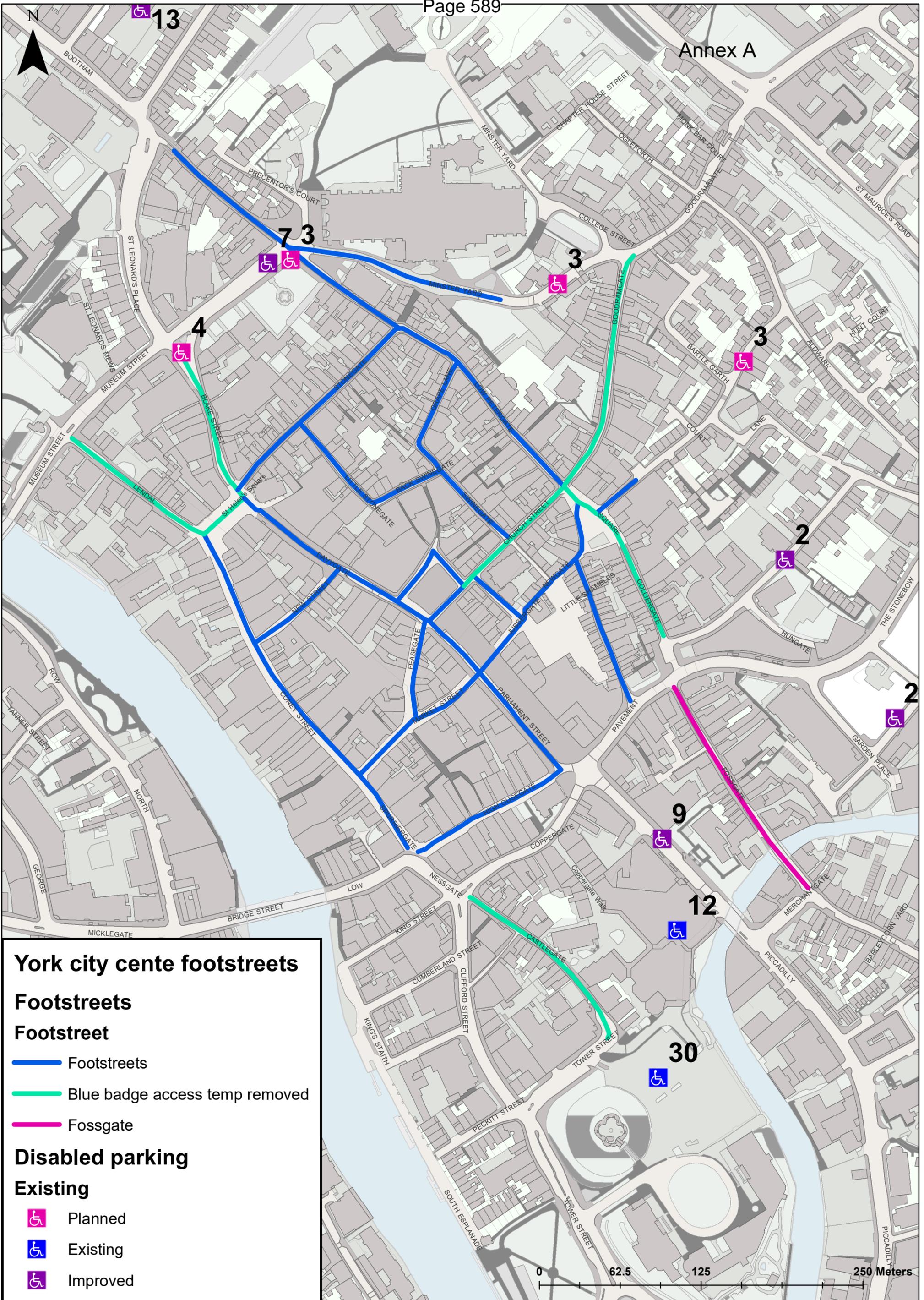
- Annex A Footstreets map showing blue badge exemption locations
- Annex B Independent report on prioritised areas
- Annex C Phase 1 Proposal for Counter Terrorism Measures
- Annex D Letter from Police in relation to Counter Terrorism
- Annex E Themes raised in Community Engagement Mitigation Options Considered
- Annex F Blue Badge Parking 18-19 and Traffic movements at Access Points 2019
- Annex G City of York Footstreets Blue Badge Access – September 2018 Parking Perspectives Report
- Annex H Covid 19 Economic Recovery – Transport and Place Strategy

- Annex I Disabled Motoring Independent Review of York City Centre Disabled Access Offer
- Annex J Extent of Footstreets Protected in a single phase by Counter Terrorism Measures
- Annex K City Centre Blue Badge Parkin Survey Results
- Annex L City Centre Blue Badge Parking Survey Results – Blue Badge Holder Responses Only
- Annex M Statutory TRO Consultation - Blue Badge Parking Bay Comments
- Annex N Statutory TRO Consultation –Blue Badge Access Restriction Comments in Favour
- Annex O Statutory TRO Consultation – West Yorkshire Police Counter Terrorism Comments
- Annex P Statutory TRO Consultation Blue Badge Access Restriction Comments Against not shop in York again
- Annex Q Statutory TRO Consultation – Blue Badge Access Restriction Comments Against
- Annex R Statutory TRO Consultation - Objection-for-local-non-york-residents
- Annex S Statutory TRO Consultation - Formal combined Objection from several groups
- Annex T Statutory TRO Consultation - York Civic Trust Comments
- Annex U YHRCN Report to HREB on Blue Badge Concerns
- Annex V Officer Comments on the Human Rights Report on Blue Badge Exclusions in York
- Annex W Accident Data
- Annex X Comparison of phased approach with Single Scheme
- Annex Y Vehicle Counts showing reduction in vehicles as a result of temporary changes
- Annex Z Footstreets Accessibility open community brief updated 3 Nov 2021
- Annex AA Blue Badge Exemption Removal Equalities Impact Assessment
- Annex AB Blue Badge Parking Bay Usage Data
- Annex AC Permanent Change to Footstreet Hours Equalities Impact Assesment

**List of Abbreviations Used in this Report**

TRO	Traffic Regulation Order
TTRO	Temporary Traffic Regulation Order
HVM	Hostile Vehicle Mitigation Measures
HREB	Human Rights Equalities Board
YHRCN	York Human Rights City Network

Annex A



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**City of York Council**  
**Equalities Impact Assessment**

<b>Directorate:</b>	Place		
<b>Service Area:</b>	Transport		
<b>Name of the proposal :</b>	Consideration of changes to the City Centre Traffic regulation order Removal of exemptions for city centre access during the pedestrian hours and introduction of dedicated blue badge parking bays on selected streets		
<b>Lead officer:</b>	Helene Vergereau / Darren Hobson		
<b>Date assessment completed:</b>	03/11/2021		
<b>Names of those who contributed to the assessment :</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
Helene Vergereau	Traffic and Highway Development Manager	CYC	Transport
Darren Hobson	Traffic Management Team Leader	CYC	Transport
David Atkinson	Head of Highways and Transport	CYC	Transport
Heidi Lehane	Senior Solicitor	CYC	Legal

## Step 1 – Aims and intended outcomes

<b>1.1</b>	<b>What is the purpose of the proposal?</b> Please explain your proposal in Plain English avoiding acronyms and jargon.
	<p>In November 2020, the Executive took the decision to initiate the process to permanently remove Blue Badge access exemptions from some city centre streets (listed below), and delegated the authority to make decisions on the final proposals, mitigations and process to the Executive Member for Transport.</p> <p>The decision to advertise the proposal to amend the exemptions included in the Traffic Regulation Order (TRO) for York's city centre area was made in June 2021. The statutory consultation for the amendment of the TRO was advertised on 9<sup>th</sup> July 2021, with an original end date of 6<sup>th</sup> August 2021, which was extended until 13<sup>th</sup> August 2021.</p> <p>The current permanent TRO prohibits vehicles from accessing the footstreets between 10.30am and 5pm every day, with an exemption for vehicles with a Blue Badge on the streets listed below. Other exemptions apply for emergency vehicles and where access has been permitted by the Highway Authority (waivers).</p> <p>The aim of the proposal is to remove the access exemption for vehicles with a Blue Badge for the streets listed below.</p> <ul style="list-style-type: none"><li>• Blake Street</li><li>• Church Street</li><li>• Colliergate</li><li>• Goodramgate (between Deangate and King's Square)</li><li>• King's Square</li><li>• Lendal</li><li>• St Helen's Square</li></ul> <p>The proposal also includes improvements to Blue Badge parking provision on the outskirts of the pedestrian area, proposing to introduce dedicated Blue Badge parking bays on Carmelite Street, Deangate, Duncombe Place, Dundas Street, St Andrewgate and St Saviourgate, a shared Blue Badge parking/loading bay on Duncombe Place, and a 'No Loading' at any time restriction on Aldwark.</p> <p>The proposal in the body of the report form part of a wider review of the future of the City Centre and as part of this there has been over 18 months of public engagement with residents, businesses and interest groups including disability groups. The format of this</p>

engagement was co-designed with York Disability Rights Forum who were consulted on how to run accessible workshops and had British sign language interpreters.

This EIA considers the proposed removal of blue badge exemptions permitting access to footstreets during pedestrianised hours (as listed above and excluding Castlegate), proposed improvements to Blue Badge parking provision on the outskirts of the pedestrian area (as listed above), and the proposals through the Active Travel Fund bid, to improve disabled access routes into and around the city centre (or equivalent funding should the bid be unsuccessful). A separate EIA considers the proposed changes to footstreet hours.

The proposal considered here aims to:

- Increase public safety and avoid danger to persons in areas of high footfall, recognising the Council's duty to protect the public from terrorism. The removal of the exemption will support the implementation of hostile vehicle mitigation measures to reduce the risk of a vehicle as a weapon attack. Reducing the number of vehicles accessing the streets listed above will enable the delivery of physical measures to restrict vehicular access during footstreet hours to protect these areas;
- Reduce the number of vehicles accessing the streets listed above, reducing the level of conflict between vehicles and pedestrians, particularly in busy periods;
- Enable the use of some areas of the carriageway or footways as pavement café areas during footstreet hours, improving the amenities of the footstreet area;
- Improve Blue Badge parking provision on the outskirts of the pedestrian area and improve disabled access routes into and around the city centre.

<b>1.2</b>	<b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)
	<p>Temporary arrangements currently in place - Under the City's Economic Recovery Plan and the Government's Safer Public Place Guidance, published in response to the Covid 19 pandemic, a Transport and Place Strategy was introduced for the City. Within this strategy, some temporary changes were made to the city centre footstreets to allow social distancing and to allow businesses to continue to operate during the pandemic. The footstreet hours were temporarily extended from 5pm to 8pm and access exemptions for Blue Badge holders were temporarily suspended in the streets listed above. These measures are currently planned to remain in place until September 2022 (in line with the Government's extension of the temporary pavement café licence process under the Business and Planning Act 2020).</p> <p>This proposal – Relevant legislation includes:</p> <ul style="list-style-type: none"> <li>● Road Traffic Regulation Act 1984 and associated regulations relating to TROs, under which local traffic authorities in England and Wales (outside London) may make permanent orders for the following purposes: <ul style="list-style-type: none"> <li>○ To avoid danger to persons or other traffic using the road or any other road or to prevent the likelihood of any such danger arising;</li> <li>○ To prevent damage to the road or to any building on or near the road;</li> <li>○ To facilitate the passage on the road or any other road of any class of traffic (including pedestrians);</li> <li>○ To prevent the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property;</li> <li>○ To preserve the character of the road in a case where it is specially suitable for use by persons (...) on foot;</li> <li>○ To preserve or improve the amenities of the area through which the road runs; or</li> <li>○ To preserve or improve local air quality.</li> </ul> </li> <li>● 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.</li> </ul>

	<ul style="list-style-type: none"> <li>• Inclusive Mobility Guidance (Department for Transport 2005)</li> <li>• Protect Duty consultation documents (<a href="http://www.gov.uk/government/consultations/protect-duty">www.gov.uk/government/consultations/protect-duty</a>)</li> <li>• Hostile Vehicle Mitigation guidance (<a href="http://www.gov.uk/government/publications/crowded-places-guidance/hostile-vehicle-mitigation-hvm#vehicle-as-a-weapon-vaw">www.gov.uk/government/publications/crowded-places-guidance/hostile-vehicle-mitigation-hvm#vehicle-as-a-weapon-vaw</a>)</li> <li>• The Blue Badge scheme: rights and responsibilities in England (<a href="http://www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-england">www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-england</a>)</li> </ul>
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<b>1.3</b>	<b>Who are the stakeholders and what are their interests?</b>
	<p>Key stakeholders for this proposal are Blue Badge holders who were able to access and park in the streets listed above during footstreet hours before the temporary changes were made to the access exemptions. Blue Badge holders' key interests include:</p> <ul style="list-style-type: none"> <li>• Adequate access to the pedestrianised area's shops and services for those living with a disability, impairment or reduced mobility;</li> <li>• Safety; and</li> <li>• Services and amenities available in the footstreets and their accessibility.</li> </ul> <p>Other stakeholders include:</p> <ul style="list-style-type: none"> <li>• Other groups visiting the pedestrian area and accessing its shops and services; and</li> <li>• City centre businesses and service providers (e.g. deliveries, trades, etc).</li> </ul> <p>Their interests are wide ranging and include suitable access by a range of transport modes (private car, taxi/private hire, deliveries, cycling, walking), safety, and services and amenities available in the footstreet area.</p>

<b>1.4</b>	<b>What results/outcomes do we want to achieve and for whom?</b> 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>The proposal aims to:</p> <ul style="list-style-type: none"> <li>• Increase public safety and avoid danger to persons in areas of high footfall. The removal of the exemption will support the implementation of hostile vehicle mitigation measures to reduce the risk of a vehicle as a weapon attack. Reducing the number of vehicles accessing the streets listed above will enable the delivery of physical measures to restrict vehicular access during footstreet hours to protect these areas;</li> <li>• Reduce the level of conflict between vehicles and pedestrians, particularly in busy periods;</li> <li>• Enable the use of some areas of the carriageway or footways as pavement café areas during footstreet hours, improving the amenities of the footstreet area;</li> <li>• Improve Blue Badge parking provision on the outskirts of the pedestrian area and improve disabled access routes into and around the city centre.</li> </ul>

## Step 2 – Gathering the information and feedback

<p><b>2.1</b></p>	<p><b>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?</b> 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><b>Source of data/ supporting evidence</b></p>	<p><b>Reason for using</b></p>
<p>Public consultation</p>	<p><b>My City centre engagement</b> – this is an ongoing engagement with residents, businesses and special interest groups. This was an open discussion around what the city centre could look like in the future and was the foundation for the November 2020 Executive report. The format of this engagement was co-designed with York Disability Rights Forum who were consulted on how to run accessible workshops and had British sign language interpreters.</p> <p><b>City Centre Access Project</b> - 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 response to the threat of terrorism, and particularly the use of hostile vehicles as a potential mode of attack. This had 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><b>Temporary Covid measures</b> – 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</p>

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.

**Additional consultation undertaken for this proposal** – A consultation took place to review available Blue Badge Parking on the outskirts of the city centre in April 2021. This took the form of an online questionnaire and two online workshops on 22 April 2021, one during the working day and one in the evening, to allow those working in disability organisations and professional advocates to attend, while also offering an out of office hours opportunity for those who may want to take part but are at work or unavailable during the day. This is an approach I discussed with members of the York Disability Rights Forum prior to scheduling, with the 5pm time reflecting the timing of their own forum meetings. This consultation was promoted through the media, on social media (tagging disability organisations), and to the following organisations: Alan Bott Charity, York Disability Rights Forum, York Human Rights City, York Programme for UN International Day of People with Disabilities, Jorvik Deaf Connections, Lollipop, York People First, MS Society, Older Citizens Advocacy York, Wilberforce Trust, Healthwatch York, My Sight York, York Carers Centre, York Carers Forum, York Parent Carer Forum, Age UK York, Converge (York St John), Mind, York Advocacy (Mind), Learning Disability Self Advocates Forum, York Self Advocacy Forum, York Inspirational Kids, York Access and Mobility Club Facebook Group, York Older People's Assembly, York Dementia Action Alliance, CVS, York Wheels, Dial and Ride, Shopmobility, Inclusive Engagement, Individuals from CCA Exercise, Labour Women's Officer, York Cycle Campaign, Get Cycling, Sight Loss Council, York Accessibility Action, Action on Hearing Loss, British Deaf Association, York Disability Week, York ME Community, Blueberry Academy, and York Alzheimers.

The engagement followed an open conversation approach, both online and offline, including direct conversations with individuals and advocacy groups. This allowed detailed discussions to take place with those who wished to engage in depth, and captured general views through an online survey, which was distributed to nearby residents, city centre businesses, and paper based questionnaires distributed across the city as requested. In total there were 540 survey responses completed, of the completed surveys 270 were completed by residents who are Blue Badge holders, 65 by residents who are not Blue Badge holders, 69 by carers of a Blue Badge holder, 7 from businesses (including taxi drivers) and 129 skipped the question.

**Statutory consultation for this proposal** - The statutory consultation for the amendment of the TROs was advertised on 9th July 2021, with an original end date of 6th August 2021, which was extended until 13th August

	2021. 206 representations were received on the proposal to remove Blue Badge access exemptions, 5 in support and 201 against the proposal.
<b>Research report</b>	For the August 2019 Executive report, approving the permanent changes to the Traffic Regulation Order to deliver the Phase 1 Hostile Vehicle Mitigation proposals in the city centre, an independent review of Blue Badge Parking Access was also commissioned from Parking Perspectives a consultancy specialising in parking. In addition, Disabled Motoring UK, a charity and advocacy group for disabled people, were commissioned to produce an independent review of York's disabled access offer (see <b>Annex XX</b> ). The November 2020 Executive also commissioned a Strategic Review Of City Centre Access in order to identify potential improvements to city centre access (see <b>Annex XX</b> ).
<b>Surveys</b>	<p><b>City Centre Access project</b> - As part of this work, parking surveys were undertaken in the streets listed above in May 2019. This shows 86 parking events/day in the Goodramgate corridor, of which 80 vehicles displayed a Blue Badge. 86 parking events/day were also recorded on the Blake Street corridor, of which 49 vehicles displayed a Blue Badge.</p> <p><b>Traffic surveys undertaken in 2018 and 2021</b> – Traffic surveys in the listed streets were undertaken as part of the City Centre Access project in 2018 and repeated in 2021. This shows the following number of vehicles accessing the streets listed below between 10.30am and 5pm (pedestrianised hours):</p> <ul style="list-style-type: none"> <li>• Blake Street <ul style="list-style-type: none"> <li>○ Weekday: 139 motorised vehicles in 2018, 12 in 2021</li> <li>○ Saturday: 100 motorised vehicles in 2018, 4 in 2021</li> </ul> </li> <li>• Lendal <ul style="list-style-type: none"> <li>○ Weekday: 161 motorised vehicles in 2018, 30 in 2021</li> <li>○ Saturday: 106 motorised vehicles in 2018, 23 in 2021</li> </ul> </li> <li>• Colliergate <ul style="list-style-type: none"> <li>○ Weekday: 80 motorised vehicles in 2018, 39 in 2021</li> <li>○ Saturday: 106 motorised vehicles in 2018, 27 in 2021</li> </ul> </li> <li>• Goodramgate <ul style="list-style-type: none"> <li>○ Weekday: 2018 data unavailable, 11 in 2021</li> <li>○ Saturday: 106 motorised vehicles in 2018, 4 in 2021</li> </ul> </li> </ul>

### Step 3 – Gaps in data and knowledge

3.1	<b>What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.</b>	
<b>Gaps in data or knowledge</b>	<b>Action to deal with this</b>	
Further feasibility work required for some of the proposed mitigation measures	Further feasibility work, consultation 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.	
Medium and long term impact on stakeholders	<p>Continuous monitoring and engagement with stakeholders to understand the medium and long term impacts of the changes and identify further changes and potential adjustments.</p> <p>Review of terror threat levels and consideration of adjustment to restrictions if threat level allows.</p> <p>Review of new and emerging technology solutions which could potentially enable a review of restrictions or offer different access solutions in the future.</p>	

## Step 4 – Analysing the impacts or effects.

<b>4.1</b>	<b>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?</b> Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.
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Equality Groups and Human Rights	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
<b>Age</b>	<p>The proposals have been identified as having a <b>mixed impact</b> on older people.</p> <p><b>Positive impacts</b> – As evidenced by the consultation responses, some older people support the proposed changes and would benefit from the reduction in the number of vehicles accessing the footstreet area, which means that those who are slower or unsure on their feet benefit from a safer, mainly car free, environment. Younger people, especially young children and families are also likely to benefit from the reduced number of motorised vehicles in the streets listed above.</p> <p><b>Negative impacts</b> – Older people are more likely to hold a Blue Badge and to have used the streets listed above for access and to park in the city centre. Removing the ability to drive and park in these streets will increase the distance people with reduced mobility have to travel on foot or using a wheelchair or mobility scooter, making shops and services in the footstreet area less accessible during footstreet hours. This is also applicable to families with young children where a family member is a Blue Badge holder. For example, for a Blue Badge holder accessing the St Sampson’s Centre for the over 60s on Church Street, parking on Goodramgate would require travelling just over 110m without a car. Parking on Deangate, where disabled bays are proposed as part of the measures presented in the main report, will increase this distance to just under 350m.</p>	<b>Mixed: Positive and Negative</b>	<b>Negative – High Positive – Medium</b>

Equality Groups and Human Rights	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
	The Dial a Ride vehicle will continue to benefit from an exemption, guaranteeing access to the St Sampson's Centre.		
<b>Disability</b>	<p>The proposals have been identified as having a <b>mixed impact</b> on people living with a disability/mobility impairment.</p> <p><b>Positive impacts (medium)</b> – As evidenced by the consultation responses, some people living with a disability support the proposed changes and would benefit from the reduction in the number of vehicles accessing the footstreet area, making it a safer, mainly car free, environment for all users.</p> <p>The majority of people who identified themselves as disabled and responded to 'Our Big Conversation' were in favour of the changes to the footstreets (60%), and more respondents agreed with the safety principles behind the footstreets than disagreed. Responses to the statutory consultation on the removal of the Blue badge access exemption were however overwhelmingly against the proposal (201 out of a total of 206 representations received on this aspect of the proposal).</p> <p>Before the statutory consultation process, in depth discussions with disabled people and advocacy groups have reflected that some people with disabilities and/ or impaired mobility have benefited from the changes to the footstreets. This is particularly the case for those with visual impairments and others who identify as disabled or live with mobility issues, but do not rely on a car and Blue Badge parking. These users have generally noted the positive impact of the reduction in vehicles in the streets, reducing the risk of conflict and enabling them to use the carriageway to travel along the streets, often providing a more even, wider area, compared to using the narrow footways available in many parts of the city centre.</p>	<b>Mixed: Positive and Negative</b>	<b>Negative – High Positive – Medium</b>

Equality Groups and Human Rights	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
	<p>Some disabled people have also noted that pavement cafes have, in some cases, improved access to services, for example where hospitality venues without step-free access now offer tables and chairs outside. It was however noted that pavement cafes can also reduce accessibility where they block a footpath, do not have adequate barriers, or reduce access to a dropped kerb.</p> <p><b>Negative impacts (high)</b> – People living with a disability/impairment are more likely to hold a Blue Badge and to have used the streets listed above for access to and to park in the city centre. Removing the ability to drive and park in these streets will increase the distance disabled people have to travel on foot or using a wheelchair or mobility scooter, making shops and services in the footstreet area less accessible during footstreet hours. Many respondents to the statutory consultation and many workshop participants stated that the removal of Blue Badge parking and vehicular access from the streets listed above would preclude them entirely from accessing the city centre during footstreets hours. They noted that this would mean that they wouldn't be able to access the services available in the city centre and would need to travel to different locations to access the services they require and sometimes have been accessing for a long time.</p> <p>The proposed changes would result in the loss of on street parking for approx. 30 Blue Badge vehicles across the streets listed above. The proposed Blue Badge parking measures on the outskirts of the footstreet area do not fully offset this, as additional capacity is limited and the distance people will have to walk or use a mobility aid to access the most central areas of the footstreets will increase significantly.</p> <p>For example, for a Blue Badge holder accessing the Post Office on Coney Street, parking on Lendal would require just over 200m without a car. Parking on Duncombe Place,</p>		

Equality Groups and Human Rights	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
	<p>where disabled bays are proposed as part of the Blue Badge parking measures presented in the main report, will increase this distance to 425m.</p> <p>For those who are not able to walk these distances, and are not able to use alternative solutions, the removal of the ability to park in those streets has had and will continue to have a significant impact, and could reduce the prospects of them visiting the city centre. As expressed through the consultation, they remain strongly of the view that Blue Badge access should be reinstated immediately.</p>		
<b>Gender</b>	No differential impact anticipated.	<b>Neutral</b>	
<b>Gender reassignment</b>	No differential impact anticipated.	<b>Neutral</b>	
<b>Marriage and civil partnership</b>	No differential impact anticipated.	<b>Neutral</b>	
<b>Pregnancy and maternity</b>	<p>The proposals have been identified as having a <b>mixed impact</b> on pregnancy and maternity when considering the potential impact on women who may experience pregnancy related mobility impairments, especially in later stages of pregnancy, as they may be eligible for a Blue Badge.</p> <p><b>Positive impacts</b> – As evidenced by the consultation responses, some people living with a disability support the proposed changes and would benefit from the reduction in the number of vehicles accessing the footstreet area, making it a safer environment for all users. The change would also benefit mothers, fathers and carers of young children as</p>	<b>Mixed: Positive and Negative</b>	<b>Negative – High Positive – Medium</b>

Equality Groups and Human Rights	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
	<p>the streets listed above would benefit from a significant reduction in motorised traffic during pedestrianised hours, providing a safer environment for young children.</p> <p><b>Negative impacts</b> – As noted above, women living with pregnancy related mobility impairments may hold a Blue Badge and would have been able to park in the streets listed above to access the city centre. Removing the ability to drive and park in these streets will increase the distance people living with disabilities/impairments have to travel on foot or using a wheelchair or mobility scooter, making shops and services in the footstreet area less accessible during footstreet hours.</p>		
<b>Race and minority ethnic groups</b>	No differential impact anticipated.	<b>Neutral</b>	
<b>Religion and/or belief</b>	<p>The proposals have been identified as having a <b>mixed impact</b> on access to places of worship in the footstreet area for people who live with reduced mobility or a disability and have a Blue Badge.</p> <p>The key considerations (both positive and negative) are as those described above for older people and people living with a disability and apply to access to the St Sampson's Centre (Church Street), The Holy Trinity Church (Goodramgate), St Helen's Church (Stonegate), and St Martin le Grand (Coney Street).</p>	<b>Mixed: Positive and Negative</b>	<b>Medium</b>
<b>Sexual orientation</b>		<b>Neutral</b>	
<b>Other socio-economic groups including :</b>	<b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b>		

Equality Groups and Human Rights	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
<b>Carer</b>	The impact on carers, considering carers who may care for an adult or child living with a disability or impairment and eligible for a Blue Badge, reflects the impacts (both positive and negative) on those living with disabilities, as described above.	<b>Mixed: Positive and Negative</b>	<b>Negative – High Positive – Medium</b>
<b>Low income groups</b>	No differential impact anticipated.	<b>Neutral</b>	
<b>Veterans, Armed Forces Community</b>	No differential impact anticipated.	<b>Neutral</b>	
<b>Other</b>	Not applicable	<b>n/a</b>	<b>n/a</b>
<b>Impact on human rights:</b>			
List any human rights impacted	<p>The Convention rights applicable are:</p> <ul style="list-style-type: none"> <li>• Article 2 - protects the right to life. In this case, its applicability relates to the requirement placed on the Government to take appropriate measures to safeguard life by making laws to protect people. Public authorities should also consider the right to life when making decisions that might put people in danger or that affect their life expectancy.</li> <li>• Article 8 - protects the right of the individual to respect for their private and family life, their home and their correspondence. The private life part of this right covers</li> </ul>	<b>Mixed: Positive (Article 2) and Negative (Article 8)</b>	<b>Medium</b>

Equality Groups and Human Rights	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
	<p>things like wellbeing, autonomy, forming relationships with others and taking part in our community.</p> <ul style="list-style-type: none"> <li>Article 14 - protects the right to be free from discrimination when enjoying other rights, such as Article 8.</li> </ul> <p>It is unlawful for a public authority to act in a way that is incompatible with a European Convention right (unless the authority could not have acted differently as a result of a statutory provision). An interference with a qualified right (e.g. the right to respect for private and family life) is not unlawful if the authority acts in accordance with the law to achieve a legitimate aim and the interference is necessary in a democratic society in the wider public interest. In addition, the law applies a proportionality test, including whether a fair balance has been struck between the rights of the individual and the interests of the wider community.</p> <p>Removal of some blue badge parking could have an impact on people's ability to live independently, attend appointments, see people who are important to them, and be part of their community.</p> <p>The removal of blue badge parking and access from the listed streets will enable the implementation of hostile vehicle mitigation measures which will reduce the risk of a terror attack using a vehicle as a weapon. The proposed measures aim to protect the right to life of the people working in and visiting York's pedestrianised area.</p> <p>The council has considered carefully the balance to be struck between individual rights and the wider public interest and whilst it is acknowledged that there could be interference with a Convention right, the decision is considered to be objectively and reasonably justified as it is a proportionate means of achieving a legitimate aim.</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><b>High impact</b> (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><b>Medium impact</b> (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><b>Low impact</b> (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	<b>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?</b>
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The initial changes to the footstreets in response to Covid-19 were brought in at pace, under emergency powers, in response to the pandemic. They were accompanied by a number of mitigations which were then reviewed following an in-depth engagement exercise during the summer and autumn of 2020. This has resulted in a number of mitigations being developed. These include:

- The mitigation measures proposed in the main report, focusing on improving the disabled parking offered in the vicinity of the footstreets;
- Continued exemption for access on Goodramgate for the Dial-a-Ride bus service providing access to the St Sampson's' Centre;
- Improved information on disabled parking and accessibility in York city centre (separate report);
- Reviews of existing parking and mobility aid provision as well as longer term developments of gold standard car parks and routes to the city centre (separate report); and
- A feasibility study considering the potential for an accessible city centre shuttle service (separate report).

The engagement undertaken to date is based on the "My" principles that have been developed in York as an open conversation approach, where the debate remains ongoing to make change together. The mitigations developed to date will continue to be considered and refined, whilst the strategic review of parking and access to the city will remain embedded in the engagement approach.

This report includes for the provision of dedicated disabled parking bays in the vicinity of the city centre and improvements to disabled access routes into and around the city centre, through the Active Travel Fund bid (or equivalent funding if the bid is unsuccessful). It is accepted however that these measures do not mitigate fully against the impacts of the removal of vehicular access into the footstreets area by Blue Badge holders.

## Step 6 – Recommendations and conclusions of the assessment

6.1	<p><b>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:</b></p>
<ul style="list-style-type: none"> <li>• <b>No major change to the proposal</b> – 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.</li> <li>• <b>Adjust the proposal</b> – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.</li> <li>• <b>Continue with the proposal</b> (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.</li> <li>• <b>Stop and remove the proposal</b> – 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.</li> </ul> <p><b>Important:</b> If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.</p>	
<b>Option selected</b>	<b>Conclusions/justification</b>
<b>Continue with the proposal</b>	<p>The proposed changes are considered a proportionate means of achieving a legitimate aim.</p> <p>As presented above and in the main report, the aims of the proposal are to:</p> <ul style="list-style-type: none"> <li>• Increase public safety and avoid danger to persons in areas of high footfall, supporting the implementation of hostile vehicle mitigation measures to reduce the risk of a vehicle as a weapon attack;</li> </ul>

- Reduce the level of conflict between vehicles and pedestrians in the footstreets, particularly in busy periods;
- Enable the use of some areas of the carriageway or footways as pavement café areas during footstreet hours, improving the amenities of the footstreet area;
- Improve Blue Badge parking provision on the outskirts of the pedestrian area and improve disabled access routes into and around the city centre.

The proposal also aims to mitigate some of the negative impact on Blue Badge holders by improving disabled parking provision on the outskirts of the pedestrian area, recognising that this does not fully mitigate the negative impacts of the proposed vehicular access restrictions for Blue Badge holders. This will be implemented alongside other mitigation measures as listed below:

- Continued exemption for access on Goodramgate for the Dial-a-Ride bus service providing access to the St Sampson's' Centre;
- Improved information on disabled parking and accessibility in York city centre;
- Reviews of existing parking and mobility aid provision as well as longer term developments of gold standard car parks and routes to the city centre; and
- A feasibility study considering the potential for an accessible city centre shuttle service.

## Step 7 – Summary of agreed actions resulting from the assessment

<b>7.1 What action, by whom, will be undertaken as a result of the impact assessment.</b>			
<b>Impact/issue</b>	<b>Action to be taken</b>	<b>Person responsible</b>	<b>Timescale</b>
Disabled parking provision on the outskirts of the pedestrian area	Detail design work to be completed and construction to improve disabled parking provision on the outskirts of the pedestrian area (as per main report)	Helene Vergereau / Darren Hobson	Before the permanent changes to the TRO are enacted (if the decision is taken to do so)
Accessibility information	Provision of improved information on disabled parking and accessibility in York city centre	Andy Kerr / Julian Ridge	Dec 2021
Quality and accessibility of parking (car parks), mobility aids, and routes to the city centre	Reviews of existing parking and mobility aid provision as well as longer term developments of gold standard car parks and routes to the city centre	Andy Kerr / Julian Ridge	Dec 2021
Accessible city centre shuttle service	Undertaking a feasibility study considering the potential for an accessible city centre shuttle service.	Dave Atkinson	Dec 2021

**Step 8 - Monitor, review and improve**

<b>8. 1</b>	<b>How will the impact of your proposal be monitored and improved upon going forward?</b> 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?
	The impacts of the proposal will continue to be monitored through the following activities: <ul style="list-style-type: none"><li>• Ongoing liaison with blue badge holders;</li><li>• Ongoing consultation and liaison with communities of interest;</li><li>• Continuous review of the impact of highway measures, changes to government guidance, and compliance with equalities; guidance, and implement the mitigations set out in the report;</li><li>• Ongoing Business Community Engagement.</li></ul>

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**Annex - Blue Badge Parking Usage 2021**

To note:

- Spaces checked once a day at roughly the same time;
- The tables show the percentage over the month;
- There are some anomalies where the, for example, a disabled bay isn't available (e.g. in Bootham Row until the building works were complete), the tables show adjustment for this

<b>Council Car Parks</b>	October	September	August	July	June	May
Marygate disabled	58%	74%	54%	50%	53%	40%
Bootham Row disabled	52%	73%	61%	72%	58%	29%
Union Terrace disabled	44%	55%	47%	26%	32%	20%
Foss Bank disabled	10%	13%	8%	21%	29%	29%
St Georges disabled	54%	39%	40%	25%	41%	11%
Nunnery Lane disabled	60%	48%	40%	23%	35%	19%
Esplanade disabled	64%	34%	16%	17%	24%	11%
Castle disabled	78%	93%	87%	92%	90%	77%
Monkbar disabled	63%	78%	75%	54%	64%	26%
Coppergate Centre disabled	52%	57%	45%	35%	38%	13%

<b>Onstreet disabled location and bays</b>	October	September	August	July	June	May
Piccadilly	45%	47%	46%	44%	50%	41%
Carmelite Street	19%	11%	16%	20%	34%	24%
Dundas Street	4%	5%	6%	3%	9%	4%
Duncombe Place	52%	60%	57%	53%	67%	47%
St Saviourgate	19%	20%	16%	31%	32%	19%
Tower St	82%	96%	85%	82%	98%	94%

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**City of York Council**  
**Equalities Impact Assessment**

<b>Directorate:</b>	Place		
<b>Service Area:</b>	Transport		
<b>Name of the proposal :</b>	Consideration of changes to the City Centre Traffic regulation order Proposed changes to permanent footstreet hours		
<b>Lead officer:</b>	Helene Vergereau		
<b>Date assessment completed:</b>	04/11/2021		
<b>Names of those who contributed to the assessment :</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
Helene Vergereau	Traffic and Highway Development Manager	CYC	Transport
Darren Hobson	Traffic Management Team Leader	CYC	Transport
David Atkinson	Head of Highways and Transport	CYC	Transport
Heidi Lehane	Senior Solicitor	CYC	Legal

## Step 1 – Aims and intended outcomes

<p><b>1.1</b></p>	<p><b>What is the purpose of the proposal?</b> Please explain your proposal in Plain English avoiding acronyms and jargon.</p>
	<p>The proposal considered here is to start a statutory consultation on a permanent change to footstreet hours from 10:30 am to 7pm. This would extend the restrictions on vehicular access in place in the footstreets by two hours in the evening as the permanent restrictions currently end at 5pm.</p> <p>The purpose of this proposal is to allow further exploration of the My City Centre aspiration of long term footstreet hours that run later into the evening (see separate report). Extending the vehicular access restrictions until later in the evening would:</p> <ul style="list-style-type: none"> <li>• Increase public safety and avoid danger to persons in areas of high footfall for a longer period (until 7pm as proposed), recognising the Council’s duty to protect the public from terrorism;</li> <li>• Reduce the number of vehicles accessing the streets listed above, reducing the level of conflict between vehicles and pedestrians between 5 and 7pm;</li> <li>• Enable the use of some areas of the carriageway or footways as pavement café areas during the early evening (until 7pm), improving the amenities of the footstreet area.</li> </ul> <p>Footstreet hours have been extended to later in the evening previously, as follows:</p> <ul style="list-style-type: none"> <li>• Prior to COVID the hours have been extended on a temporary basis for the Christmas festive period. Restrictions have generally been extended every year over this period, to run until 6pm Sunday to Wednesday, and until 8pm Thursday to Saturday, to accommodate the large numbers of people visiting the footstreets at these times;</li> <li>• Responding to the COVID pandemic, the Executive adopted a one year COVID 19 Transport and Place Strategy in July 2020. The Strategy formalised a number of emergency officer decisions to change the way the city was managed in response to the pandemic. This included changes to Blue Badge access and parking, as well as a temporary extension of the footstreet hours to 8pm.</li> </ul>

<b>1.2</b>	<b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)
	<p>Temporary arrangements currently in place - Under the City's Economic Recovery Plan and the Government's Safer Public Place Guidance, published in response to the Covid 19 pandemic, a Transport and Place Strategy was introduced for the City. Within this strategy, some temporary changes were made to the city centre footstreets to allow social distancing and to allow businesses to continue to operate during the pandemic. The footstreet hours were temporarily extended from 5pm to 8pm and access exemptions for Blue Badge holders were temporarily suspended in the streets listed above. These measures are currently planned to remain in place until September 2022 (in line with the Government's extension of the temporary pavement café licence process under the Business and Planning Act 2020).</p> <p>This proposal – Relevant legislation includes:</p> <ul style="list-style-type: none"> <li>● Road Traffic Regulation Act 1984 and associated regulations relating to TROs, under which local traffic authorities in England and Wales (outside London) may make permanent orders for the following purposes: <ul style="list-style-type: none"> <li>○ To avoid danger to persons or other traffic using the road or any other road or to prevent the likelihood of any such danger arising;</li> <li>○ To prevent damage to the road or to any building on or near the road;</li> <li>○ To facilitate the passage on the road or any other road of any class of traffic (including pedestrians);</li> <li>○ To prevent the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property;</li> <li>○ To preserve the character of the road in a case where it is specially suitable for use by persons (...) on foot;</li> <li>○ To preserve or improve the amenities of the area through which the road runs; or</li> <li>○ To preserve or improve local air quality.</li> </ul> </li> <li>● 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.</li> </ul>

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|--|--|
|  | <ul style="list-style-type: none"><li>• Inclusive Mobility Guidance (Department for Transport 2005)</li><li>• Protect Duty consultation documents (<a href="http://www.gov.uk/government/consultations/protect-duty">www.gov.uk/government/consultations/protect-duty</a>)</li><li>• Hostile Vehicle Mitigation guidance (<a href="http://www.gov.uk/government/publications/crowded-places-guidance/hostile-vehicle-mitigation-hvm#vehicle-as-a-weapon-vaw">www.gov.uk/government/publications/crowded-places-guidance/hostile-vehicle-mitigation-hvm#vehicle-as-a-weapon-vaw</a>)</li><li>• The Blue Badge scheme: rights and responsibilities in England (<a href="http://www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-england">www.gov.uk/government/publications/the-blue-badge-scheme-rights-and-responsibilities-in-england</a>)</li></ul> |
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1.3	Who are the stakeholders and what are their interests?
	<p>Key stakeholders for this proposal are:</p> <ul style="list-style-type: none"> <li>• Car drivers and passengers, including Blue Badge holders, taxis and private hire, city centre residents, employees, and businesses, and delivery drivers, who, under the permanent arrangements (excluding the temporary Covid restrictions) are able to access and park in the footstreets after 5pm (with the exception of Stonegate, the Market area, and the Shambles which are covered by separate restrictions on vehicular access). <b>DARREN – Anything I have missed here?</b> Their interests include the retention of vehicular access, loading and parking after 5pm to access shops, services, leisure, events and hospitality venues, dwellings and places of employment, deliveries and collections (deliveries to shops, food collections and deliveries, waste collections, cleaning, maintenance and servicing of buildings, etc).</li> <li>• Cyclists, including people using their bike as a mobility aid and cyclists undertaking deliveries, who, under the permanent arrangements (excluding the temporary Covid restrictions) are able to access and cycle through the footstreets after 5pm (with the exception of Stonegate, the Market area, and the Shambles which are covered by separate restrictions on vehicular access). <b>DARREN – Anything I have missed here?</b> Their interests include the retention of cycle access to the city centre after 5pm and the ability to travel through the footstreets area after 5pm. One respondent to the City Centre Access consultation (October 2021) summarised this as follows: <i>“Currently the footstreets block access for cyclists (unlike similar schemes in other cities) making access to and across the city centre for cyclists really difficult - whether wanting to shop during the day, or go to bars/restaurants in the early evening. Allowing cycle access to the footstreet area would make me more in agreement with this proposed change.”</i></li> <li>• Pedestrians, accessing city centre shops and services. Their interests are mixed as there is support for the removal of vehicles from the footstreets during the early evening to enable residents and visitors to access shops, services, leisure, events and hospitality venues in a mostly car-free environment. There is also support for outdoor seating provision from some residents and visitors to the city centre. Others would prefer to be able to park in the city centre or be dropped off in the city centre to access city centre shops and venues during the early evening.</li> <li>• City centre businesses and service providers (e.g. deliveries, trades, etc). This includes market traders have traditionally accessed the market area from 5pm to clear their stalls for the evening. Their interests are mixed as there is support for the removal of vehicles from the footstreets during the early evening to enable residents and visitors to access shops, services, leisure, events and hospitality venues in a mostly car-free environment. There is also support for outdoor seating provision</li> </ul>

from some businesses. Others would prefer vehicular access to the city centre to be permitted from 5pm to enable deliveries to shops, food collections and deliveries, waste collections, cleaning, maintenance and servicing of buildings to take place earlier, noting staffing cost implications for the business if the restrictions are extended. Respondents to the City Centre Access consultation (October 2021) summarised this as follows: *“Businesses need to be able to operate a viable delivery service.” / “I think it will mean staff members having to stay late to receive deliveries and the working day is long enough already” / “If shop deliveries have to be later in the evening shop staff would have to work even later hours.”*

- City centre residents. Their interests are mixed as there is support for the removal of vehicles from the footstreets during the early evening to provide a mostly car-free environment. There are however concerns with the impact of outdoor seating on city centre residents’ amenity and some residents want to be able to access their homes by car after 5pm.
- Utility companies, contractor, council highway and building maintenance, waste collection providers. Their interests include the retention of vehicular access, loading and parking after 5pm to undertake their tasks without the need to apply for access waivers or plan late/night works.
- Emergency services. Vehicular access would be retained at all times for emergency services.

Focusing on the interests of stakeholders with protected characteristics under the Equality Act 2010, the following groups are specifically considered in this EIA. Their interests are summarised as follows:

- Older people – Mixed interests. Some support for a car free environment in the city centre in the early evening but also support for vehicular access to be re-established after 5pm, especially for those living with a disability or with reduced mobility.
- Young people and children (and families) - Mixed interests. Some support for a car free environment in the city centre in the early evening but also support for vehicular access to be re-established after 5pm, especially for those living with a disability or with reduced mobility or with very young children.
- Pregnancy and maternity - Mixed interests. Some support for a car free environment in the city centre in the early evening but also support for vehicular access to be re-established after 5pm, especially for those living with reduced mobility as a result of pregnancy related conditions or with very young children.
- People who live with a disability, including, but not limited to, Blue Badge holders – Significant support for vehicular access, including by bike when used as a mobility aid, to be re-established after 5pm, to access shops, services, leisure, events and

	<p>hospitality venues, dwellings and places of employment. Some limited support for a car free environment in the city centre in the early evening.</p> <ul style="list-style-type: none"><li>• People who may want to access a place of worship within the city centre (protected characteristic: religion or belief). Mixed interests. Some support for a car free environment in the city centre in the early evening but also support for vehicular access to be re-established after 5pm, especially for those living with a disability or with reduced mobility</li></ul>
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<b>1.4</b>	<b>What results/outcomes do we want to achieve and for whom?</b> 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>The purpose of this proposal is to allow further exploration of the My City Centre aspiration of long term footstreet hours that run later into the evening. See separate report, which details the key aims as:</p> <ul style="list-style-type: none"> <li>• Support the early evening economy – with more remote working, spend from workers at lunchtimes and post work will reduce, and with the high street experience changing, more leisure based uses are being identified in the city. The proposal would aim to support both leisure and retail, alongside cultural attractions, to grow their offer in the early evening to provide a family friendly and attractive offer for residents and visitors;</li> <li>• Vibrant mid-week early evening - this has traditionally been a quieter time in the city, and presents opportunity to grow the centre's offer with a range of activities, attractions and a café culture, as part of a mixed retail and leisure offer;</li> <li>• Outdoor eating and drinking – the expansion of pavement cafes has been an essential part of the hospitality sector's response to lockdown. The council aims to develop a permanent approach to outdoor eating and café culture which can create a vibrant atmosphere, whilst managing accessibility and amenity impacts and maintaining a high quality city centre environment.</li> </ul> <p>Extending the vehicular access restrictions until later in the evening would:</p> <ul style="list-style-type: none"> <li>• Increase public safety and avoid danger to persons in areas of high footfall for a longer period (until 7pm as proposed), recognising the Council's duty to protect the public from terrorism;</li> <li>• Reduce the number of vehicles accessing the streets listed above, reducing the level of conflict between vehicles and pedestrians between 5 and 7pm;</li> <li>• Enable the use of some areas of the carriageway or footways as pavement café areas during the early evening (until 7pm), improving the amenities of the footstreet area.</li> </ul> <p>This would however have an adverse impact on some stakeholders' interest as summarised above and detailed further below.</p>

## Step 2 – Gathering the information and feedback

<p><b>2.1</b></p>	<p><b>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?</b> 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><b>Source of data/ supporting evidence</b></p>	<p><b>Reason for using</b></p>
<p>Public consultation</p>	<p><b>My City centre engagement</b> – this is an ongoing engagement with residents, businesses and special interest groups. This was an open discussion around what the city centre could look like in the future and was the foundation for the November 2020 Executive report. The format of this engagement was co-designed with York Disability Rights Forum who were consulted on how to run accessible workshops and had British sign language interpreters.</p> <p><b>Temporary Covid measures</b> – 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. <b>Andy/ Ben / Katie – Can you insert info on the feedback on the extension to 8pm here?</b></p> <p><b>City Centre Access consultation</b> (October 2021) - Following on from consultation on the draft vision for the city centre, the council asked for views on how people want to get to, and move around, the city centre. The aim was to further explore 'emerging ideas' by gathering feedback on key questions, including on footstreet hours, with the following two questions:</p> <ul style="list-style-type: none"> <li>• Following the summer engagement with the public and stakeholders, we are considering making the permanent hours 10.30am to 7pm. Please indicate your view on this proposal.</li> <li>• If you disagree, what time would you prefer it to end?</li> </ul>

	<b>Statutory consultation for this proposal</b> - The proposal is to start a statutory consultation process for the proposed change to footstreet hours. The EIA will be updated with feedback and information received through this statutory consultation process.
<b>Research</b>	Andy/ Ben / Katie – was any other research undertaken?
<b>Surveys</b>	Andy/ Ben / Katie – Am I correct in assuming that no traffic/parking surveys have been undertaken for this?

### Step 3 – Gaps in data and knowledge

3.1	<b>What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.</b>	
<b>Gaps in data or knowledge</b>	<b>Action to deal with this</b>	
Traffic and parking surveys – review of historical data	Review of historic traffic and parking data to be undertaken prior to/during the statutory consultation to assess the level of traffic accessing and parking/loading in the footstreets after 5pm. Limited opportunities to undertake additional surveys as the temporary measures restrict access until 8pm currently.	
Feedback from stakeholders and equality groups	Additional consultation to be undertaken (including through the statutory process), to clearly identify the impacts (positive and negative) of the proposed changes on all stakeholders, specifically engaging with equality groups to inform the development of the proposal, including any mitigation measures and adjustments.	
Identification of parking and loading capacity removed from the footstreet area between 5pm and 7pm	Additional analysis required to estimate the number of parking spaces (including capacity on double yellow lines for Blue Badge holders) and loading areas which would become inaccessible between 5pm and 7pm.	
Additional research on impacts on low income groups and gender	<p>Additional research, analysis and consultation required to assess the potential impact on low income groups, for example considering access to street kitchens and other support mechanisms in the city centre, as well as access to jobs in the city centre (including food deliveries). This will also need to consider access to public transport for low income staff employed in the city centre if hours of work need to be changed as a result of longer footstreet hours (e.g. having to stay at work to receive deliveries).</p> <p>Additional research, analysis and consultation required to assess the potential impact on gender. City Results of the Centre Access consultation (October 2021) show that amongst those who disagreed with the proposed extension of the footstreet hours to 7pm, those with disabilities, blue badge holders, carers, non-cyclists, and females were all significantly more likely to want the footstreet hours to end earlier than the proposed time of 7pm. This needs to be explored further to understand the reasons (which could be safety related).</p>	

Additional research on the impact of loading activity displacement	Additional research, analysis and consultation required to assess the potential impact of loading activity displacement to the outskirts of the footstreet area between 5pm and 7pm and the impact of this displacement on other users, including those with protected characteristics.
Medium and long term impact on stakeholders	<p>Continuous monitoring and engagement with stakeholders to understand the medium and long term impacts of the proposed changes and identify further changes and potential adjustments.</p> <p>Review of proposed/new legislation on pavement cafes (likely to emerge as the deadline of September 2022 approaches).</p> <p>Review of terror threat levels and consideration of adjustment to restrictions if threat level allows.</p> <p>Review of new and emerging technology solutions which could potentially enable a review of restrictions or offer different access solutions in the future.</p>
Research reports and benchmarking	Review of existing research on pedestrianised areas, focusing on hours of operation, their impacts and any mitigation measures and adjustments identified in research. Benchmarking exercise with other towns and cities to understand hours of operation, their impacts and any mitigation measures and adjustments in place.
Development of mitigation measures	Further feasibility work, consultation and detailed design will be required for mitigation measures which may be developed as the proposal progresses.

## Step 4 – Analysing the impacts or effects.

<b>4.1</b>	<b>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?</b> Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.
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Equality Groups and Human Rights	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
<b>Age</b>	<p>The proposals have been identified as having a <b>mixed impact</b> on older people.</p> <p><b>Positive impacts</b> – As evidenced by the consultation responses, some older people support the proposed changes and would benefit from a mainly car-free footstreet area later in the evening, which means that those who are slower or unsure on their feet benefit from a safer environment. Amongst those who said they were 60 years old or older and responded to the City Centre Access consultation (October 2021), 46% agreed with the proposal to extend footstreet hours to 7pm (44% disagreed). In the same way, younger people, especially young children and families would also benefit from the reduced number of motorised vehicles in the footstreets until 7pm.</p> <p><b>Negative impacts</b> – Older people are more likely to be living with reduced mobility or a disability and to hold a Blue Badge. They would therefore be more likely to have accessed the footstreets by car after 5pm for access and to park in the city centre (including on double yellow lines for up to 3 hours with a Blue Badge). Restricting the ability to drive and park in these streets until 7pm will increase the distance people with reduced mobility have to travel on foot or using a wheelchair or mobility scooter, making shops and services in the footstreet area less accessible between 5pm and 7pm. The specific issue of access to events, shows, leisure activities, and hospitality venues in the early evening</p>	<b>Mixed: Positive and Negative</b>	<b>Negative – High Positive – Medium</b>

Equality Groups and Human Rights	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
	has been raised by individuals and groups. This is also applicable to older residents who live in the city centre, older employees who work in the city centre, and families with young children.		
Disability	<p>The proposals have been identified as having a <b>mixed impact</b> on people living with a disability/mobility impairment.</p> <p><b>Positive impacts (medium)</b> – As evidenced by the consultation responses, some people living with a disability support the proposed changes and would benefit from the reduction in the number of vehicles accessing the footstreet area between 5pm and 7pm, making it a safer, mainly car free, environment for all users.</p> <p>Amongst those who identified themselves as disabled and responded to the City Centre Access consultation (October 2021), 32% of those who said that they had a physical or mental health condition or illness supported changing the footstreet hours to 7pm. This reduced to 30% for those who said they were a carer, and to 17% for those who said they were a Blue Badge holder.</p> <p>Some disabled people have also noted that pavement cafes have, in some cases, improved access to services, for example where hospitality venues without step-free access now offer tables and chairs outside. It was however noted that pavement cafes can also reduce accessibility where they block a footpath, do not have adequate barriers, or reduce access to a dropped kerb.</p> <p><b>Negative impacts (high)</b> – People living with a disability/impairment are more likely to hold a Blue Badge and to have used the footstreets for access to and to park in the city centre after 5pm (including on double yellow lines for up to 3 hours with a Blue Badge). It is important to note that people living with a mobility impairment or disability but without a</p>	Mixed: Positive and Negative	Negative – High Positive – Medium

Equality Groups and Human Rights	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
	<p>Blue Badge would also have been able to access the city centre by car between 5pm and 7pm (parking in permitted areas or being picked up/dropped off). Removing the ability to drive and park in these streets between 5pm and 7pm will increase the distance disabled people have to travel on foot or using a wheelchair or mobility scooter, making shops and services in the footstreet area less accessible during these hours. This is applicable to city centre residents and employees as well as other York residents and visitors.</p> <p>This is reflected in the responses to the City Centre Access consultation (October 2021). 58% of those who said that they had a physical or mental health condition or illness disagreed with the proposal to change the footstreet hours to 7pm. This increased to 59% for those who said they were a carer, and to 81% for those who said they were a Blue Badge holder.</p> <p>Feedback from the statutory consultation on the removal of the Blue Badge access exemption and many workshop participants stated that the removal of Blue Badge parking and vehicular access from specific city centre streets would preclude them entirely from accessing the city centre during footstreets hours. They noted that this would mean that they wouldn't be able to access the services available in the city centre and would need to travel to different locations to access the services they require and sometimes have been accessing for a long time. This proposal would extend this situation until 7pm.</p> <p>One respondent to the City Centre Access consultation (October 2021) summarised this as follows: <i>"7pm is too late for disabled people to access shops / cinema / enjoy restaurants early evening etc. / Allows blue badge holders to attend social events, leisure facilities, meetings, taking children to educational courses and more"</i>.</p> <p>The proposed Blue Badge parking measures on the outskirts of the footstreet area (proposed in relation to change in Blue Badge access exemption) would not fully offset</p>		

Equality Groups and Human Rights	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
	<p>the loss of parking capacity in the footstreet area between 5pm and 7pm, as additional capacity is limited and the distance people will have to walk or use a mobility aid to access the most central areas of the footstreets will increase significantly.</p> <p>For those who are not able to walk these distances, and are not able to use alternative solutions, the removal of the ability to park in the footstreets between 5pm and 7pm has had and will continue to have a significant impact, and could reduce the prospects of them visiting the city centre.</p> <p>The likely displacement of loading activity to the outskirts of the footstreet area between 5pm and 7pm may also make it more difficult for people (including Blue Badge holders) to park on the outskirts of the city centre as delivery drivers use existing parking spaces and on street capacity (including on double yellow lines) to load.</p>		
<b>Gender</b>	Additional research, analysis and engagement required to identify and assess potential impacts.	<b>TBC</b>	<b>TBC</b>
<b>Gender reassignment</b>	No differential impact anticipated.	<b>Neutral</b>	
<b>Marriage and civil partnership</b>	No differential impact anticipated.	<b>Neutral</b>	
<b>Pregnancy and maternity</b>	The proposals have been identified as having a <b>mixed impact</b> on pregnancy and maternity when considering the potential impact on women who may experience pregnancy related mobility impairments, especially in later stages of pregnancy (and	<b>Mixed: Positive and Negative</b>	<b>Negative – High Positive – Medium</b>

Equality Groups and Human Rights	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
	<p>would potentially be eligible for a Blue Badge). This is applicable to city centre residents and employees as well as other York residents and visitors.</p> <p><b>Positive impacts</b> – As evidenced by the consultation responses, some people living with a disability support the proposed changes and would benefit from the reduction in the number of vehicles accessing the footstreet area, making it a safer environment for all users. The change would also benefit mothers, fathers and carers of young children as the footstreets would benefit from a significant reduction in motorised traffic between 5pm and 7pm, providing a safer environment for young children.</p> <p><b>Negative impacts</b> – As noted above, women living with pregnancy related mobility impairments may benefit from being able to access the city centre by car (driving or being dropped off) between 5pm and 7pm. They may also hold a Blue Badge, which would have permitted them to arrive in the city centre between 5pm and 7pm and park on double yellow lines for up to 3 hours. Removing the ability to drive and park in these streets will increase the distance people living with disabilities/impairments have to travel on foot or using a wheelchair or mobility scooter, making shops and services in the footstreet area less accessible between 5pm and 7pm.</p>		
<b>Race and minority ethnic groups</b>	No differential impact anticipated.	<b>Neutral</b>	
<b>Religion and/or belief</b>	<p>The proposals have been identified as having a <b>mixed impact</b> on access to places of worship in the footstreet area between 5pm and 7pm for people who live with reduced mobility or a disability (including those who hold a Blue Badge).</p> <p>The key considerations (both positive and negative) are as those described above for older people and people living with a disability and apply to access to the St Sampson’s</p>	<b>Mixed: Positive and Negative</b>	<b>Medium</b>

Equality Groups and Human Rights	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
	Centre (Church Street), The Holy Trinity Church (Goodramgate), St Helen's Church (Stonegate), and St Martin le Grand (Coney Street).		
<b>Sexual orientation</b>	No differential impact anticipated.	<b>Neutral</b>	
<b>Other socio-economic groups including :</b>	<b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b>		
<b>Carer</b>	The impact on carers, considering carers who may care for an adult or child living with a disability or impairment (whether or not they are eligible for a Blue Badge), reflects the impacts (both positive and negative) on those living with disabilities, as described above.	<b>Mixed: Positive and Negative</b>	<b>Negative – High Positive – Medium</b>
<b>Low income groups</b>	Additional research, analysis and engagement required to identify and assess potential impacts.	<b>TBC</b>	<b>TBC</b>
<b>Veterans, Armed Forces Community</b>	No differential impact anticipated.	<b>Neutral</b>	
<b>Other</b>	Not applicable	<b>n/a</b>	<b>n/a</b>
<b>Impact on human rights:</b>			

Equality Groups and Human Rights	Key Findings/Impacts	Positive (+) Negative (-) Neutral (0)	High (H) Medium (M) Low (L)
List any human rights impacted	<p>The Convention rights applicable are:</p> <ul style="list-style-type: none"> <li>• Article 2 - protects the right to life. In this case, its applicability relates to the requirement placed on the Government to take appropriate measures to safeguard life by making laws to protect people. Public authorities should also consider the right to life when making decisions that might put people in danger or that affect their life expectancy.</li> <li>• Article 8 - protects the right of the individual to respect for their private and family life, their home and their correspondence. The private life part of this right covers things like wellbeing, autonomy, forming relationships with others and taking part in our community.</li> <li>• Article 14 - protects the right to be free from discrimination when enjoying other rights, such as Article 8.</li> </ul> <p>It is unlawful for a public authority to act in a way that is incompatible with a European Convention right (unless the authority could not have acted differently as a result of a statutory provision). An interference with a qualified right (e.g. the right to respect for private and family life) is not unlawful if the authority acts in accordance with the law and the interference is necessary in a democratic society. In deciding whether the interference is necessary, the law applies a proportionality test, including whether a fair balance has been struck between the rights of the individual and the interests of the community.</p> <p>Removal of vehicular access to the city centre between 5pm and 7pm (including the removal of Blue Badge access and parking for the same period) could have an impact on people's ability to live independently, attend appointments, enjoy cultural or leisure activities, see people who are important to them, and be part of their community.</p>	<p><b>Mixed: Positive (Article 2) and Negative (Article 8)</b></p>	<p><b>Medium</b></p>

<b>Equality Groups and Human Rights</b>	<b>Key Findings/Impacts</b>	<b>Positive (+) Negative (-) Neutral (0)</b>	<b>High (H) Medium (M) Low (L)</b>
	<p>The removal of vehicular access from the footstreets between 5pm and 7pm will enable the implementation of hostile vehicle mitigation measures covering the early evening, which will reduce the risk of a terror attack using a vehicle as a weapon. The proposed measures aim to support the early evening economy and support outdoor eating and drinking but the removal of vehicular access between 5pm and 7pm will also protect the right to life of the people working in and visiting York's pedestrianised area during the early evening.</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><b>High impact</b> (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><b>Medium impact</b> (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><b>Low impact</b> (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	<b>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?</b>
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The initial changes to the footstreets in response to Covid-19 were brought in at pace, under emergency powers, in response to the pandemic. They were accompanied by a number of mitigations which were then reviewed following an in-depth engagement exercise during the summer and autumn of 2020. This has resulted in a number of mitigations being developed. These include:

- The mitigation measures proposed in the main report, focusing on improving the disabled parking offered in the vicinity of the footstreets;
- Continued exemption for access on Goodramgate for the Dial-a-Ride bus service providing access to the St Sampson's' Centre;
- Improved information on disabled parking and accessibility in York city centre (separate report);
- Reviews of existing parking and mobility aid provision as well as longer term developments of gold standard car parks and routes to the city centre (separate report); and
- A feasibility study considering the potential for an accessible city centre shuttle service (separate report).

The engagement undertaken to date is based on the "My" principles that have been developed in York as an open conversation approach, where the debate remains ongoing to make change together. The mitigations developed to date will continue to be considered and refined, whilst the strategic review of parking and access to the city will remain embedded in the engagement approach.

This report includes for the provision of dedicated disabled parking bays in the vicinity of the city centre and improvements to disabled access routes into and around the city centre, through the Active Travel Fund bid (or equivalent funding if the bid is unsuccessful). It is accepted however that these measures do not mitigate fully against the impacts of the removal of vehicular access into the footstreets area by Blue Badge holders.

As the consultation on the proposed change to footstreet hours progresses, additional mitigation measures and adjustments may be identified and will be considered in an updated EIA.

## Step 6 – Recommendations and conclusions of the assessment

6.1	<p><b>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:</b></p>
<ul style="list-style-type: none"> <li>• <b>No major change to the proposal</b> – 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.</li> <li>• <b>Adjust the proposal</b> – 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.</li> <li>• <b>Continue with the proposal</b> (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.</li> <li>• <b>Stop and remove the proposal</b> – 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.</li> </ul> <p><b>Important:</b> If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.</p>	
<b>Option selected</b>	<b>Conclusions/justification</b>
<b>Continue with the proposal</b>	At this stage, the proposed changes are considered a proportionate means of achieving a legitimate aim. The proposal is to start the statutory consultation process, which will be supported by additional assessment work detailed in this EIA. This will inform any future decision on the proposal.

## Step 7 – Summary of agreed actions resulting from the assessment

<b>7.1 What action, by whom, will be undertaken as a result of the impact assessment.</b>			
<b>Impact/issue</b>	<b>Action to be taken</b>	<b>Person responsible</b>	<b>Timescale</b>
See Main Report and EIA on the removal of the Blue Badge access exemption			
Additional actions linked to the change in footstreet hours proposal to be developed as the consultation and assessment work progresses – also see Step 3 of this EIA			

## Step 8 - Monitor, review and improve

<b>8. 1</b>	<b>How will the impact of your proposal be monitored and improved upon going forward?</b> 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?
	The proposal is to start the statutory consultation process, which will be supported by additional assessment work detailed in this EIA. This will inform any future decision on the proposal.

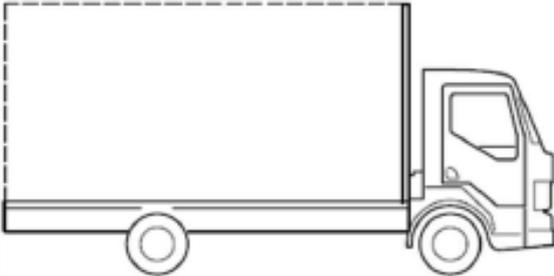
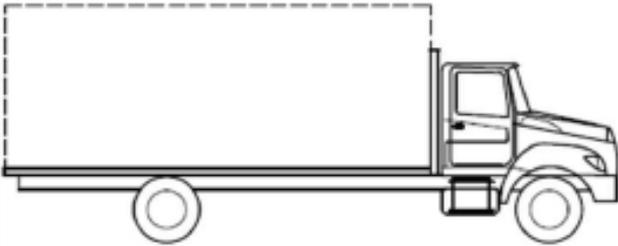
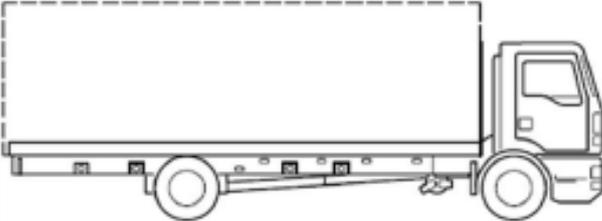
## Annex B

**Hostile Vehicle Mitigation**

## The threat

Recent terrorist incidents both in Europe and the UK have shown a different method of attack. This method uses the Vehicle As a Weapon (VAW) by gaining speed and entering crowded areas to hit as many people as possible. This style of attack is very simplistic and takes minimal planning to carry out. As the barriers to entry for organising an attack are lower, there are an increasing number of attacks and a much higher likelihood that they will occur in the future. Due to the minimal planning requirement of the method, those with hostile intent may not come to the attention of the security services as they might when attempting to procure materials for the manufacture of an IED (improvised explosive device).

The vehicles which have been used in this form of attack have varied (please see diagram below for illustrative purposes) from a 40t articulated lorry (Berlin attack 2016) to a sports utility vehicle (SUV) (Westminster attack 2017). The largest threat to the UK from this form of attack has been identified by CPNI as the N1G 2.5t 4 x 4 and the N3C 18t Lorry (as used in the Bastille day Nice attack in July 2016). The N1G vehicles can turn corners faster, accelerate more quickly and handle difficult terrain or mount footways with ease when compared to trucks. They are also considerably easier to acquire by theft due to their popularity and as all full EU license holders can drive them they can be easily rented. The 18-tonne N3C lorry has been identified as a threat due to their popularity as delivery lorries in cities and towns meaning there is more opportunity for one to be hijacked and swiftly used in an attack. Their size means that when hitting densely crowded areas they are less likely to become immobilised due to blockage in the undercarriage or wheels.

Type of test vehicle	Vehicle classification and description	Test vehicle mass (kg)	Illustration
Car	M1	1 500	
4x4 crew cab pick-up	N1G	2 500	
Flat bed	N1 <i>(single cab)</i>	3 500	
Day cab vehicle	N2A 7 500 kg 2-axle rigid <i>(flat bed, open curtain side or rigid box)</i>	7 200	
	N2B 12 000 kg 2-axle rigid <i>(flat bed, open curtain side or rigid box)</i>	7 200	
	N3C 18 000 kg 2-axle rigid <i>(flat bed, open curtain side or rigid box)</i>	7 200	

The method of attack for a VAW is to manoeuvre into place behind a protective line (possibly at low speed) then to accelerate to a high speed and to collide with as many people as possible for maximum effect. If the vehicle is stopped, the perpetrators could continue on foot as a marauding attack with either firearms or bladed weapons.

### Attack Planning

When using a vehicle as a means of attack, a terrorist will take into consideration the potential payoff in terms of propaganda (including the profile of the target), its economic value, disruption caused or the opportunity to cause mass casualties. Recent attacks in London and

Manchester were crude but achieved high profile propaganda for the proponents.

The ability to reach the target without being detected or stopped on route will be taken into consideration as will the ease of access. Enhanced police presence and road closures will reduce the likelihood of an attack.

Pre-attack planning can range from the complex and detailed, undertaken over a period of time, to something based on the terrorist's familiarity with the target. During the planning phase, there will be a period of information gathering confirming approach routes and point(s) of attack to achieve the desired effect.

The installation of barriers, planters and walls will act as a visual deterrent to a vehicle attack (Cameras, street lighting, an intermittent police presence do not). It should be remembered that the terrorist is not deterred by the prospect of being caught or killed in the act; their intention is to maximize fatalities to gain a reaction.

More capable and experienced groups, with access to the support of sympathisers, will be able to pool the gathered information. They are also more able to carry out more complex attacks, including those using ringer vehicles, false documents and such like. Less capable groups and lone actors launching less complex attacks are more likely to carry out information gathering and planning themselves.

### Priority of Locations

The table below shows the priority for the locations. The highest priority to secure is Parliament Street due to events and access of attack:

Loc No	Location		
11	Parliament Street	Priority 1	
12	High Ousegate and Spurriergate	Priority 1	
13	Coney Street	Priority 1	
14	Davygate	Priority 1	
20	Finkle Street	Priority 1	
21	Church Street	Priority 1	
22	Jubbergate	Priority 1	
1	High Petergate	Priority 2	
2	Minster Yard East	Priority 2	
3	The Queen's Path	Priority 2	
4	Chapter House Street	Priority 2	
5	College Street	Priority 2	
6	Deangate	Priority 2	
7	Goodramgate	Priority 2	
8	St Andrewgate	Priority 2	
9	Colliergate	Priority 2	
10	Shambles	Priority 2	
15	Stonegate	Priority 2	
16	Lendal	Priority 2	
17	Blake Street	Priority 2	
18	Bootham Bar (High Petergate)	Priority 2	
19	West Window (Precentor's Court)	Priority 2	

\* Priority 1 locations to be installed first in order to protect Parliament Street during events.

\*Priority 2 locations installation order to be confirmed.

Whilst the proposed scheme comprises 22 locations and covers a large area of York City Centre it is recognised that some places are more likely to be at risk from a threat perspective than others. With this in mind the locations have been categorised as either Priority 1 or Priority 2, with 1 being the highest rating.

The basis on which the locations have been prioritised has comprised their position within the city centre, usage, vulnerability, and pedestrian and traffic flow. Given the size of the overall scheme it is not feasible to install all the measures as one continuous programme of works due to restrictions such as budgetary constraints, timing of street closures, community disruption and the holding of local events. Therefore, it is necessary to prioritise those locations which are deemed to be the most

vulnerable and could be undertaken within an achievable programme of works which offers the most scope for the protection of crowded places in an iconic city.

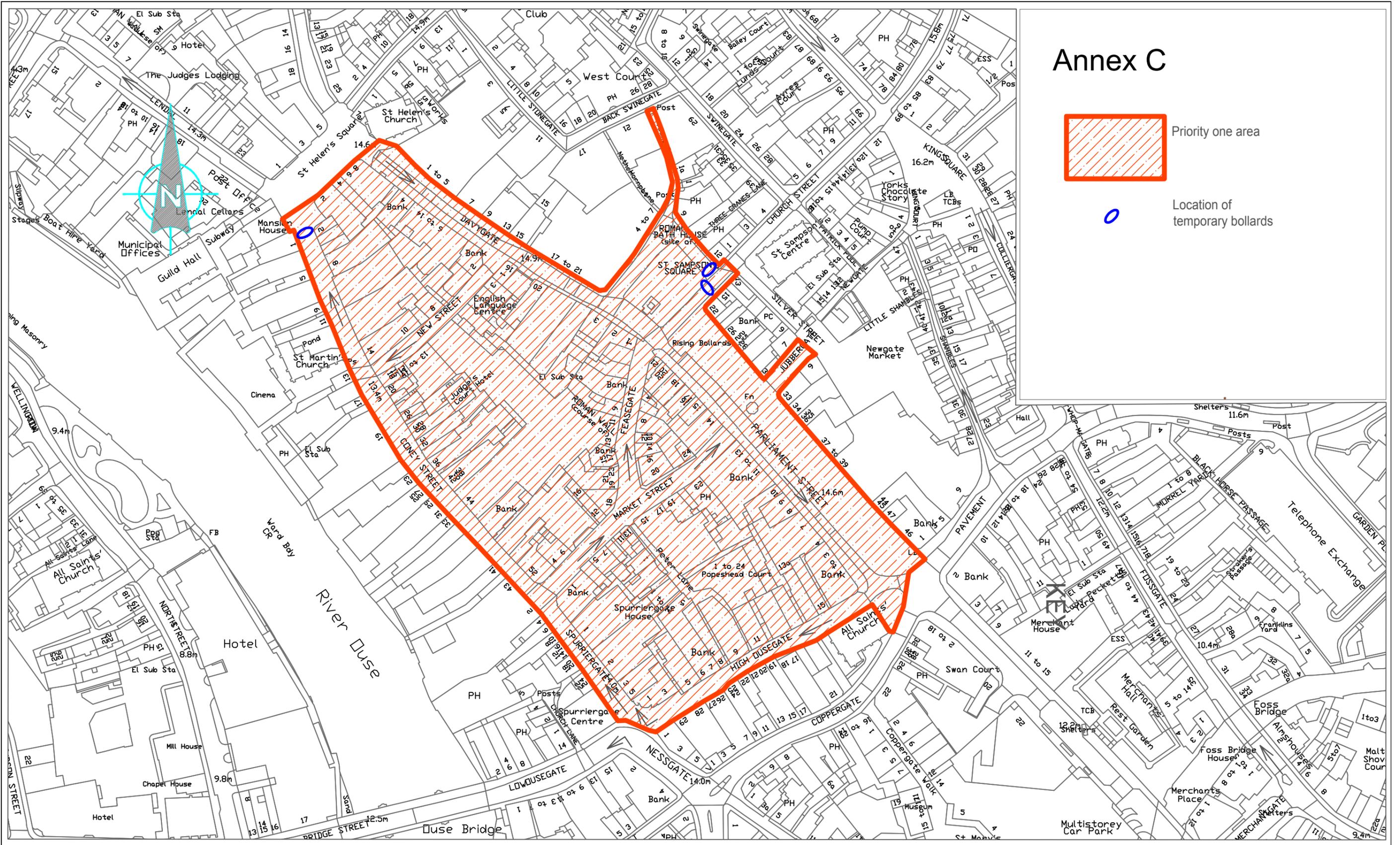
The heart of the city is centred on Parliament Street, Spurriergate and Coney Street. These are the main shopping streets in the city and as such attract a large number of visitors. At any given time, there is a high footfall and coupled with dwell time this presents an ideal location for those with hostile intent. Furthermore, many events such as festivals and markets take place on Parliament Street and in the surrounding area and it serves as the focal point for other civic occasions. These occur throughout the year and attract large numbers of visitors, especially at times such as Christmas and during the summer months. Having identified the three streets as those at most risk of attack within the scheme, it resulted in them as being categorised as Priority 1 locations. In order to provide the necessary protection to the area it is necessary to prevent vehicular access by installing HVM measures. Placing these measures at the ends of Parliament Street, Spurriergate and Coney Street does not provide complete protection due to the other streets which also provide access to the area. These routes include Davygate, Finkle Street, Church Street and Jubbergate. It is necessary therefore to install HVM measures to prevent vehicular access to these streets and in turn Parliament Street, Spurriergate and Coney Street. Because these streets are linked directly to Parliament Street, Spurriergate and Coney Street they too must be categorised as Priority 1. They are also streets which experience the same levels of pedestrian footfall and dwell time as Parliament Street, Spurriergate and Coney Street.

St Sampson's Square which sits within the city centre area will also be afforded protection by the installation of HVM measures at the specified locations identified as being Priority 1. This square has significant events situated within its confines throughout the year and would be likely location for those with hostile intent.

Priority 2 locations have been determined on the basis that HVM measures need to be installed at these points however the threat is not as great as those listed as Priority 1. These locations are situated around the periphery of the main city centre and provide pedestrian and vehicular access to those areas identified as being Priority 1. Measures would be installed following the completion of the Priority 1 locations. Priority 2 areas do not have the same volume of pedestrians as those listed as Priority 1, and whilst they are still considered to be vulnerable to

an attack, they are not as attractive a target to those with hostile intent as the Priority 1 locations.

# Annex C



## Annex C



Priority one area



Location of temporary bollards

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 <p>Transport Projects Eco Depot, Hazel Court, James Street, York, YO10 3DS www.york.gov.uk</p>	INITIAL	REV	AMENDMENT	DATE	<h3>City Centre Access Priority one</h3>	SCALE	NTS
	DRAWN BY	CMH					
	CHECKED BY						
DATE	Aug 18	A2					

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## Annex D

**Our ref:** LR/SR

**Your ref:**

**Date:** 17 August 2018

**Name and address:** Mary Weastell  
Chief Executive  
City of York Council  
West Officers  
Station Rise  
York  
YO1 6GA



Dear Mary,

### **North Yorkshire Police support for Hostile Vehicle Mitigation (HVM) measures**

Thank you for the recent invitation to meet Executive Members which took place on Monday 6<sup>th</sup> August 2018. Following my attendance, I would like to place on record my support, on behalf of North Yorkshire Police, in relation to the proposed HVM measures planned for the City of York.

As I am sure you are aware, the national threat level remains at severe. This means that a terrorist attack is highly likely and any attack is likely to come without notice. Further, there has been a clear shift in attack methodology, from complex pre-planned coordinated attacks such as those seen at the World Trade Center to the more recent attacks on mainland Europe and those in the United Kingdom where attack planning is very basic, including the use of hire vehicles and knives as weapons.

Public spaces are currently the most favoured locations because they have ready access to a large number of potential victims. York has very tight streets where there are large crowds of people regularly going about their daily business. Any attack carried out by a vehicle is therefore likely to result in multiple fatalities and many significant injuries.

Currently there are no suitable vehicle mitigation measures in York. My colleague, Superintendent Mark Khan, a specialist Security Coordinator, is of the opinion that this is an unacceptable risk for the city to carry. I would echo this view, especially when we, as public authorities, have responsibilities in relation to the European Convention of Human Rights (ECHR). This is particularly relevant when Article 2, The Right to Life, is considered as this article places a positive duty on the state (i.e. public bodies) to protect life.

Hostile vehicle mitigation can work in two ways. It can be a visible deterrent and also a physical barrier. I am therefore in full support of the proposed measures and look forward to continuing to support City of York Council as this work moves forward.

Yours sincerely

**Superintendent Lindsey Robson**  
**Area Commander York & Selby**

## Annex E

### Themes of issues raised in Community Engagement and Potential Mitigation Considered

#### PARKING FOR PRIVATE CARS / ACCESS FOR TAXIS

##### THEMES / CONCERNS RAISED -

<i>Proximity of parking the key concern by most. Keen to ensure any disabled parking lost is provided as close as possible to boundaries of the Phase 1 area.</i>	
<i>Loss of Parking on St Sampson's square will put blue badge holders off visiting York.</i>	
<i>One participant said she favoured Union Terrace and St George's Field car parks because they were less crowded and the road surface was good - unlike Bootham Row and Castle car parks.</i>	
<i>Blake St and Lendal - difficult to get wheelchair out of vehicle</i>	
<i>Suggestion of more disabled spaces on north end of Piccadilly as this is close to Footstreets.</i>	
<i>Important that existing disabled bays at castle car park are not lost.</i>	
<i>Scattering disabled spaces is more useful than "grouping" loads in one area</i>	
<i>Marygate car park works for larger vehicles because it's not barriered.</i>	
<i>Need for improved visibility of BBH parking areas though amended website and/or leaflet (Chester example - <a href="http://www.visitcheshire.com/visitor-information/accessible-chester">www.visitcheshire.com/visitor-information/accessible-chester</a>)</i>	
<i>Would not like to see Blake Street and Lendal form part of the first phase. The idea of manual measures used during events only (not full time); and this seem to be favoured.</i>	
<i>Would Taxis retain access to Kings Square / St Helen's Square?</i>	
<i>Part of Duncombe Place rank could be used for disabled parking</i>	
<i>Taxi Rank mixed use (day - disabled parking / night - taxi rank) was supported by many disabled people who use taxis</i>	
<b>Mitigation Considered / Requested</b>	<b>Council response / action</b>
The Library – currently, the 2 dedicated bays (for library users only) operate a 2-hour maximum stay, should be increased to 3-hour max.	<b>To be implemented now - To be progressed and advertised on as part of the city centre TRO amendments.</b>
Improve surface and lighting at Bootham Row car park	<b>For future consideration - Could be investigated as part of car park maintenance programme.</b>
Conversion of Piccadilly taxi rank to part time dedicated disabled bays (1000-1800). Provides 2 bays.	<b>This is a little used taxi rank and the change would not affect taxi-users outside these hours. To be</b>

	<b>progressed as part of this project. Change to TRO would be required.</b>
Blue badge parking lost due to Castle Gateway Development (number being clarified as part of these proposals)	<b>For future consideration - St Georges Field car park currently has 6 disabled bays which would increase to 22 spaces with the proposals at St Georges Field for a multi-storey.</b>
Piccadilly, north end opposite taxi rank Dedicated disabled bays	<b>To be progressed as part of this project. This would increase the parking availability on the edge of the Phase 1 area by 7 No. spaces. Change to the TRO would be required</b>
Dedicated disabled bays - Blake St and Lendal 10:30-17:00, and loading outside these hours.	<b>Not to be progressed - BBHs will continue to have vehicular access 24 hours a day. Part-time dedicated bays were reviewed but would prevent loading on these streets (plus visual impact of signs/lines and therefore no change proposed.</b>
Dedicated disabled bays on Deangate, immediately in front of Minster school.	<b>Council will request this to be considered as integral part of Minster Neighbourhood Plan.</b>
Dedicated disabled bays on Duncombe Place outside St. Wilfred's Church	<b>Council will request this to be considered as integral part of Minster Neighbourhood Plan.</b>
Dedicated disabled bays outside the Minster.	<b>Council will request this to be considered as integral part of Minster Neighbourhood Plan.</b>
Pavement (outside M&S) old bus stop, dedicated blue badge bays	<b>Not to be progressed - This is a sub-standard width lay-by and whilst it may be suitable for brief stops to drop off and pick up it is not considered suitable for parking.</b>
North Street, dedicated blue badge bays requested.	<b>Not to be progressed - On North St, Blue badge holders are currently able to stay on the double yellow lines for up to 3 hours and for unlimited period on existing on-street bays (including existing residents parking bays.)</b>

<p>Space outside Art Gallery, dedicated blue badge bays requested.</p>	<p><b>Not to be progressed - This is a predominantly traffic-free space and introducing parking bays could reduce amenity for pedestrians including disabled people. Therefore no change proposed.</b></p>
<p>St Saviourgate - conversion of the taxi rank to blue badge bays considered</p>	<p><b>Not to be progressed - This is a very well used taxi rank (including by disabled visitors) on the edge of the pedestrian zone with no alternative option close by. Taxis also provide a key service to some people with reduced mobility.</b></p>
<p>Duncombe Place, conversion of the taxi rank to dedicated disabled bays.</p>	<p><b>Not to be progressed - This is a very well used taxi rank on the edge of the pedestrian zone and is used by disabled people to access the Phase 1 area. Council will request that this is considered as part of the development of the Minster Neighbourhood Plan. Blue badge holders can park for up to 3 hours on the existing yellow lines on Duncombe Place.</b></p>
<p>Rougier St, conversion of the taxi rank to dedicated disabled bays.</p>	<p><b>Not to be progressed - This is a bus stop during the day and a well-used taxi rank overnight.</b></p>

**SHOPMOBILITY / DIAL & RIDE****THEMES / CONCERNS RAISED -**

<i>Feeling amongst users that ShopMobility is an excellent service and should be better supported / promoted more clearly to visitors. Suggestion of relocating to castle car park.</i>
<i>Piccadilly ShopMobility shuts in the evening, may limit use in late afternoon.</i>
<i>Height restriction in car park puts off many people and Wheelchair Accessible Vehicles (WAVs) unable to access (height restriction).</i>
<i>ShopMobility - staffing issues - when only one person working they cannot go elsewhere to deliver scooters etc if needed</i>
<i>Suggestion that operating service later into the day could increase use (subject to funding)</i>

<b>Mitigation Considered / Requested</b>	<b>Council response</b>
Further support requested plus better publicity.	<b>Action taken - Council has just committed further financial support to Shopmobility and will hold discussions with the operators regarding potential improvements to publicity through MyCityCentre project.</b>
Dial & Ride accommodating city centre on extra days	<b>Action taken - Council is renewing grant to Dial &amp; Ride and working with them to ensure access improved. Dial &amp; Ride vehicles will be allowed into the Phase 1 area during footstreets hours at their allocated times as currently.</b>
Consider setting up Dial & Ride shuttle service serving the Phase 1 area from the main city centre car parks.	<b>Potential future consideration - Further work is required to identify what additional resources would be required, what capital and revenue funding options there are and potential locations and routes.</b>
Dedicated access during footstreets hours to specific charity used vehicles. A small number of charities do drop off/pick up to city centre on particular days using same vehicles each time.	<b>Not to be progressed - If they have blue badge holders on board, vehicles will continue to be able to access Blake St &amp; Lendal to drop-off / pick up disabled passengers at any time. No dedicated charity pick-up/drop-off bay is proposed.</b>

**SURFACE OF FOOTWAY / CARRIAGEWAY & REST POINTS****THEMES / CONCERNS RAISED -**

<i>Important to have routes with good pavements and no cobbles.</i>
<i>Cobbles a major hindrance for wheelchair users but appreciation that part of the City's historic core – could designated paths be made that have smoother surface.</i>
<i>Comments that if measures safety related, Council should also protect the bridges.</i>
<i>Many car parks too far from footstreets area for some disabled people - a lack of sufficient rest-points</i>
<i>Rest points vital for some with dementia and many other disabled people.</i>
<i>Bootham Row poorly lit.</i>
<i>Many people positive about combining static measures and seating (as the stone blocks at West end of Minster)</i>
<i>Call for better signposting for disabled visitors (on foot)</i>

<b>Mitigation Considered / Requested</b>	<b>Council response</b>
Footway surface improvements in city centre to improve routes between car parks and city centre, particularly for wheelchair users.	<b>Not to be progressed – Future options will be considered as part of Castle Gateway and My City Centre project.</b>

**Other Issues****THEMES / CONCERNS RAISED –**

<i>MS Society and MySightYork concerned that their carers won't be able to do 'drop-offs' of people in the footstreets area as they do at present.</i>
<i>Accessing the city centre before 10.30 is not possible for some disabled people who are unable to get themselves ready before then</i>
<i>Carers Drop-off zone needed as well as parking</i>
<i>Suggested allowing BBHs to register when they wanted to access the city with specific times and allowing them access like this</i>
<i>Feeling that York had become less accessible to blue badge holders over the last 15 years</i>
<i>Concern over the design of bollards - would the tracks be flat/wide enough to trap wheelchair wheels?</i>
<i>Participants concerned about the Post office relocation as it will fall within the Phase 1 area.</i>
<i>Once measures agreed, need for CoYC follow up letter to include map of where people can and can't park.</i>
<i>Note – the number of BBHs will increase as a consequence of recent rule changes (2019). DfT estimate a 6% increase in the first year</i>

Mitigation Considered / Requested	Council response
Change pedestrian zone hours to make the start later than 11.30	<b>Not to be progressed - Access to Blue Badge Holders is permitted until 10.30 and this will continue to be the case.</b>
CYC to continue to fund the York pages of the AccessAble website and provide (1) a link to the Council web page on all the transport / parking info sections on the website; and 2)Advertising ShopMobility services, either directly on the AccessAble page or via the aforementioned links.	<b>Action taken - Council has recently renewed 2019/20 contract with AccessAble and will discuss improving information with them.</b>
Design Check	<b>To be implemented now - Sliding bollard Measures to be compatible with wheelchairs</b>
Carers Drop Offs	<b>Not to be progressed at this time - If they have blue badge holders on board, vehicles will continue to be able to access Blake St &amp; Lendal to drop-off / pick up disabled passengers at any time.</b>
Improve Publicity	<b>To be implemented now - Before measures implemented, Council will improve their publicity showing where and when blue badge holders can park and when.</b>

## Annex F - Blue Badge Parking surveys (2018/19) and traffic movements at Access Points (2019)

### Blue badge holder parking surveys

Surveys of blue badge holder (BBH) parking were conducted in 2018, before the experimental traffic regulation order closed St Sampson's Square to access during the foot street hours, and repeated in May 2019 with the closure in place. The surveys were conducted during the foot street hours 10:30 – 17:00.

Street	Total number BBH parking events					Maximum number parked		Approx. Capacity
	Fri Aug 2018	Sat Aug 2018	Mon Sep 2018	Fri May 2019	Sat May 2019	2018	2019	
Blake Street	23	23	21	17	21	9	9	12
St Helen's Square	1	0	0	2	2	1	1	10
Lendal	11	6	5	4	3	6	3	8
Church Street	4	2	11	6	1	4	4	8
St Sampson's Square	17	8	13	0	1	5	1	20
Goodramgate	-	30	27	19	19	9	9	20
Colliergate & King's Square	-	9	23	14	10	7	6	14
Total	56	78	100	62	57			

The average stay for blue badge holders in 2018 was 1hour 11 minutes on a weekday and 1hour 37 minutes on the Saturday. In 2019 the average length of stay was 1hour 14 minutes on both days.

In addition to the surveys summarised above there were sixteen days between January and May 2019 when the access points for the foot street area were staffed to monitor the access by permitted vehicles and the numbers turned away including blue badge holders.

The Street Rangers monitored parking in Swinegate, Back Swinegate, King's Square and Goodramgate from 22 November to 3 December 2018 between 9:00 and 17:00. Blue badge holders rarely used Swinegate and Back Swinegate with a maximum of two noted in a day but generally none were seen. Parking in King's Square and Goodramgate followed similar patterns to those summarised above. Blue badge holders were always parked in Goodramgate, with a maximum of nine noted, and a maximum of six parked in King's Square.

### Surveys at proposed access and exit points

For sixteen days between January and May 2019 the access/exit points, as listed in the table below, were staffed and a record made of those vehicles using these points and those turned away. The days selected included all days of the week.

	Church Street	Nessgate Spurriergate	Parliament Street	Davygate	Coney Street
Vehicles that have waivers	13	4	11	6	11
Emergency services	13	11	13	8	7
Bullion carriers	15	1	8	5	14
CYC vehicles	15	2	8	9	3
Dial & Ride	18	0	0	14	0
Royal Mail Group	15	3	16	3	16
Total 'admitted'	89	21	56	45	51
Average per day	5.6	1.3	3.5	2.8	3.2
Turned away	11	0	33	4	3
BBH turned away	13	0	1	0	2

To note is the number of Blue Badge Holders turned away, the majority of these were at Church Street and of the thirteen turned away nine were in January – the first three days surveyed.

The average per day gives an indication of how frequently any automated measures would operate.

In addition to the data collected above video surveys were carried out in December 2018, during the extended foot street hours, with repeat surveys in February 2019. These surveys indicated a very low level of traffic throughout the foot street hours with very similar results to those tabulated above. There was no indication that during these surveys, when the points were not staffed, that any drivers moved the lift out bollards to gain access unless they had legitimate reason to do so. The types of vehicles recorded were as categorised above with a few unmarked vans (these may have had waivers). There is no evidence that any Blue Badge Holders tried to access the foot streets, or were trapped when the bollards were put in place.



# City of York Footstreets Blue Badge Access

September 2018

**Issue Log**

Draft v8b	25 Sept 2018
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# York City Blue Badge Access

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## Executive Summary

### Guidance & Legislation

#### Traffic Advisory Leaflet 5/95

The Department for Transport's Traffic Advisory Leaflet 5/95 stipulates that parking for disabled people should not be further from major destinations (e.g. banks, Post Office, large store, supermarket) than the following:

- 150 metres for the visually impaired or wheelchair users;
- 100 metres for those who are ambulatory without a walking aid, and
- not more than 50 metres for stick users

This is guidance, and while the distances specified are recommended, the Advisory Note recognises that there are situations where those ranges cannot be satisfied and thus other adjustments, such as the provision of resting places, should be included.

#### Personal Independence Payments "Walking Around"

Automatic eligibility for a Blue Badge under the Personal Independence Payments process, which has largely replaced Disability Living Allowance, is for those that "Can stand and then move unaided more than 20 metres but no more than 50 metres". This has been interpreted to mean that those unable to walk more than 50 metres unaided are eligible.

#### The Equality Act (2010)

The Equality Act 2010 is silent on any requirement as to the provision of parking.

Public bodies must not, in the exercise of their functions, "do anything that constitutes discrimination, harassment or victimisation" (section 29(6)). There is no test case to confirm or otherwise whether a failure to provide disabled parking within a reasonable distance of public facilities is discriminatory.

Unlawful discrimination may be direct or indirect.

- Direct discrimination applies to a person who because of a protected characteristic is treated less favourably
- Indirect discrimination applies when a "provision, criterion or practice" places one group of persons with a protected characteristic at a disadvantage.

The Act recognises at an early point there are limitations and potentially wider interests. It states that indirect discrimination can be lawful if it can be demonstrated to be a "proportionate means of achieving a legitimate aim" (section 19(2)d)].

In respect of the proposals for the footstreets, these may be considered a legitimate aim and the consequences proportionate.

#### Forthcoming Considerations

The Government announced in July 2018 its intention to issue new Regulations to open up eligibility to the Blue Badge for those with mental, cognitive or intellectual disabilities (sometimes referred to as "hidden disabilities").

## Footstreets Surveys

Evidence from actual users of the current footstreets arrangement has been gathered through survey. Observations and interviews were conducted during effective footstreet closure hours (10:30-16:45) on Friday 17<sup>th</sup>, Saturday 18<sup>th</sup> August and Monday 10<sup>th</sup> September 2018. Over 100 Blue Badge users were interviewed across the three days.

### Coverage

The surveys covered the following streets, clustered into zones for purposes of analysis:

Zone	Street
St Helen's	Blake Street
	St Helen's Square
	Lendal
St Sampson's	St Sampson's Square
	Church Street
	Goodramgate
King's	King's Square
	Colliergate

### Parking Events

The number of parking events occurring within the footstreets surveyed is around 80-120 per day. The purpose of those using Blue Badge parking is dominated by local users accessing the goods and services of a regional centre. Out of over 100 interviewed, only five of the users interviewed were in York as tourists and only two users had not driven directly from their home.

Peak demand was around mid-morning on the weekdays. On the Saturday the peak was reached at around 11:30 and demand remained high until 14:30. However none of the streets reached their practical capacity. 90% of the drivers said that finding somewhere to park had been straight-forward.

A notable number of the Blue Badge users, on the weekday, were already parked before the footstreets were closed at 10:30.

On a weekday, a greater proportion of trips are short stay, potentially consisting of single purpose trips. The average stay on the weekday is 1 hour 11 minutes. On the Saturday a greater proportion of stays are longer and the average duration of stay is 1 hour 37 minutes.

### The Significance of Access to the Footstreets

Important factors when choosing where to park was dominated by two things. The proximity to the destination was cited as the principal reason for 69% of users. A further 20% required sufficient space around the vehicle access in and out. A number of users would look to avoid reversing.

Seventy percent of those observed were seen to use some form of aid or were reliant on the assistance of others when travelling to/from their vehicle.

Mobility Aid	Freq
None Seen	31
Walking Stick	35
Walking Sticks/Crutches	6
Frame	7
Wheelchair	17
Pushchair	1
Mobility Scooter	3
Assistance	4
Not Known	6

The average distances to the principal or first destinations given, and that to the furthest destination given by each user, is shown in the table below<sup>1</sup>.

*Table 1: Average Walk Distances by Street*

Street	Average Distance to Principal Destination (metres)	Average Distance to Furthest Destination (metres)
Blake Street	170	190
St Helen's Square	-	
Lendal	200	280
Church Street	110	170
St Sampson's Square	90	130
Goodramgate	170	210
King's Square	130	170
Colliergate	130	280

For comparison, the typical walk distances from York's central car parks and the Park and Ride alighting point to St Sampson's Square is over 500 metres. From the periphery of the footstreets, all locations can be reached within around 300 metres.

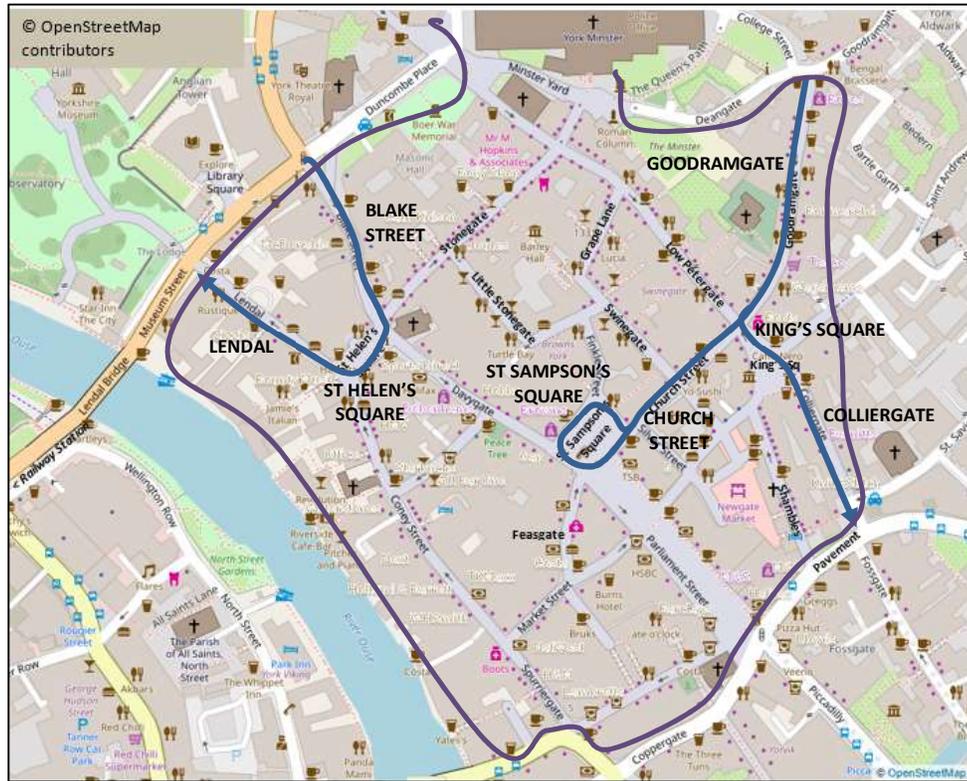
## Economic Impacts

The average expected spend for the Blue Badge users interviewed on a weekday was £29. On the Saturday it was £39. Over a year, Blue Badge users parking in the streets covered could be considered to spend nearly £1 million in the City.

<sup>1</sup> Distances are calculated as straight-line crow fly distances with a 1.2 factor to applied to represent actuals pathways.

## 1 Introduction

The current arrangement in York is that the footstreets are closed to general traffic between 10:30 and 17:00 on every day. During this daytime closure, some roads and routes, shown in blue below, remain accessible to those with Blue Badges.



There are no parking bays within the streets identified; parking for those with Blue Badges is on yellow lines for up to three hours as permitted under the scheme.

There are specially marked parking bays for disabled drivers outside the footstreets. There are for example seven such Blue Badge bays in Tower Street.

In preparation for the consultation on reducing access to some parts of the footstreets, York City Council sought to understand more about those that may be impacted by any decision. In particular this investigation has set out to provide a view and understanding on the likely impact.

This report seeks to answer the following question:

**What is the evidence that an extension of the restricted area will diminish access for those with mobility needs to an unacceptable level?**

Subsequent work, in light of this evidence, will consider what steps may be taken to mitigate those impacts.

This report sets out our understanding of policy. It is written to provide context and understanding for the matters considered. It does not constitute and cannot be relied upon as legal advice.

## 2 Blue Badge Overview

The Department for Transport state that “the aim of the Blue Badge scheme is to help people who have severe mobility problems to access goods, services and other facilities by allowing them to park close to their destination.”<sup>2</sup>

The scheme began in 1971 (then known as the Orange Badge scheme). The Blue Badge scheme is recognised worldwide although there are differences in eligibility and application between countries<sup>3</sup>.

### 2.1 Principle

The scheme allows Blue Badge holders, either as driver or passenger, to park without charge or time limit in on-street disabled bays and bays governed by on-street parking meters/pay and display machines.

Blue badge holders can also park on yellow lines for up to three hours, unless there is a loading ban in force.

### 2.2 Scheme Operation

While a national scheme, Blue Badges are administered by local authorities. The local authority is responsible for determining eligibility. Local authorities may charge up to £10 for a Badge.

### 2.3 Eligibility

Those that automatically qualify for a Blue Badge are over two years of age and meet one or more of the following:

- They receive the higher rate of the Mobility Component of the Disability Living Allowance. (The Disability Living Allowance is being phased out; all claimants are expected to have been migrated onto Personal Independence Payments by 2019)
- Is registered blind
- Receives a War Pensioner’s Mobility Supplement
- Received a lump sum benefit within tariff levels 1-8 of the Armed Forces and Reserve Forces (Compensation) Scheme and has been certified as having a permanent and substantial disability which causes inability to walk or very considerable difficulty in walking.
- Receives a Personal Independence Payment for being unable to walk further than 50 metres (a score of 8 or more on the “moving around” activity).

People may also qualify for a Blue Badge if

- they are over two years old and have a permanent and substantial disability which causes inability to walk or very considerable difficulty in walking;

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<sup>2</sup> Material in this section is drawn principally from Department for Transport, 2013 “Can I get a Blue Badge” and House of Commons Library (2018) Briefing Paper 1360 “Blue Badges and parking for disabled people in England”.

<sup>3</sup> Within the UK, the Blue Badge scheme is a devolved matter with some differences also between England, Wales, Scotland and Northern Ireland. This note will represent the English position.

- drive a vehicle regularly, have a severe disability in both arms and are unable to operate, or have severe difficulty operating all or some types of on-street parking equipment
- they are a parent of a child who is less than three years old and has a specific medical condition that means they must always be accompanied by bulky equipment and/or need to be kept near a vehicle at all times for reasons of treatment or to get to a place of treatment urgently.

Some organisations may be eligible for a Blue Badge if they both care for and transport people who themselves meet the eligibility criteria and issuance of such a badge makes practical sense over using the badges of the individuals being transported.

Like the Disability Living Allowance that it is replacing, the Personal Independence Payment is intended to help with the extra costs arising from ill-health or disability. It is not means-tested.

## 2.4 Coverage

It is an on-street parking concession. It does not apply to off-street car parks, although councils and private car park operators may offer specific parking bays for Blue Badge users and where parking is otherwise charged, may elect not to charge for use of those bays.

While a national scheme, some of London is exempt. Four boroughs operate their own separate schemes for those that specifically live or work in those boroughs:

City of London	Red Badge Scheme
City of Westminster	White Badge Scheme
Royal Borough of Kensington and Chelsea	Purple Badge Scheme
Borough of Camden (part)	Green Badge Scheme

## 2.5 Forthcoming Changes to Eligibility

Currently automatic eligibility for a Blue Badge in England applies to those that score 8 or more in the “moving around” activity under the Personal Independence Payment scheme. The Government set this level with a view that it was similar to the extant eligibility criteria<sup>4</sup>.

In Scotland and Wales individuals attain automatic eligibility to a Blue Badge for a score of 8 or more on the “moving around” activity (as in England) or a score of 12 or above on the “planning and following journeys” activity.

In January 2018 the Government consulted on extending the eligibility of the Blue Badge in England to those with mental, cognitive or intellectual disabilities (sometimes referred to as “hidden disabilities”). As a consequence, the Government announced in July 2018 its intention to issue new Regulations to open up eligibility to these groups. At this stage it is not confirmed that the criteria will be the same as Scotland and Wales.

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<sup>4</sup> Norman Baker, Transport Minister, House of Commons Debate 25 January 2013

### 3 How Far is Far?

#### 3.1.1 Traffic Advisory Leaflet 5/95

The Department for Transport's Traffic Advisory Leaflet 5/95 stipulates that parking for disabled people should not be further from major destinations (e.g. banks, Post Office, large store, supermarket) than the following:

- 150 metres for the visually impaired or wheelchair users;
- 100 metres for those who are ambulatory without a walking aid, and
- not more than 50 metres for stick users

These distances are the recommended maximum walking distances without a rest. The guidance states that if there is insufficient parking within the distances shown then "every effort should be made to provide resting places on pedestrian routes to and from" the nearest parking spots.

#### 3.1.2 Personal Independence Payments "Walking Around"

Automatic eligibility for a Blue Badge is defined by achieving a score of 8 or more in the Personal Independence Payments "walking around" criteria. This score of 8 applies to those that "Can stand and then move unaided more than 20 metres but no more than 50 metres" (Part 3 of Schedule 1 to the Social Security (Personal Independence Payment) Regulations 2013 (SI.No.377/2013)). Whereas other criteria within the schedule are clear about distances achieved aided or unaided, this criterium is silent on the distance achieved aided. It is not clear whether someone unable to walk more than 50 metres unaided but able to walk considerably further aided, using any device, including a prosthesis, which improves, provides or replaces the claimant's impaired physical or mental function still satisfies the criterium. This has been subject to case law with contrary conclusions<sup>5</sup>.

The implications for York for an interpretation that considers that the descriptor applies only when unaided, may be that access distances of no more than 50 metres does not present such a defined limit. Some Blue Badge users will have use of an aid and in such cases, for some, this may reasonably enable them to achieve greater range. The Department's guidance indicates that while the distances specified are recommended, there are situations where those ranges cannot be satisfied and thus other adjustments, such as the provision of resting places, should be included.

### 3.2 Application of the Equality Act (2010)

The Equality Act 2010 is silent on any requirement as to the provision of parking.

Public bodies must not, in the exercise of their functions, "do anything that constitutes discrimination, harassment or victimisation" (section 29(6)). There is no test case to confirm or otherwise whether a failure to provide disable parking within a reasonable distance of public facilities is discriminatory.

Unlawful discrimination may be direct or indirect.

- Direct discrimination applies to a person who because of a protected characteristic is treated less favourably

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<sup>5</sup> This has been subject to case law with contrary conclusions

- Indirect discrimination applies when a “provision, criterion or practice” places one group of persons with a protected characteristic at a disadvantage.

Section 149 states that a public authority must, in the exercise of its functions “have due regard to the need to....advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.”

This includes having due regard to the need to “take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it”.

The Act includes a statement that “the steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons’ disabilities” (section 149(4)). Access to and the provision of parking near public facilities for that specific group may be considered to be such a step.

The Act recognises at an early point there are limitations and potentially wider interests. It states that indirect discrimination can be lawful if it can be demonstrated to be a “proportionate means of achieving a legitimate aim” (section 19(2)d)].

In respect of the proposals for the footstreets, these may be considered a legitimate aim and the consequences proportionate.

## 4 Footstreets Parking Survey

Evidence from actual users of the current footstreets arrangement has been gathered through survey. Observations and interviews were conducted during effective footstreet closure hours (10:30-16:45) on Friday 17<sup>th</sup>, Saturday 18<sup>th</sup> August and Monday 10<sup>th</sup> September 2018.

### 4.1 Coverage

The surveys covered the following streets, clustered into zones for purposes of analysis:

Zone	Street
St Helen's	Blake Street
	St Helen's Square
	Lendal
St Sampson's	St Sampson's Square
	Church Street
	Goodramgate
King's	King's Square
	Colliergate

### 4.2 Parking Beats

Parking beat surveys were conducted on all streets at 15-minute intervals. For each beat, part of the registration of every vehicle displaying a Blue Badge was recorded. This provides the number of parking events, their duration of stay to within 15 minutes and an accumulation over the day.

### 4.3 User Interviews

We also undertook face to face users with a sample of those parking with Blue Badges in these streets. Most users were interviewed when they arrived and were parking. In some instances we got the interview on the user's return.

The sample can be deemed to be random in that interview candidates were selected based on being the next available candidate following completion of any previous survey. In that regard there was no pre-disposition or apparent bias of those approached. Over the three days of survey, over 100 people were interviewed. The questionnaire used is presented as an appendix.

### 4.4 Margin of Error

Necessarily the results presented here are based on the sample of users interviewed on three days. Where percentages are calculated, these are estimates of the true percentage if we were to interview all the population of Blue Badge users parking in the streets considered. For the purposes of this report, percentages derived from the total sample may be considered to have a margin of error of  $\pm 8$  percentage points at a 90% level of confidence. We are 90% confident that a value reported to be 18% should therefore be interpreted as being 90% confident that the actual value lies between 10 and 26%. Percentages relating to sub-sets of the data (such as a Street or day) will have greater margins of error.

## 5 Beat Analysis

### 5.1 Quantum – How Many Users are Affected?

Results from the beats indicate that the number of parking events that occur during foot street hours for the locations observed is around 80-120, being higher on a weekday. Note in the following table that on the Friday, beats were not included for the streets in the King’s zone.

Table 2: Blue Badge Parking Events

Street	Friday	Saturday	Monday
Blake Street	23	23	21
St Helen's Square	1	0	0
Lendal	11	6	5
Church Street	4	2	11
St Sampson's Square	17	8	13
Goodramgate		30	27
King's Square		3	14
Colliergate		6	9
<b>Total</b>	<b>56</b>	<b>78</b>	<b>100</b>

### 5.2 Demand Profiles

The following figure demonstrates the accumulation of demand over each of the days for each street. The horizontal line represents an assessment of *practical* capacity in the street; that is the point at which users may consider that there is little opportunity to park conveniently and taking account of a number of inefficiencies in the way vehicles will be positioned relative to each other.

The graphics indicate that all locations are carrying considerable capacity over that demanded during observation. The figures do not include other uses of the road space otherwise available to Blue Badge parking.



Figure 5.1: Sections of St Sampson's Square Closed

York City Blue Badge Access

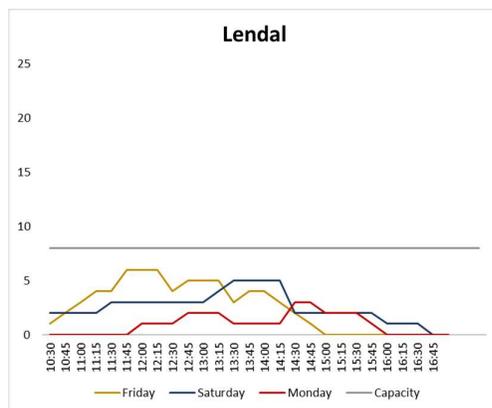
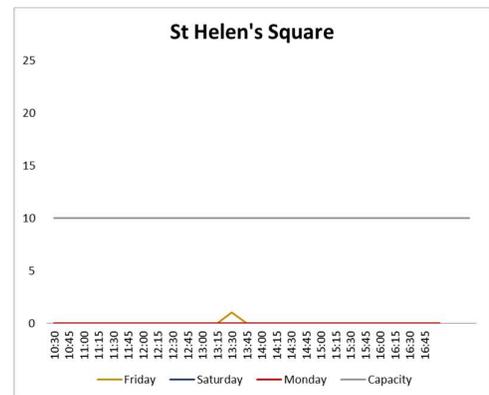
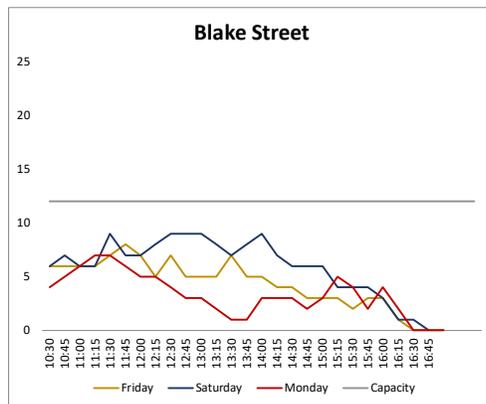
During August part of the roadway around St Sampson’s Square is closed to traffic on account that it is occupied by tables and chairs used by local business. The tables and chairs are displaced from the central area by a bungy jump attraction.

Other occupation of the capacity occurs through various essential service vehicles and on occasion unauthorised use.

Notwithstanding during observations on all survey days, while Blake Street, Lendal and Goodramgate were popular destinations, they did not appear to reach a point where all capacity was taken.

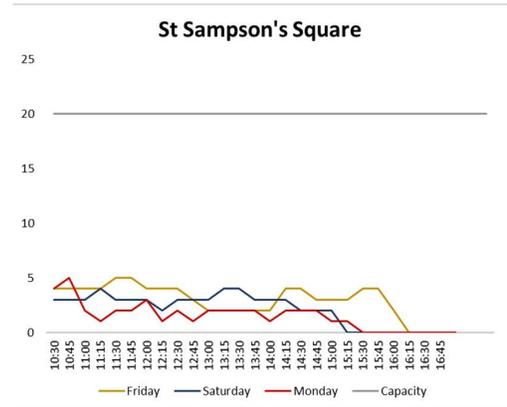
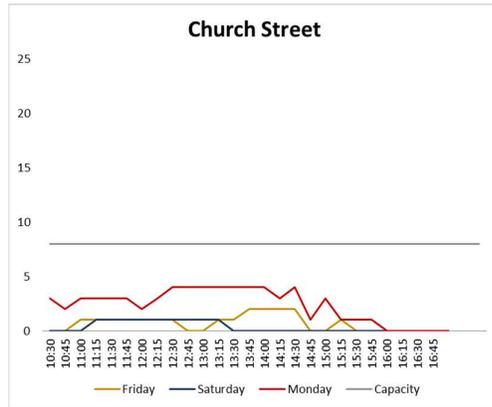
Notable is that St Sampson’s Square, which offers the greatest penetration to the footstreets, carried considerable spare, even with some of the Square closed.

5.2.1 St Helen’s

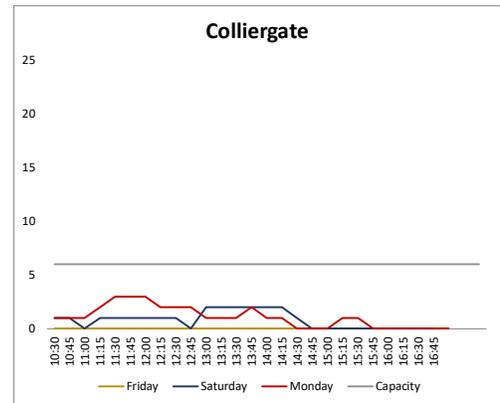
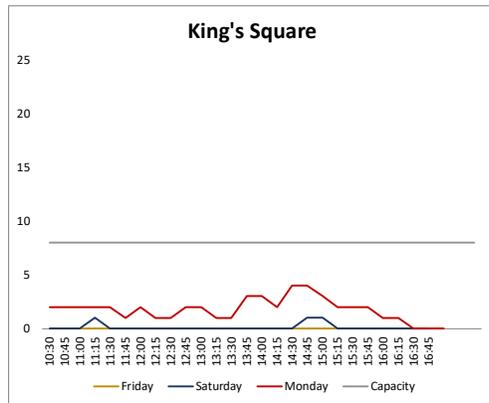
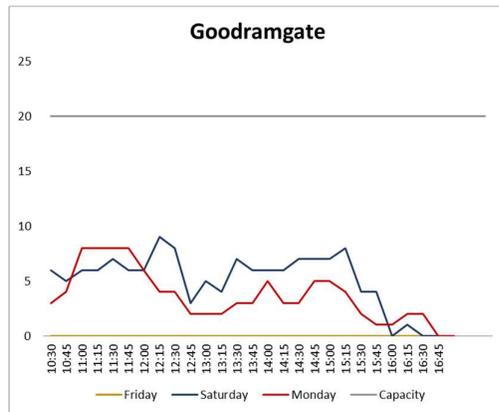


York City Blue Badge Access

5.2.2 St Sampson's



5.2.3 King's



5.2.4 Area Profile

The following charts show all streets combined. These illustrate the difference in overall accumulation profile between:

- Saturday, showing a convex demand with the peak at lunchtime, and
- A weekday with two peaks either side of lunch with the morning peak larger.

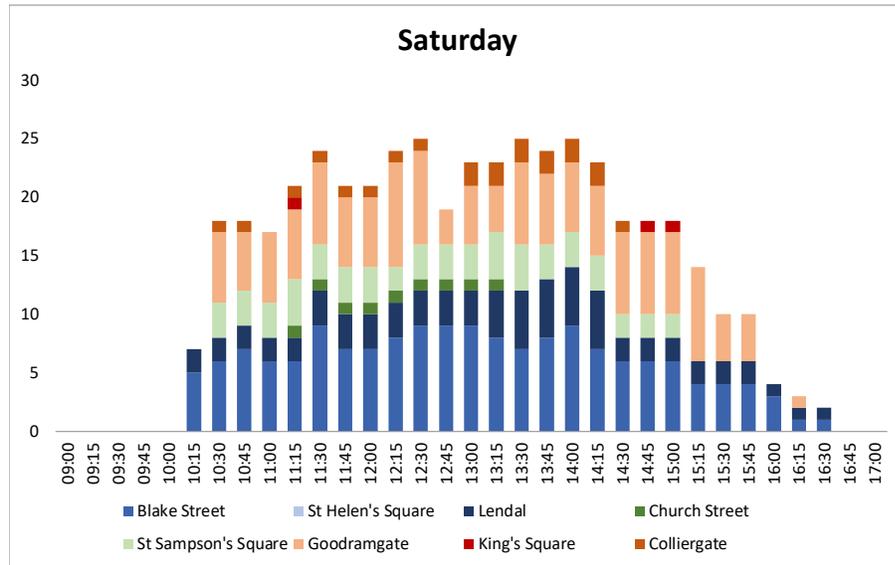


Figure 5.2: Saturday Accumulation

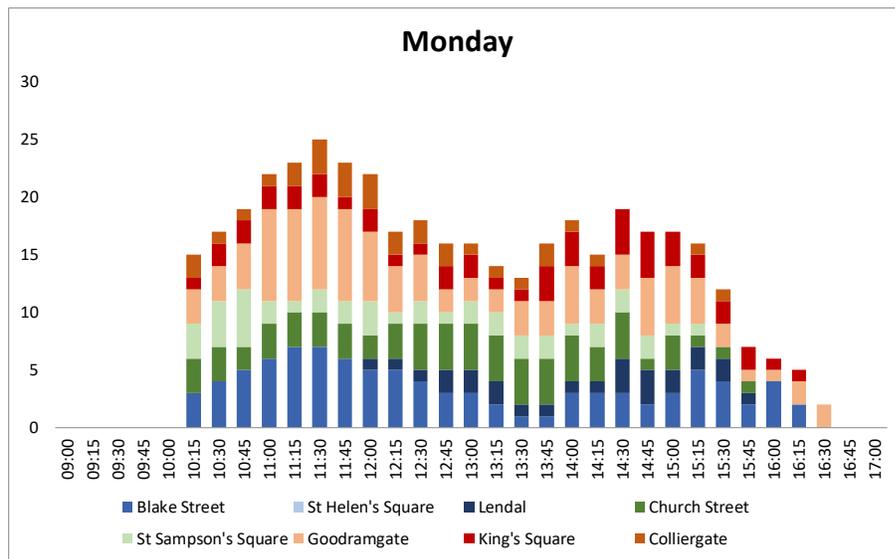


Figure 5.3: Monday Accumulation

These profiles are consistent with parking demand profiles that we would expect from other car parks. The Blue Badge users are not displaying any particular divergence from the behaviour and habits of the general population.

Of note is that a number of the Blue Badge users, on the weekday, were already parked before the footstreets were closed at 10:30.

### 5.3 Duration of Stay

Information from the beats provides indication of the actual duration of stay. For the following analysis, those already parked, and those still parked on the last beat are excluded from analysis as we cannot be certain of their total duration of stay; only those that we have observed both arrival and departure times are included.

The figure indicates the difference between how the Blue Badge access is used. On a weekday, a greater proportion of trips are short stay. These are potentially single purpose trips. On the Saturday a greater proportion of stays are longer.

The average stay on the weekday is 1 hour 11 minutes. On the Saturday it is 1 hour 37 minutes. On all days we observed that a small number of Blue Badge users moved between streets; these are interpreted here as separate stays.

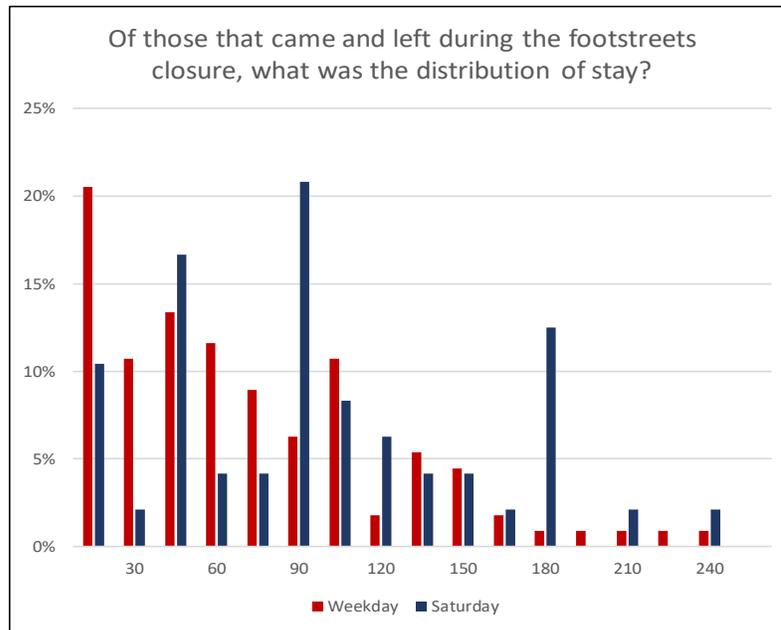


Figure 5.4: Distribution of Duration of Stay between days

## 6 Interview Analysis

### 6.1 Distribution of Destinations

Respondents were asked where they were going. They were encouraged to give up to three locations they expected to or had visited. Those destinations mentioned are plotted in the following figures for each of the streets surveyed. A larger mark is used to represent a generic central point in the street in which the user was parked.

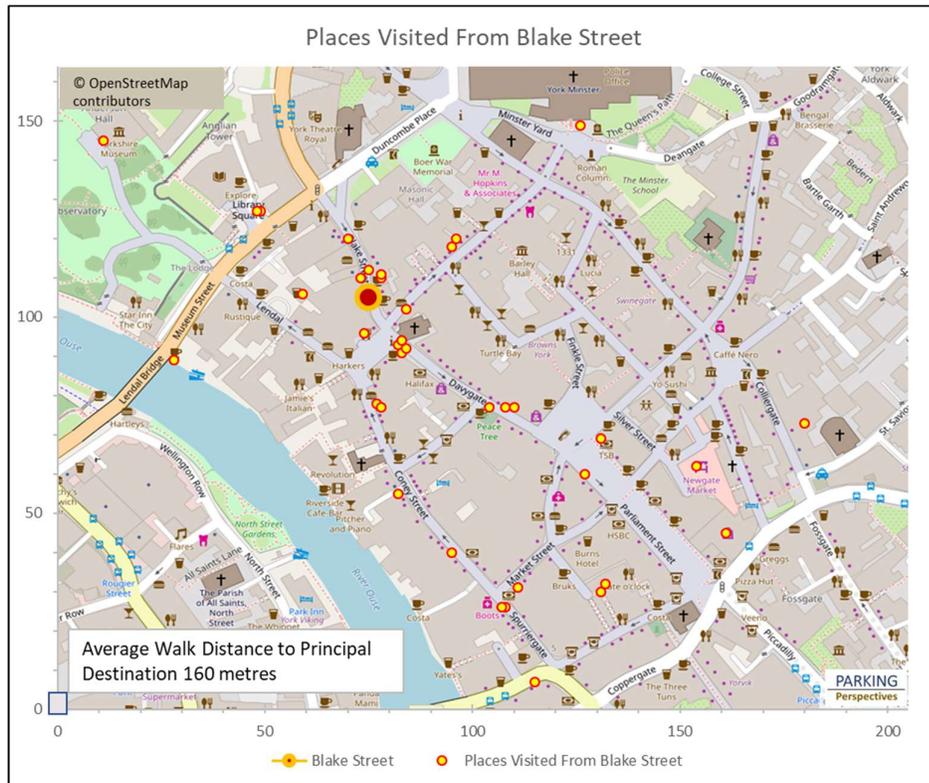
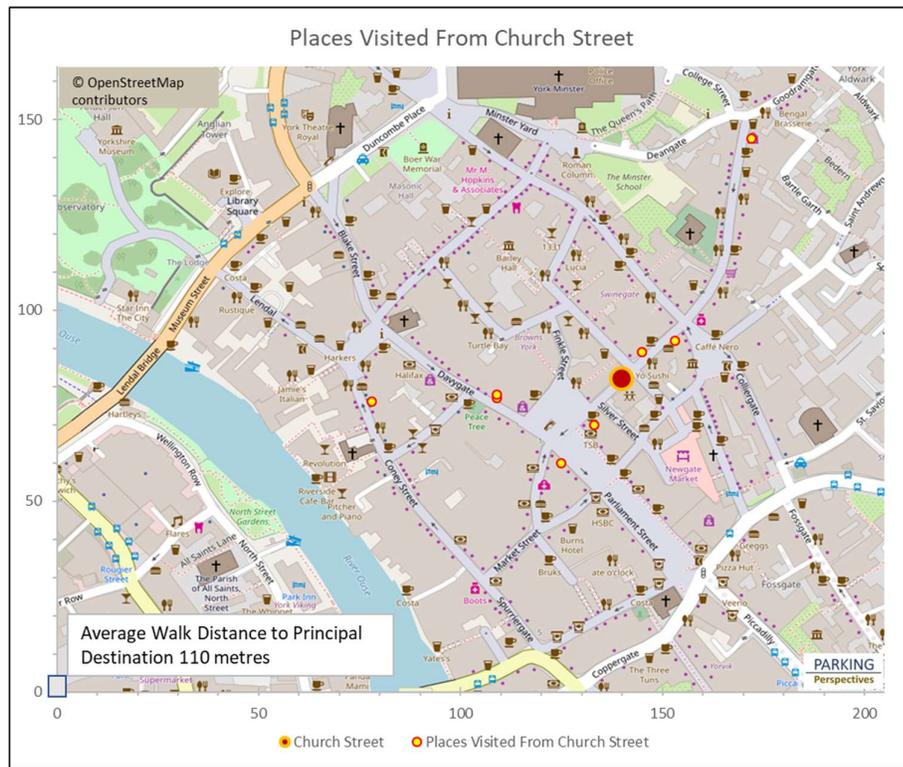
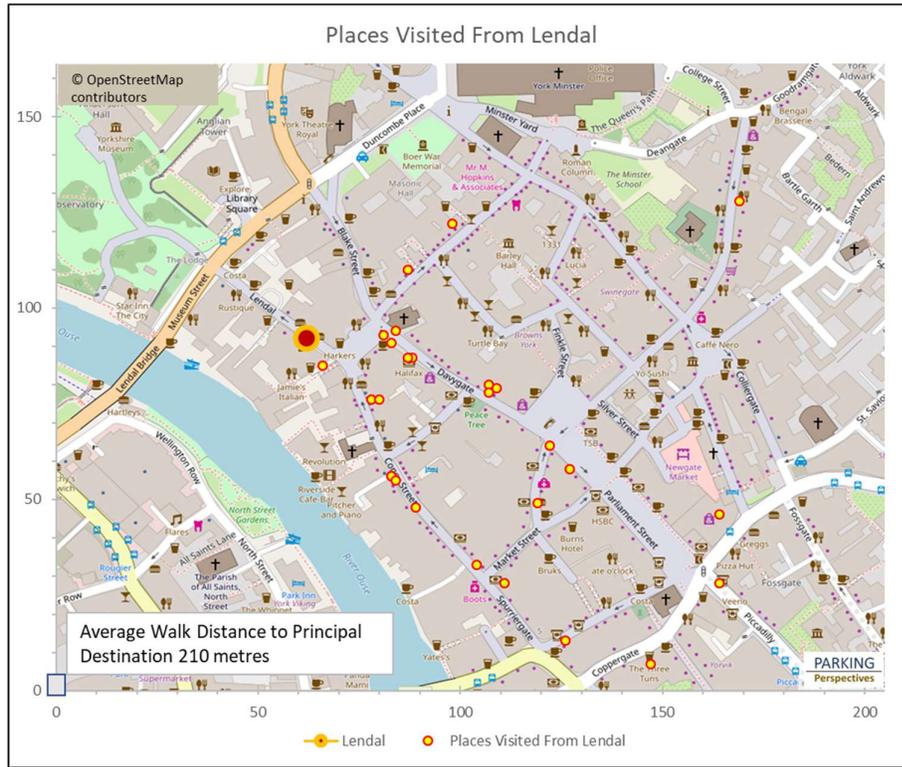
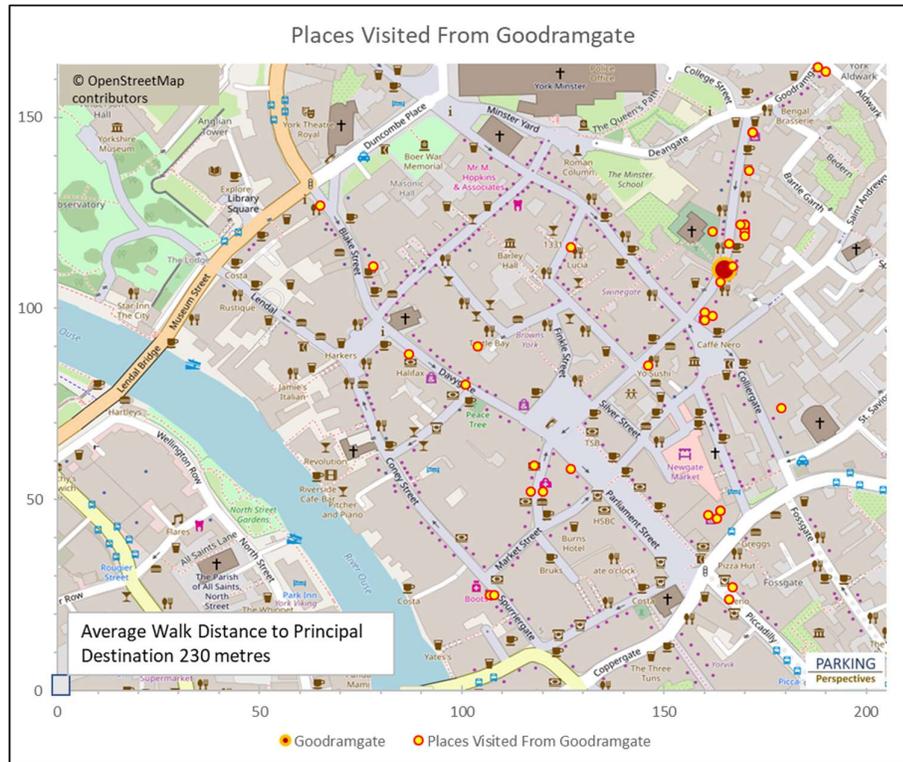
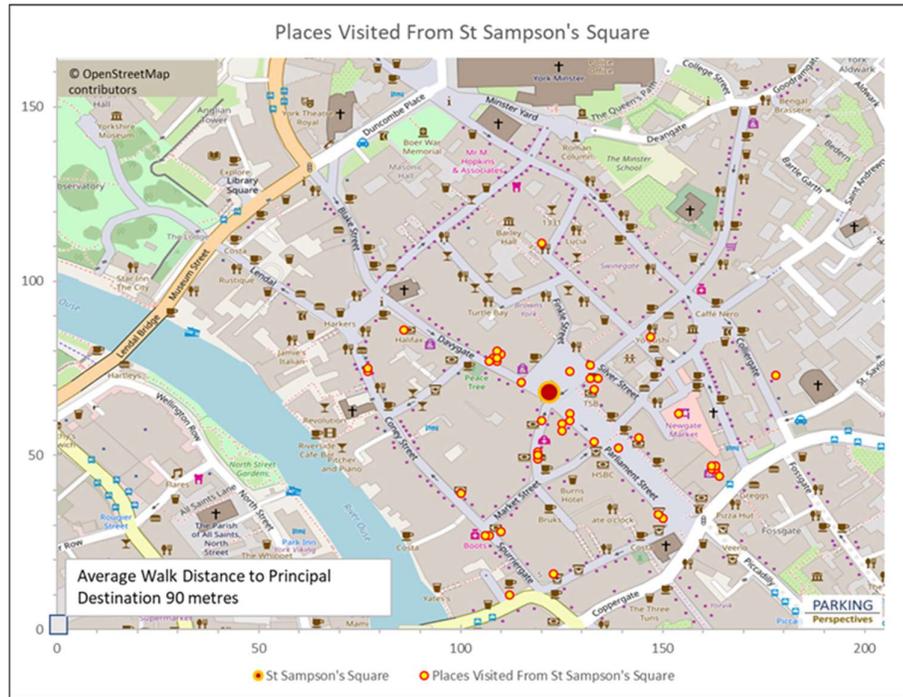


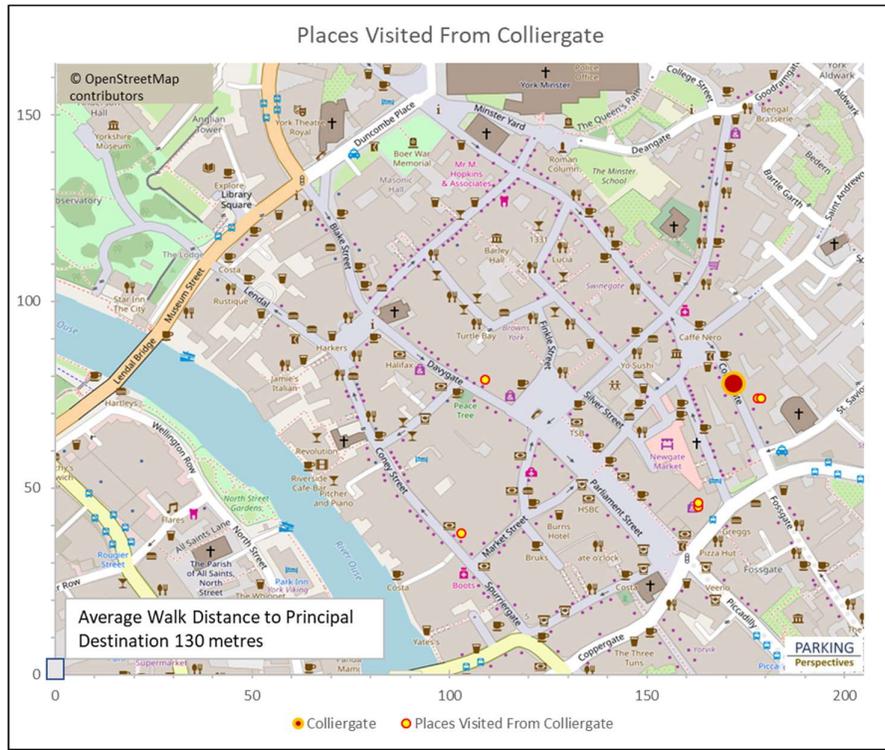
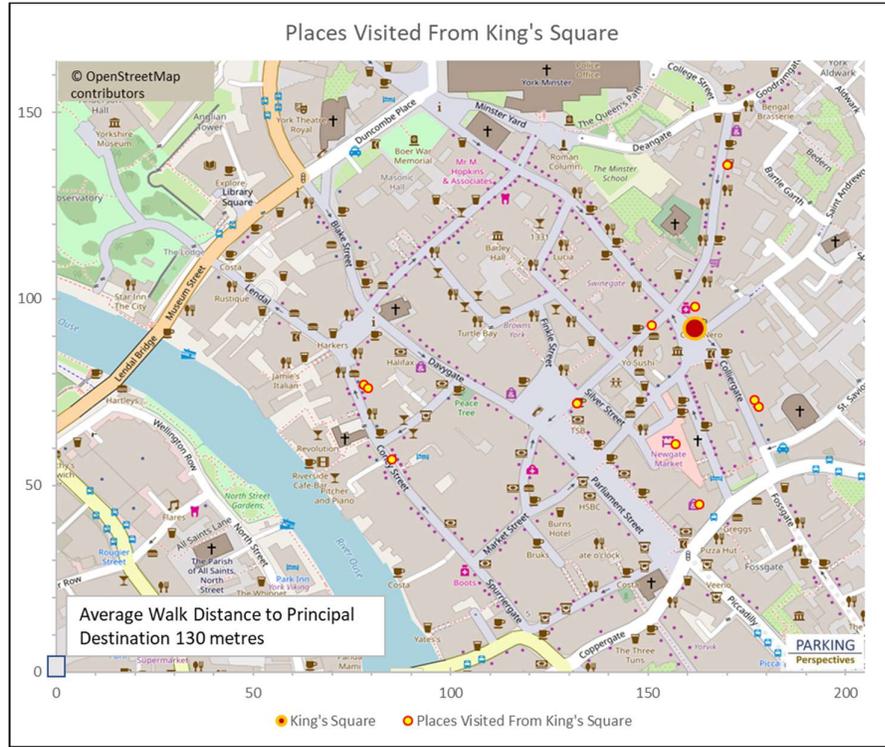
Figure 6.1: Places visited from Blake Street



York City Blue Badge Access



York City Blue Badge Access



We have determined the distance to each destination from the generic central point. The average distances to the principal or first destinations given, and that to the furthest destination given by each user, is shown in the table below.

*Table 3: Average Walk Distances by Street*

<b>Street</b>	<b>Average Distance to Principal Destination (metres)</b>	<b>Average Distance to Furthest Destination (metres)</b>
Blake Street	170	190
St Helen's Square	-	
Lendal	200	280
Church Street	110	170
St Sampson's Square	90	130
Goodramgate	170	210
King's Square	130	170
Colliergate	130	280

To put these distances into context, the following two tables set out equivalent walk distances to Browns (corner of Davygate/St Sampson's Square) from various points. The first table includes points at the periphery of the footstreets.

*Table 4: Walk Distances from points on the periphery of the Footstreets*

<b>Location</b>	<b>Distance to Browns, Davygate (metres)</b>
The Lodge (Museum Street)	350
Duncombe Place	340
Pavement/Fossgate	270
Piccadilly/Pavement	250
Grand Opera House, Clifford Street	350

The second table presents the walk distance from central car parks and the Park and Ride alighting point. These may be considered to be the minimum distances walked by those not using Blue Badges.

*Table 5: Walk Distances from Car Parks*

<b>Location</b>	<b>Distance to Browns, Davygate (metres)</b>
Q-Park (Shambles)	490
NCP (Piccadilly)	590
Marygate Car Park	720
Park and Ride (Clifford Tower)	590

## 6.2 Mobility Aids

Where a respondent was seen travelling to or from their vehicle we recorded whether and what type of mobility aid could be seen and was apparent to us. Seventy percent of those observed were seen to use some form of aid or were reliant on the assistance of others.

*Table 6: Mobility Aids*

<b>Mobility Aid</b>	<b>Freq</b>
None Seen	31
Walking Stick	35
Walking Sticks/Crutches	6
Frame	7
Wheelchair	17
Pushchair	1
Mobility Scooter	3
Assistance	4
Not Known	6

While not explicitly broached as a question, some respondents voluntarily told us that because they were able to park near to their destination they could make the journey without recourse to a mobility aid. Taking their mobility aids from their vehicles could prove inconvenient and time-consuming, thus to not need to do this was a significant benefit.

## 6.3 Journey Purpose

The reasons for Blue Badge users parking within the streets surveyed is shown in the tables below.

The footstreets as an area for shopping, services, entertainment and leisure dominated. Notably, Blake Street and Lendal drew a greater proportion of users seeking entertainment or leisure.

Only five of the users interviewed were in York as tourists. They were all interviewed in Blake Street or Lendal, which is likely a reflection of the signing and directions available. They had also all driven directly from their home.

Only two users had not driven directly from their home and were in York for shopping.

The conclusion is that the overwhelming number of users parking in the footstreets are local users accessing the goods and services of a regional centre.

Table 7: Journey Purpose by Zone

	St Helen's	St Sampson's	King's
Shopping/Personal Business	56%	87%	90%
Education	0%	0%	0%
Entertainment/Sport/Social/Tourism	44%	13%	7%
Usual Workplace	0%	0%	0%
Employer's Business/Deliver Goods	0%	0%	2%

The proportions of purpose show an increase in tendency to entertainment and leisure at the weekend. In this regard this presents nothing unexpected and is consistent with the longer dwell time seen on the Saturday.

Table 8: Journey Purpose on Different Days

	Saturday	Weekday
Shopping/Personal Business	68%	81%
Education	0%	0%
Entertainment/Sport/Social/Tourism	32%	18%
Usual Workplace	0%	0%
Employer's Business/Deliver Goods	0%	1%

## 6.4 Important Factors When Parking

### 6.4.1 Characteristics of the Parking Spot

The proximity to the destination was the overwhelming principal reason for selecting where to park for users. About a fifth considered space around the vehicle to be their principal factor. Many respondents gave more than one factor in their response.

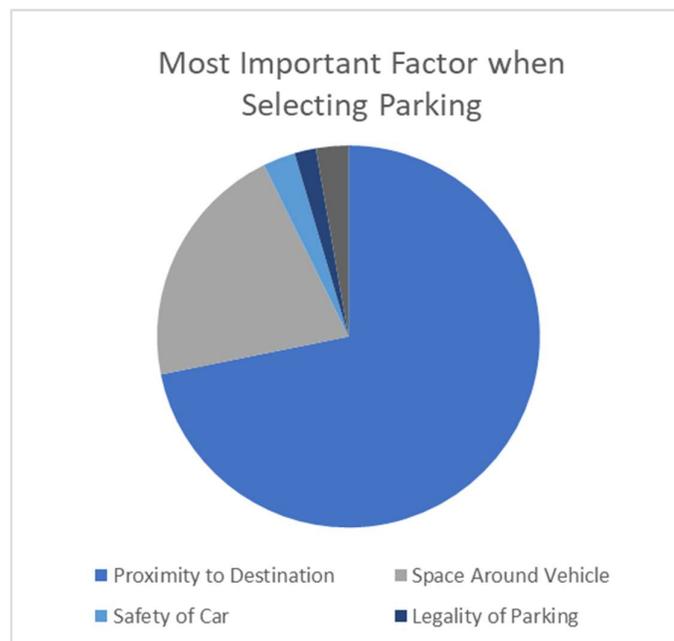


Figure 6.2: Important Factors When Parking

The proportions responding in the way shown were not notably different between the different days of survey.

A small number remarked about the ease of parking, and both through observation supported by comments from users, a number of Blue Badge drivers would look to avoid reversing. The partial closure of St Sampson’s Street was mentioned by several users as a concern; the closure not only required them to reverse, but to do so into the potentially busy pedestrianised area around Brown’s.

**6.4.2 Was Parking Straight-forward?**

We asked users whether they had found parking straight-forward. There were no days on which there was a significant divergence from the overall percentage of 90% that said “Yes” achieved across the whole dataset.

**6.5 Economic Impacts**

Users were asked to consider what they expected to spend during their visit as a group. For those interviewed on their return, this was a more precise value. Any financial commitments made, such as booking a holiday, was included.

The distribution of expected spend between the weekdays and Saturday is shown in the figure below. While many were not expecting to spend anything, especially on the weekdays, it may be that their visit did generate income to a local business; visits to the optician or collecting prescriptions may not themselves incur cost, but generate payments to the local economy.

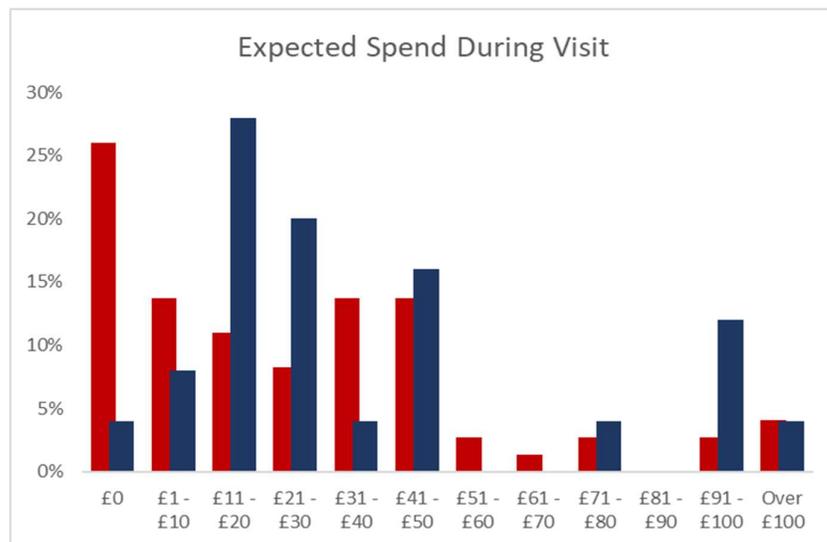


Figure 6.3: Distribution of Spend

The average expected spend for the users interviewed on a weekday was £29. On the Saturday it was £39. Applying these averages to the total number of Blue Badge users observed in the areas surveyed indicates a total annual spend of £910,000. This excludes any spend for Sundays.

## 7 Users' Comments

Blue Badge users provided some comments and opinions on their parking experience in York. Of the forty-six comments received, several themes emerged, summarised as follows:

**Signage.** Seven comments were about the limited clarity about where Blue Badge drivers could park and travel. One was unsure of where they could park and relied on hearsay, and several commented that they were somewhat uncertain on what was permitted and simply took advice from or copied others. A few suggested a map of acceptable parking locations would be valuable and others pointed out inconsistent and unclear signs. Mention was made of the continued use of the variable sign at the northern end of Church Street that states entry is restricted to Green Badge holders even though this device has been discontinued; users had come to understand that it was now accepted that entry by Blue Badge was permissible and allowed, but the uncertainty was a concern. Others commented that the road signs generally were difficult to see amongst all the other activities demanding a driver's attention in a pedestrianised area.

- **Partial Closure of St Sampson's Square.** The closure of St Sampson's Square for tables and chairs attracted six specific comments. In particular the closure created difficulty and concerns since it requires drivers to undertake a reversing manoeuvre while in a potentially busy pedestrian area. One driver reported that having arrived earlier before the road closure was in effect, the tables and chairs had been set-up around their vehicle.
- **Closures Timetable.** Allied to the closures, three users made comments suggesting that Blue Badge Users (and others) might be provided or able to access a timetable of planned closures so that they were forewarned and able to avoid driving into a situation which demanded reversing. While it was acknowledged that the Council may display notices to this effect on (a) lampposts in the area, and (b) in the local newspaper, the former were often too high and small to notice and the latter in a font size that could prove difficult to read. One driver suggested that rather than a passive communication regime using notices, these communications could be pushed out to those that chose to subscribe to receive them.
- **Concerns with pedestrian area.** Five respondents raised concerns about driving in general in a pedestrian area.
- **Designation and Allocation of Space.** A few respondents supported a more formal approach, with two requesting designated disabled bays and another that the roads be wider.
- **Arrangement is Good.** Seven respondents appreciated the current arrangement and were pleased or thought it good.
- **Duration of Stay.** A few users wanted longer stays to be permitted; one driver stated that he never worried about how long he stayed and had never received a PCN.

## 8 Appendix

Date	Time	Location	BB	GB	Surveyor
Veh Reg	Veh Type	Occupants	BB Driver? Y / N / DK	Mobility Aid	

“Good Morning / Afternoon. I am conducting a survey on behalf of York City Council. We would like to know about your experience as a Blue Badge visitor to the central area of York. Would you mind answering a few questions for us?”

---

1. What is your purpose for coming into the city centre today? *Escorting someone else (confirm purpose of that person) +10*

1. Shopping	4. Entertainment	7. Usual Workplace
2. Personal Business	5. Sport	8. Employer’s Business
3. Education	6. Social	9. Collect/Deliver Goods

---

2. Can you tell me the [shops/places] you will go to? (up to 3; specific street)

1.	2.	3.
----	----	----

---

3. Where have you come from today? *postcode sector:*

This is home? <input type="checkbox"/>	Else what is your home postcode?
--	----------------------------------

---

4. How long do you expect to stay in town?

---

5. What will limit you staying longer?

1. parking time limit	4. get bored	Done all I need to do
2. budget	5. have other commitments	Going on to other shops/location
3. need to rest		Activities close
		Other (please state):

---

6. If you are content to let me know, how much do you think you may spend on your visit today?

---

7. How often do you drive into the centre of York for this purpose?

---

8. How often do you drive into the centre of York in general?

---

9. Did you find somewhere to park today straight forward?

1. Yes
2. No

---

10. How long did it take to find somewhere you were able to park that was suitable? *Minutes:*

---

11. What is most important for you when selecting where you will park?

---

12. Do you have any comments on what would improve your experience of coming to York today?

Thank you for your assistance today.”

# COVID\_19 Economic Recovery

## Transport and Place Strategy

Annex H



Page 691

June 2020

# Executive Summary

In response to the impacts of COVID\_19 City of York Council are developing an Economic Recovery Plan. As part of this plan a one year Transport and Place Strategy has been produced to underpin the city's economic recovery, respond to reduced capacity and confidence in the public transport network, and secure the active transport benefits that have been realised during the initial lockdown. This strategy compliments and is in addition to implementation of the government's Safer Public Places guidance, which was issued in May 2020, and follows five key strands:

- Create **a people focused city centre**
- **Prioritise active transport**
- Promote **a complimentary park > walk > visit strategy** using council car parks outside the people focused city centre
- **Maintain confidence in public transport**
- **Support the city's secondary centres**

Most of the interventions set out in the strategy will remain in place for the full year – or until such point as a vaccine or treatment for COVID\_19 is in place - whereas others will only be applied as and when required by the current government COVID\_19 alert level or guidance. This provides a simple and clear framework for stepping up or down the strategic response. Should the government announce a change in alert level or guidance then the appropriate measures can be immediately actioned and communicated to the public.

It is important to note that all elements of the strategy are designed to be flexible and pragmatic. Should guidance change; anticipated trends not emerge; measures prove ineffective; or funding not be available, then the strategy will be refined. Public and stakeholder feedback will be sought throughout as part of a supporting communication and engagement plan.

## Key principles

The city's Economic Recovery - Transport and Place Strategy is designed to underpin and support the economic recovery, whilst locking in as many of the active transport benefits that have been realised during COVID\_19 as possible.

The Economic Recovery Plan for the city is aligned with the Council Recovery Plan, and the following key principles:

- healthiness
- wellbeing
- sustainability
- innovation
- inclusivity
- safety

The city's economy, particularly in the city centre, is very dependent on tourism which creates and sustains significant numbers of jobs in the hospitality, food and beverage, retail, leisure and cultural sectors. Initial estimates suggest that there could be 15,000 job losses in York as a result of COVID\_19, largely across these sectors. Creating places and an environment in which visitors can safely return to the city centre in the short term will be crucial in laying the foundations for the long term economic recovery.

## Post-lockdown measures

The ongoing response to COVID\_19 will over time involve a combination of active mitigations to ensure the infection reproduction rate remains below 1. These include:

- Continued social distancing
- Avoiding crowded places
- A sector by sector approach to returning to work
- Phased reopening of schools
- Active discouragement of the use of public transport when the risk is high, and the promotion of walking and cycling
- Downloading of a track and trace app to identify contact tracing and self-isolation following exposure to infection
- Increased levels of personal hygiene and surface cleaning
- Requirements to wear face coverings on public transport and in enclosed spaces
- Continuing to work from home wherever possible
- Shielded people and those in high risk groups to remain in self-isolation
- Full or partial future lockdowns should the virus reproduction exceed a rate of 1

A combination of the above is likely to remain in place until such time as a vaccine is (hopefully) discovered, tested, and in mass production; or combinations of anti-viral drugs that are proven to effectively treat the virus are discovered. The current best estimates are that a vaccination will hopefully be available sometime in 2021. In short, for at least the next 12 months there are likely to be varying degrees of the above measures in place, causing significant disruption to society and the economy.

## Behavioural change and the public response

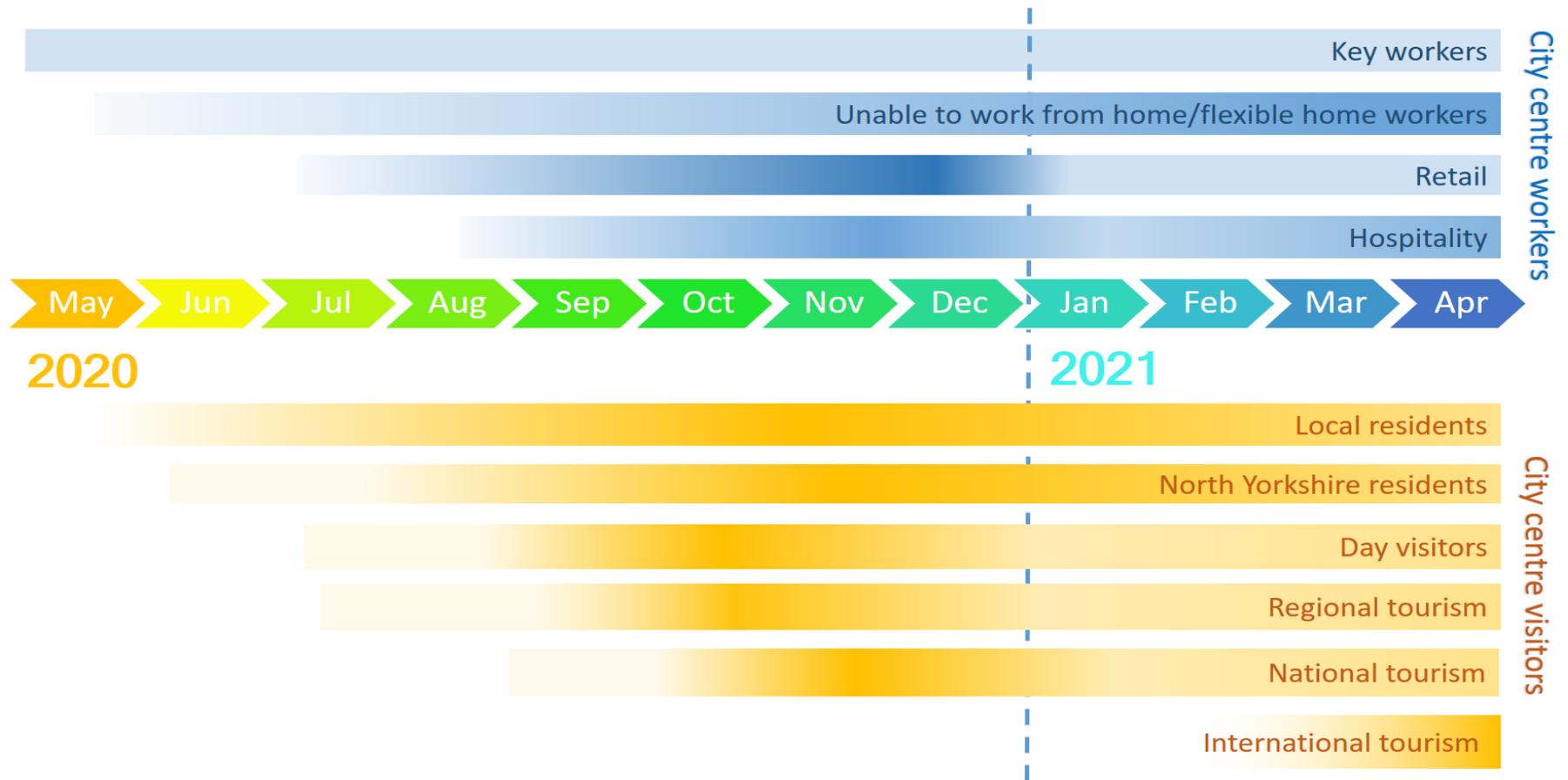
Predicting anything that will happen as a consequence of COVID\_19 is challenging. In the long term this may result in a fundamentally different 'new normal', where complete behavioural change occurs and people simply adapt to a new way of working, living, and interacting, causing permanent changes to the structure of our society and economy. Alternatively we may quickly revert back to the underpinning principles of human behaviour and the way life was pre-COVID\_19, with more nuanced societal and economic changes and a speeding up and ratchetting forward of existing trends.

In the short term, as the current lockdown is initially lifted it may feel daunting to people at first. First instincts may be to visit friends and family; travelling by car to quiet, rural areas where it is easy to social distance; and avoiding crowded places. The assumption is that people will look to spend time and money locally until confidence grows and some forms of national domestic tourism returns. International travel is expected to be severely restricted and affected for the foreseeable future.

The following page sets out very high level theoretical assumptions on when different groups who use and visit the city centre would likely return over the coming year if COVID\_19 restrictions were lifted in incremental stages and there was a continual and gradual fall in infection reproduction rates.

The darker shaded areas represent anticipated spikes in visitors or employment, particularly relating to seasonal changes such as employment.

# Estimated timeline of people returning to the city centre by group assuming a gradual release of government restrictions



However, as noted earlier in this document the measures to tackle COVID\_19 in advance of a vaccine are highly unlikely to follow a fixed trajectory, with a flexible application of future measures to respond to spikes in infection.

# Government alert levels

In response to the infection risks posed by COVID\_19 the government’s latest strategy is to follow an alert level based model to flex restrictions to respond to potential spikes in infection rates. These are set out below:

COVID Alert Levels		
Level	Description	Action
5	As level 4 and there is a material risk of healthcare services being overwhelmed	Social distancing measures increase from today’s level
4	A COVID-19 epidemic is in general circulation; transmission is high or rising exponentially	Current social distancing measures and restrictions
3	A COVID-19 epidemic is in general circulation	Gradual relaxing of restrictions and social distancing measures
2	COVID-19 is present in the UK, but the number of cases and transmission is low	No or minimal social distancing measures; enhanced testing, tracing, monitoring and screening
1	COVID-19 is not known to be present in the UK	Routine international monitoring

During the initial emergency lockdown the alert level was 5, with a reduction to level 4 in mid-May and tentative suggestions of a further relaxation to level 3 in July, dependent on infection reproduction rates. This provides a much more useful framework through which to assess the impact on those using and visiting the city centre and secondary centres, and allows a strategic transport and place approach to be tailored to each of the different alert levels that can be quickly implemented as and when the government changes the level. It should however be noted that there remains nuances within each alert level which may require a flexible local application of strategic responses.

## COVID\_19 impact on transport

The period of lockdown resulted in significant improvements in air quality, largely as a consequence of the reduction in travel resulting in far lower levels of vehicle usage. The initial guidance to exercise outside the home once a day, and reduced numbers of vehicles on the roads, also resulted in an increase in active forms of travel such as walking and cycling. This trend is entirely in line with the council's existing long term transport strategy to promote active travel, and there is an opportunity to harness the cultural shift to these modes of transport.

However, social distancing to reduce the spread of infection will in the short to medium term have a major impact on public transport. The guidance of maintaining a 2 metres distance from other people is expected to reduce the capacity of the public transport network by as much as 90%. There is also likely to be a reluctance to use public transport as the close proximity to others means it will be perceived to be the highest risk form of transport in terms of infection.

This initial reluctance is anticipated to dissipate over time, and in a post-vaccine world public transport will remain the strategic priority. There may be less demand in the long term should large scale homeworking become the norm, particularly on inter-city travel, although this would be reflected across all forms of transport. Much of the travel to York will depend on our ability to secure a sustainable long term economic recovery for the city centre.

To underpin this recovery the emergency economic response pre-vaccine will be vital and is the immediate focus of the council's COVID\_19 Economic Recovery Plan. This plan will require significant short term transport measures that are set out in the following Economic Recovery - Transport and Place Strategy, which will also lay the foundations for a future sustainable transport system.

# COVID\_19 Economic Recovery - Transport and Place Strategy

*Driving York's economic recovery and creating a sustainable transport legacy*

The COVID\_19 Economic Recovery - Transport and Place Strategy will deliver bold interventions to accelerate the city's move towards active and sustainable transport, yet also has the short term pragmatism to accept that the economic recovery relies on people, who will only visit the city centre if they can travel with confidence and in a way which they feel safe. This strategy compliments and is in addition to implementing the government's Safer Public Places guidance, which was issued in May 2020. Some elements of the strategy will require interventions throughout the 12 month period whilst others will be implemented or stood down depending on the alert level at the time.

To achieve the aims set out above the strategy will focus on five key strands:

- Create ***a people focused city centre***
- ***Prioritise active transport***
- Promote ***a complimentary park > walk > visit strategy*** using council car parks outside the people focused city centre
- ***Maintain confidence in public transport***
- ***Support the city's secondary centres***

This strategy is a time limited, one year response to the impact of COVID\_19. It does not replace the requirement for a new Local Transport Plan (LTP). The measures set out in this strategy will instead begin to serve as a test case for the LTP, and allow analysis of the impacts, and public feedback on the interventions, to help develop the long term strategies.

# COVID\_19 Economic Recovery - Transport and Place Strategy

## COVID\_19 Economic Recovery Plan

### COVID\_19 One Year Transport and Place Strategy

People focused city centre	Prioritise active transport	Park > Walk > Visit	Maintain confidence in public transport	Support the city's secondary centres
<ul style="list-style-type: none"> <li>• A safe city centre environment to social distance with confidence</li> <li>• Attract visitors back to the city centre to drive economic recovery</li> <li>• Create flexible public spaces for commercial use by local businesses</li> <li>• Harness improved air quality and increased use of active transport</li> <li>• Continue long term sustainable transport strategies</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure current increases in active travel continue</li> <li>• Provide improved sustainable transport options as alternatives to reduced public transport capacity</li> <li>• Ensure that travel by car does not become the short term solution for commuters and a long term dependency</li> <li>• Ensure those that are able to work from home continue to do so</li> <li>• Develop school drop off strategies</li> </ul>	<ul style="list-style-type: none"> <li>• Ensure the city centre is attractive to residents in the immediate future</li> <li>• Ensure the city centre is a destination of choice for visitors post-lockdown</li> <li>• Accept visitors may need to be incentivised to return</li> <li>• Accept visitors will see and use cars as the primary form of transport</li> <li>• Promote car parking opportunities <i>outside the people focused city centre</i></li> </ul>	<ul style="list-style-type: none"> <li>• Ensure that the bus and rail network continues to operate for those that need it</li> <li>• Bus stops and the railway station are safe environments</li> <li>• Capacity is increased at key times of day and times of the year</li> <li>• As the risk or perceived risk of infection reduces people return to using public transport instead of cars</li> </ul>	<ul style="list-style-type: none"> <li>• Safe environments in which people can social distance with confidence</li> <li>• Increased footstreet areas for people focused secondary shopping centres</li> <li>• Create flexible public spaces for commercial use by local businesses</li> <li>• Increased cycle parking to encourage active travel</li> </ul>

## A people focused city centre

The COVID\_19 emergency and resulting government restrictions and guidance for social distance in public places has already required the council to implement measures to create additional space within the city centre for pedestrians and business, and the repurposing of roads to allow people to safely walk and cycle.

**A people focused city** centre will redefine and expand the pedestrianised footstreets in line with Department for Transport guidance (Safer Public Places) to accommodate social distancing; create new cycle routes through the city centre to harness the modal shift to active transport; and explore options to increase the capacity for cyclists and pedestrians in crossing the river. An additional benefit will be the improvements in air quality from the consequent reduction in city centre traffic.

This strand of the strategy also has a key role in the economic recovery of the city centre as it will help to drive footfall when government guidance allows. Residents and visitors will only return to the city if they have confidence that they can safely social distance and that it is an attractive outdoor environment to spend time, given that other footfall drivers such as pubs and restaurants will not be open during higher alert levels. It will also make large public spaces and footstreets available to repurpose for local businesses to adapt their operating models to social distancing.

## Actions – People focused city centre

- Implement the government's Safer Public Places guidance in conjunction with other stakeholders and partners
- Create a priority city centre cycle route that avoids the inner-ring road and narrow pedestrian areas
- Create multiple large scale cycle parking points within the city centre through new or repurposed office/station cycle parking
- Extension of the footstreets and creation of increased public spaces that can be used by local businesses to adapt their operating models
- Create flexible areas of public space for leisure, culture and local businesses, including the potential use of Castle Car Park if viable options are identified
- All displaced blue badge parking to be replaced and concentrated in accessible points and linked to shop mobility and shuttle services
- Accelerate feasibility work to explore city delivery hub models for all businesses
- Apply indicative keep left and one way walking routes in space constrained streets and around the Bar Walls

## Prioritise active transport

During the initial COVID\_19 lockdown there was a significant rise in people walking and cycling as part of their permitted daily exercise. The reduction in vehicular traffic also meant that the roads were less busy and safer, again encouraging people to travel by bicycle.

In an attempt to harness the growing trend to active transport during lockdown; to add capacity to the sustainable transport network whilst bus and train travel is restricted; and to ensure that commuter car dependency does not emerge; the strategy proposes to invest and make bold interventions to create new networks of park and cycle hubs, priority cycle routes, cycle hire and cycle parking to prioritise active travel as the preferred form of commuter transport.

During the lockdown key workers were provided with free car parking in council car parks. This has now ended for all, except those designated as critical workers by the government (NHS and care workers). For other key workers free city car parking will only be reintroduced when the government alert level is raised to 5.

This is to avoid encouraging new car dependency in those key workers that previously did not drive to work. In the long term it would also take car parking capacity away from the visitors to the city centre that generate the demand to protect and create employment. Without footfall there will be far fewer jobs for people to commute to.

## Actions - Prioritising active transport

- Invest in all Park and Ride to also become Park and Cycle hubs
- Consider options to create two Park and Cycle super-sites with expanded cycle offers, with potential solutions including:
  - Cycle hangers for privately owned bikes
  - Cycle hire schemes if viable
  - Clear cycle priority routes to new city centre cycle parks that involve limited on road cycling
- Phase out subsidised city centre parking for key workers (except for critical workers) when government alert levels are below 5 **and** we are not in an emergency response phase, and offer alternative active transport incentives
- Develop school drop-off strategies that responds to the decreased bus capacity

## A complimentary park > walk > visit strategy

Whilst ensuring the commitment and continuation of long term sustainable transport strategies, the Transport and Place Strategy needs to reflect the major economic challenges facing the city. The structure of York's economy means that a failure to encourage residents and visitors back to the city centre once it is safe will cause huge short and potentially long term damage. Although the long term transport strategy remains completely committed to sustainable transport there is an acceptance that in the short term – and for those where active travel is not an option - cars will be the preferred method of travel due to the loss of capacity and confidence in public transport.

As the purpose of the Transport and Place Strategy is to underpin the economic recovery a complimentary **park > walk > visit** strategy will be adopted, with the promotion and incentivisation of car parking for residents and visitors in council car parks outside the people focused centre. This pragmatic response reflects that people will seek to drive to places; that they will have options as to where they visit; and that we need to be an attractive destination that people can visit with confidence and ease. This approach will drive footfall, build city centre business confidence, mitigate some of the worst immediate economic impacts, and lay a solid foundation for the economic recovery.

However, the incentives would only be applied to targeted car parks, and specifically exclude Castle, Esplanade and Piccadilly car parks so as to align with the **people focused city centre** strand of the strategy. Castle Car Park may be closed under this strategy to create additional public space for businesses and events, and Esplanade and Piccadilly Car Park would not be incentivised so as not to encourage additional cars within the city centre. The initiative would also be time limited, being phased out as and when it is appropriate to return to full priced car parking and the promotion of public transport.

## **Actions** - A complimentary park > walk > visit strategy

- The use of car parking incentives in council car parks outside the people focused city centre - when the use of public transport is being discouraged - to attract residents and visitors to the city centre
- Escalate the implementation of pay on exit and roll out across all council car parks
- Promotional campaign to encourage people to shop local and use open air food markets and retailers in the city centre
- Promotional safely visit York campaign when government guidance allows
- An exit strategy to ensure we return to public transport once confidence and capacity has returned

## Maintain confidence in public transport

Social distancing will have a significant impact on public transport. The need to maintain safe distances will vastly reduce capacity on buses and trains, both of which play key roles in York's transport hierarchy. The communal nature of public transport and requirements to wear face coverings from the 15 June, will also mean it is likely to remain the least attractive mode of transport behind walking, cycling, and cars as people try to minimise their social contact.

However, during this period public transport will still be the only viable form of transport for many people, and it is also vital that a modal shift away from bus and rail and a new wave of car dependency does not take root during the COVID\_19 response phase. Consequently it is important that significant thought and effort is given to the safety of bus and rail users and maintaining confidence in public transport.

Through strategic interventions we will ensure that the bus and rail network continues to operate for those that need it, that bus stops and the railway station are safe environments, that capacity is increased at key times of day and times of the year, and as the risk or perceived risk of infection reduces people return to using public transport with confidence instead of cars.

## **Actions – Maintain confidence in public transport**

- Support any rail campaigns relating to social distancing
- Lead an information campaign about how to social distance when using and waiting for buses
- Through the York Quality Bus Partnership encourage bus operators to make changes to ticketing, schedules and vehicles to help deliver social distancing
- Explore options to protect and enhance bus priority routes so that buses can be kept out of any additional congestion caused by increased car use
- Continuing with previous projects to develop the public transport network (e.g. York Station frontage, Castle Gateway, York All Electric Bus Town)

## Support the city's secondary centres

Although the city centre is the key driver of the economy, York's secondary centres also play important roles in the city's social and economic vibrancy. Large secondary high streets and centres such as Acomb and Haxby and out of town shopping centres at Vanguard, Monks Cross, Clifton Moor and the Designer Outlet will all need to apply the government guidance on Safer Public Places. Where the public spaces are the responsibility of third parties we will work with them to ensure that they understand and implement the appropriate measures. In secondary centres we will take the direct lead.

Secondary centres are well placed to benefit from the relaxing of restrictions as people are expected to look to shop local where they can easily travel safely by foot or bicycle. To facilitate this there will need to be increased cycle parking provision within easy access of shops and services, in addition to the measures to maintain confidence in public transport. It is not envisaged that subsidised or free car parking will be required as these areas are generally well served by low cost or free parking areas.

There are also opportunities to work with our local communities to create extended footstreet areas and public spaces where local businesses can adapt their operating models in response to social distancing and help them to become resilient and be part of the economic recovery.

## **Actions – Support the city’s secondary centres**

- Implement the government’s Safer Public Places guidance in secondary centres in conjunction with other stakeholders and partners
- Explore options for extended footstreet areas and creating people focused environments
- Create increased public spaces that can be used by local businesses to adapt their operating models
- Increase secondary centres’ cycle parking
- Refine the current interventions at Bishopthorpe Road based on public feedback
- Ensure third parties implement the Safer Public Places guidance at out of town shopping centres

## Implementation of the strategy

Many of the actions and interventions set out in this strategy will run for the duration of the one year period and potentially beyond – although all measures will need to be flexible and pragmatic and remain under review based on government guidance, local responses, and ongoing assessments of the outcomes of the interventions.

The implementation of the strategy will have two key strands – those elements which are intended to be in place throughout the COVID\_19 response, and those that will be introduced or ended depending on the government alert level at any given time. This will provide a very clear and easy to use framework. Should the government announce a change in alert level then the appropriate measures can be implemented and communicated to the public. Any changes to restrictions within each alert level will be assessed and responded to in consultation with elected Members.

A number of the measures in the strategy required urgent implementation to ensure the city was ready for the reopening of non-essential retail on the 15 June. The following section sets out the measures that were in place for that date, and which different measures will be introduced or removed based on the government alert levels.

## Priority measures that were implemented for the reopening of non-essential retail on the 15 June 2020

- A first phase extension of the city centre footstreets, with staffed barriers to assist the public (see Annex I)
- Identification of a second phase of city centre footstreet extensions (see Annex I)
- Implementation of a Circulation Management Plan for pedestrians
- Increased disabled parking provided at Monk Bar car park, with individual taxis providing personalised shuttle services in to the heart of the centre for those that need it
- Identification of constrained streets where queuing will be challenging, with a wraparound support service for businesses
- Guidance and support packs issued to businesses on how to reopen safely
- Public toilets reopened, with additional temporary toilets procured
- Launch of the Let's Be York campaign to provide information and support for all residents, visitors and businesses
- Bespoke city wide signage created, implemented and shared with all stakeholders and businesses to ensure a consistent, friendly and high quality standard

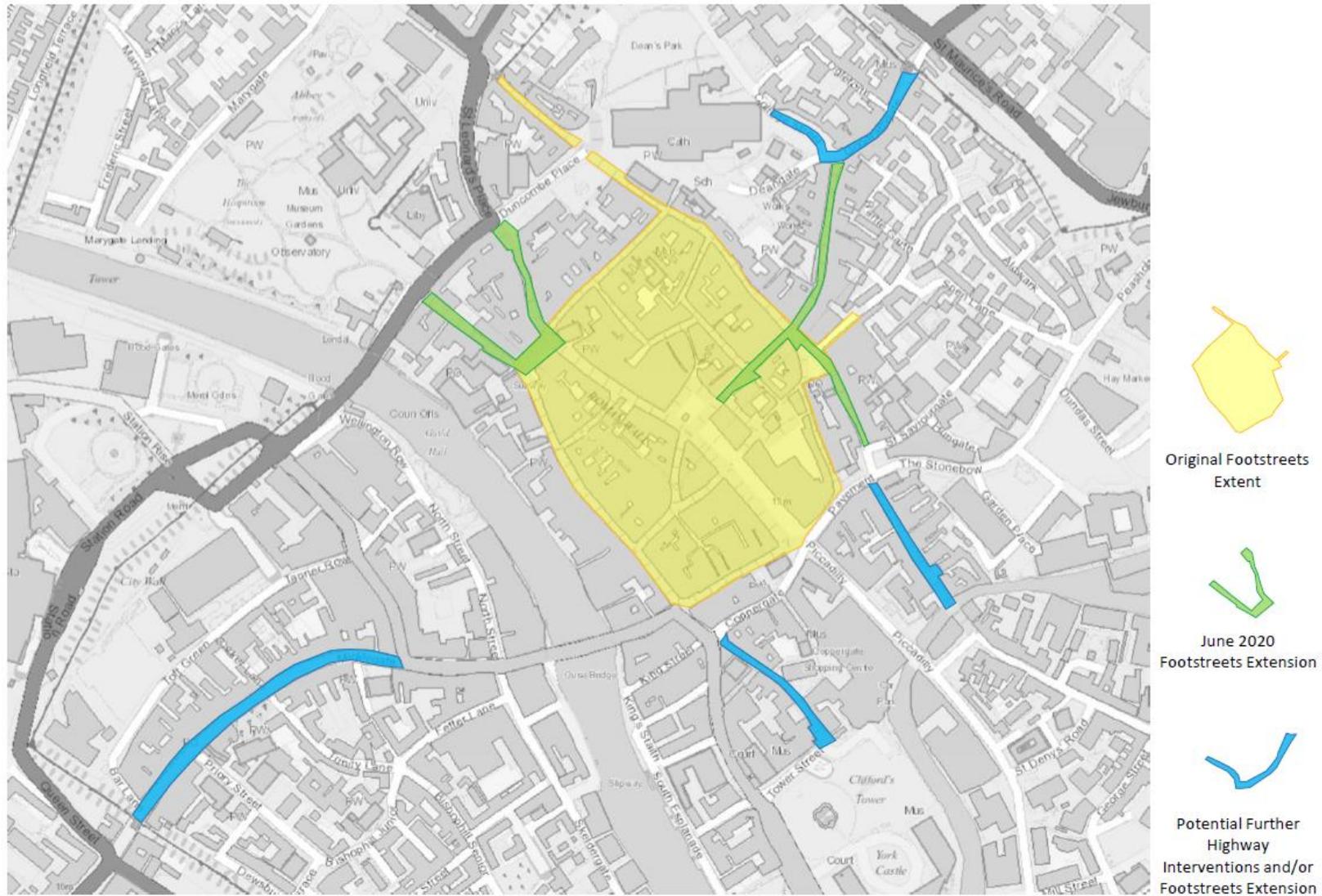
# Implementation of the strategy based on government alert levels

The following table sets out when each element of the strategy will be in place under the government alert levels.

Action	Alert level				
	1	2	3	4	5
<b>People focused city centre</b>					
Implement the government's Safer Public Places guidance			✓	✓	✓
Create priority city centre cycle route	✓	✓	✓	✓	✓
Large scale city centre cycle parking points	✓	✓	✓	✓	✓
Extension of footstreets for use by local businesses		✓	✓	✓	✓
Create flexible areas of public space on Castle Car Park		✓	✓	✓	✓
Displaced blue badge parking concentrated in accessible point(s)		✓	✓	✓	✓
Accelerate feasibility work for city delivery hub models	✓	✓	✓	✓	✓
Keep left and one way walking routes in space constrained streets		✓	✓	✓	
One way walking route around the Bar Walls		✓	✓		
<b>Prioritising active transport</b>					
Invest in all P&R to also become Park & Cycle hubs	✓	✓	✓	✓	✓
Create two Park & Cycle super-sites		✓	✓	✓	
Free city centre parking for key workers					✓
Develop school drop-off strategies		✓	✓	✓	

Action	Alert level				
	1	2	3	4	5
<b>A complimentary park &gt; walk &gt; visit strategy</b>					
Incentivise visitor parking in car parks outside inner-ring road			✓		
Escalate implementation of Pay-On-Exit	✓	✓	✓	✓	✓
Promotional campaign to shop local in city centre markets			✓	✓	✓
Promotional campaign to safely visit York	✓	✓	✓		
Develop exit strategy to return to public transport	✓	✓			
<b>Maintain confidence in public transport</b>					
Support rail campaigns relating to social distancing			✓	✓	
Support bus operators deliver social distancing measures			✓	✓	
Lead campaign on social distancing on buses			✓	✓	
Protect and enhance priority bus routes		✓	✓	✓	✓
Continue with capital projects to enhance public transport	✓	✓	✓	✓	✓
<b>Support the city's secondary centres</b>					
Implement the government's Safer Public Places guidance			✓	✓	✓
Explore extending footstreets and people focused environments			✓	✓	✓
Create public spaces for use by local businesses		✓	✓	✓	✓
Increase secondary centres' cycle parking		✓	✓	✓	✓
Ensure out-of-town shopping applies Safer Public Places guidance			✓	✓	

# Annex I – footstreets extended on 15 June and proposed future footstreet and highway interventions





## **Independent Review of York City Centre Disabled Access Offer**

### **Introduction**

Disabled Motoring UK (DMUK) was invited to carry out a desk based independent review of York City centre disabled access offer. The City of York Council (CYC) has an ambition to make the city carbon neutral by 2030 and removing vehicular access (or significantly reducing it) will undoubtedly help towards achieving this ambition. CYC has also taken seriously its responsibility to keep its citizens safe by implementing government guidance on Safer Public Places regarding city centre access.

In response to the Coronavirus pandemic the CYC Executive have adopted a one-year Covid-19 Economic Recovery strategy which includes an extension to the city footstreets and extended the hours they are in force. This enables the council to protect its citizens by creating extra space for social distancing, allow businesses to continue to operate safely using the extra space and fits with the council's carbon neutral ambition as well protecting citizens from security risks.

The CYC has undertaken significant engagement with the local community including citizens with restricted mobility pre-covid-19, and since the outbreak urgent changes were implemented to protect the health and safety of the public in general.

### **Access**

York is a beautiful historic walled city which attracts many thousands of visitors each year. One in five of those visitors will have some form of disability. In the UK, approximately seven million people of working age have a disability, which all adds up to an awful lot of spending power. This is known as the "purple pound" and is reckoned to be worth around £249bn to the UK economy. Whatever landscape CYC wants in the future for its city centre, it must be open and welcoming to people with disabilities. Not only must it do this from a legal perspective, but it is vital from an economic perspective as well. As part of its ambitious plans for the future of the city centre CYC should include ambitious aspirations for accessibility and inclusivity. There is no reason why York cannot create a model of accessibility that others can use as a blueprint to follow.

There will need to be investment to make that happen, but the long-term benefits will more than justify the initial investment.

Engagement with the local community has already taken place and is ongoing. This must continue. It is vital that issues and concerns are discussed and addressed where possible. Openness and transparency with all stakeholders, including those with restricted mobility is key to fostering trust and understanding between all parties affected by the changes. An Equalities Impact Assessment was carried out as part of the temporary footstreet extension scheme and as a result 56 new Blue Badge disabled parking spaces have been put in place at different locations, 40 of which are at Monk Bar Car park. There is considerable support in favour of the footstreet extension scheme but there are also concerns from disabled groups and individuals that need to be addressed. People with disabilities are often thought of as one homogenous group but this is a fundamental error. Unfortunately it is also a common error. Disability is a word which covers a multitude of different conditions both mental as well as physical and within any one of those conditions there will be varying degrees of severity of the condition. It therefore stands to reason that there is no one solution that will suit all disabilities. There is no point wasting time and effort trying to find a single solution (many have tried and failed) but rather the strategy should be to adopt a flexible approach and find multiple solutions that benefit a much wider proportion of the disabled community. When vehicular access to streets is taken away, disabled citizens quite understandably feel shut out and discriminated against. Often the reason is that they park their vehicle in the street to carry out a particular action, for example to visit the bank or post office or a particular retailer. Therefore it is logical to make sure that measures are put in place to allow that action to continue for that person. In the vast majority of cases an alternative solution can be found and suggested, often with help and co-operation from the individual or group concerned.

Every city is unique and will have its own challenges and York is no different. In places the street architecture does not help those with restricted mobility and this has to be taken into consideration. Cobbled streets and uneven or slippery surfaces are not helpful to wheelchair and powerchair users and no more so for ambulant disabled people. However the extra space that footstreets provide will be welcome for most disabled citizens provided the surfaces are in good condition. Navigating the city landscape from parking areas to the footstreets and city centre is a big concern and accessible routes need to be signposted. All accessible routes must first and foremost be safe for people with disabilities to use. They should have rest areas (a place to sit so the person can rest) at regular distances, dropped kerbs at appropriate points and hand/guard rails fitted where necessary. All routes must be tactile to assist those with visual impairments. For those not able to make the distance from the parking area to the centre, a low speed (20mph max), green (EV), free, accessible shuttle vehicle should be provided to transfer disabled people from the parking hubs to the centre and footstreets. This service might be provided with the help and co-operation of access providers like Shopmobility and other community transport providers. It is commendable that CYC has provided a free taxi shuttle service from Monk Bar car park where 40 new disabled bays have been provided to the centre, but this should be seen as a temporary

measure not a long-term solution. The service is being used and appreciated, which can be evidenced by the complimentary comments made by those who use it. However it has to be acknowledged that the taxi shuttle service will not help everyone. Many of will not even know of its existence unless there is significant publicity of it.

## **Public Transport**

Using public transport as an alternative means of gaining access to the city centre is an option that may be realistic for some disabled citizens, however for many it will not be an option at all. An audit of accessible transport provision must be undertaken as part of the planning for future city access. Not only should buses, taxi's and trains be accessible and offer a good service, the routes to and from their terminus and drop off points must be accessible. Often disabled citizens are put off from using these methods of transport as they have to book in advance to get assistance or when attempting to use the transport find there is no space available for them to use. A large amount of disabled people have reported having a bad experience (very often multiple poor experiences) when trying to use public transport and many do not trust it as a safe means of transportation. There is a substantial amount of work to do to gain trust in public transport and assurances will need to be made that journeys will be safe, regular and reliable. Many disabled citizens will plan their journeys in advance for a variety of reasons and having the confidence of knowing that their journey to and from their desired destination will happen is incredibly important to them.

## **Parking**

York has approximately 7,500 Blue badge holders and there will be considerably more Blue Badge holders visiting the city throughout the year. Nationally it is estimated for every disabled bay there are 38 Blue Badge holders. The Blue Badge eligibility criteria changed in August 2019 to include people with hidden (unseen) disabilities and as a result Blue Badge applications are expected to rise. This will put increasing pressure on existing disabled bays. It is therefore paramount that disabled bays are kept available for genuine Blue Badge holders and not abused. It is commendable that the CYC has a policy of enforcement and that it prosecutes Blue Badge abuse and misuse. This is definitely an excellent deterrent that works and must continue. It also sends a very clear and strong message to the local community that Blue Badge abuse in York will not be tolerated. Currently parking for Blue Badge holders in council controlled car parks is free of charge, again this is highly commendable, but taking this approach does tempt other motorists to try to "get away with it" by parking in the bays which denies genuine Blue Badge holders the bay and increases levels of abuse and misuse. A future policy of charging a concessionary rate for parking should be considered. This would help reduce the temptation to abuse the bays and protect more bays for genuine users. An example of a concession which makes a reasonable adjustment would be "The first hour is free for Blue Badge holders". This would allow for the extra time needed for disabled citizens to gain step free access to goods and services without being penalized due to their disability (a reasonable adjustment).

If the temporary footstreets are to remain in place post pandemic, consideration should be given to creating “parking hubs” for Blue Badge holders as close to the limits of the closed off areas as possible. Accessible routes and assistance providers can then be provided to assist disabled citizens complete their journey into the closed off footstreets and city centre from the parking hubs. The ratio between off street council owned car parks and privately owned car parks in the city is approximately 50/50. Unfortunately, due to time constraints it has not been possible to ascertain the number of accessible bays and what charging mechanisms are in use in the privately owned car parks. An audit of private owned car parks is required so a true picture of the accessible parking offer in the city can be established.

### **Summary and recommendations**

The extension of the footstreets will be a genuine concern for some disabled citizens who would normally park their vehicles in those streets on a regular basis to carry out a particular action/task. CYC has taken steps to provide extra alternative parking spaces elsewhere and provided a shuttle service at no cost to the user. It is vitally important that communication remains open and ongoing to try to overcome any difficulties posed by the footstreet extension until a full physical access audit can be carried out. This is the only way CYC can truly understand the impact of the measures and find solutions to mitigate those impacts which will inform future decision making on the future of the footstreets and the Local Transport Plan.

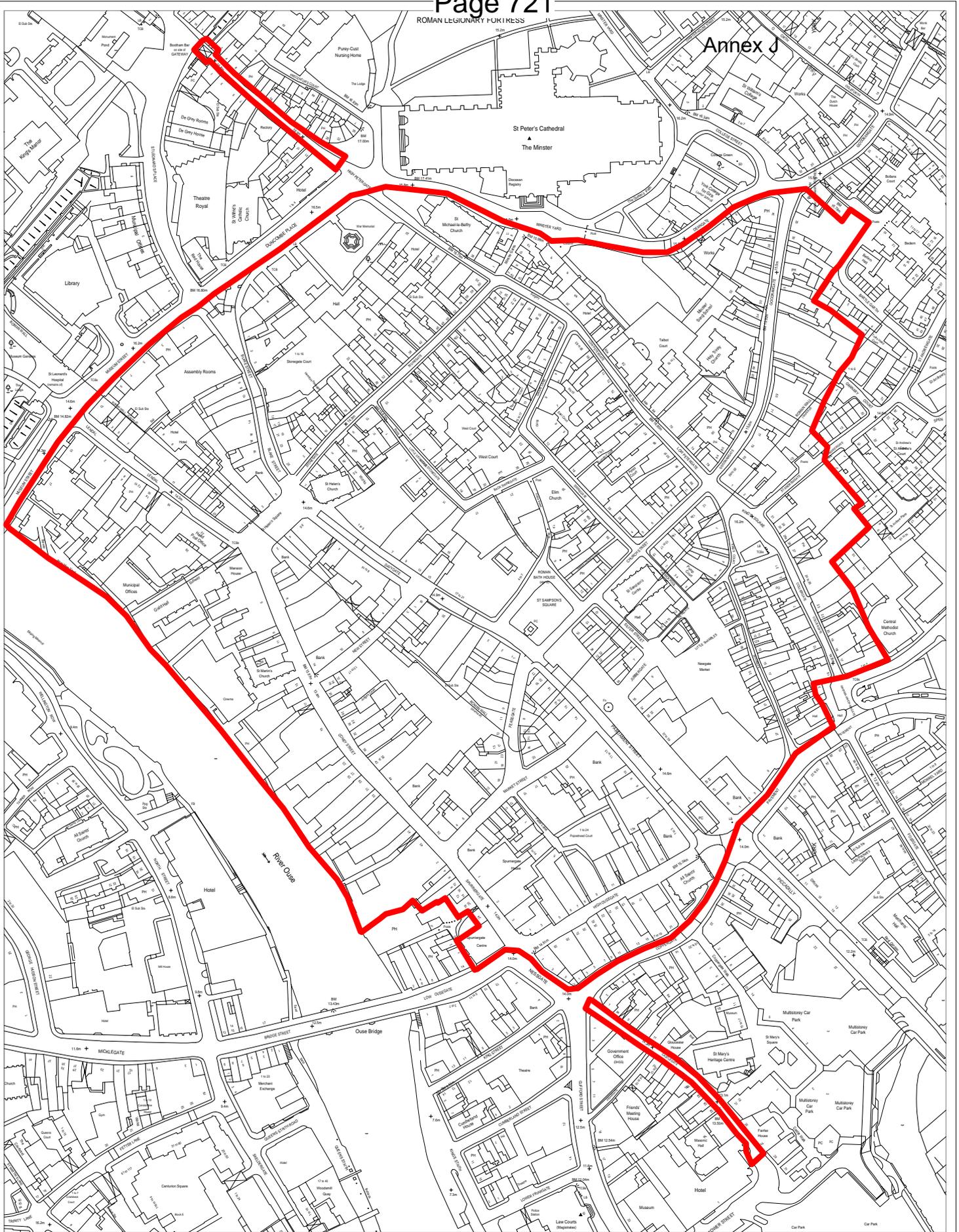
The future access of York city centre and footstreets needs to be given equal gravity when considered alongside the security and carbon neutral plans and all three streams should be considered together as part of the master plan, ensuring that York remains an open, inclusive, economically vibrant and safe place for citizens to enjoy.

### **Recommendations**

1. It is recommended that as soon as it is safe to do so, a detailed on-site audit of accessibility is carried out by a qualified access auditor. This must be a comprehensive audit of the area (not just the footstreets) including access routes from the station, bus stops and car parks.
2. CYC should consider appointing an Access Officer to work with the council on access issues and ensure inclusivity in decision making. The Access Officer should also be a liaison for local disabled citizens and groups. This position would be ideally suited to a qualified Access Auditor with lived experience of disability.
3. An audit of accessible local public transport should take place to establish what the access offer is and how it can be improved for the future. Again this piece of work should be carried out by a qualified Access Auditor with lived experience of disability.

4. It is recommended that CYC develops a close working relationship with access providers like Shopmobility, dial-and-ride and other community transport providers. Although it is understood that CYC does provide some funding to Shopmobility, the links need to be strengthened and developed to ensure an excellent service can be provided to customers.
5. An audit of privately owned car parks in York should be carried out to establish the true number and availability of disabled parking spaces in the area and what (if any) concessionary charges are made to Blue Badge holders.
6. In CYC car parks consideration should be given to introducing a concessionary charge for Blue Badge holders. This can only be justified if the car park manages the disabled parking provision and protects it for genuine Blue Badge holders. All CYC car parks should be safe places for citizens to park and leave their vehicles and therefore it is recommended that CYC invests in a safer parking scheme owned by the British Parking Association.
7. If footstreets are to remain post Covid-19 and CYC are continuing to focus on carbon reduction initiatives and security protocols, it is recommended that as part of the master plan CYC should consider identifying "Parking Hubs" to welcome visitors to the city before continuing their journey into the centre via other transport methods e.g. walking, cycling, assisted travel from the hubs using low speed EV shuttle service.
8. It is recommended that CYC invests in accessible routes from parking and other transport hubs into the center and footstreets. These routes should be signposted and meet all the criteria required to ensure a safe transition from the transport hubs to the centre for citizens with restricted mobility. An access audit of these routes should be carried out and recommendations made.

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CITY OF  
**YORK**  
COUNCIL

**FOOTSTREET AREAS**  
 **Boundary of Areas**

SCALE 1:3000  
Originating Group

DRAWN BY PSL  
Project

DATE 26/5/2010  
Drawing No.

DT98140



9, St. Leonards Place, York, YO1 2ET  
Telephone: 01904 551550

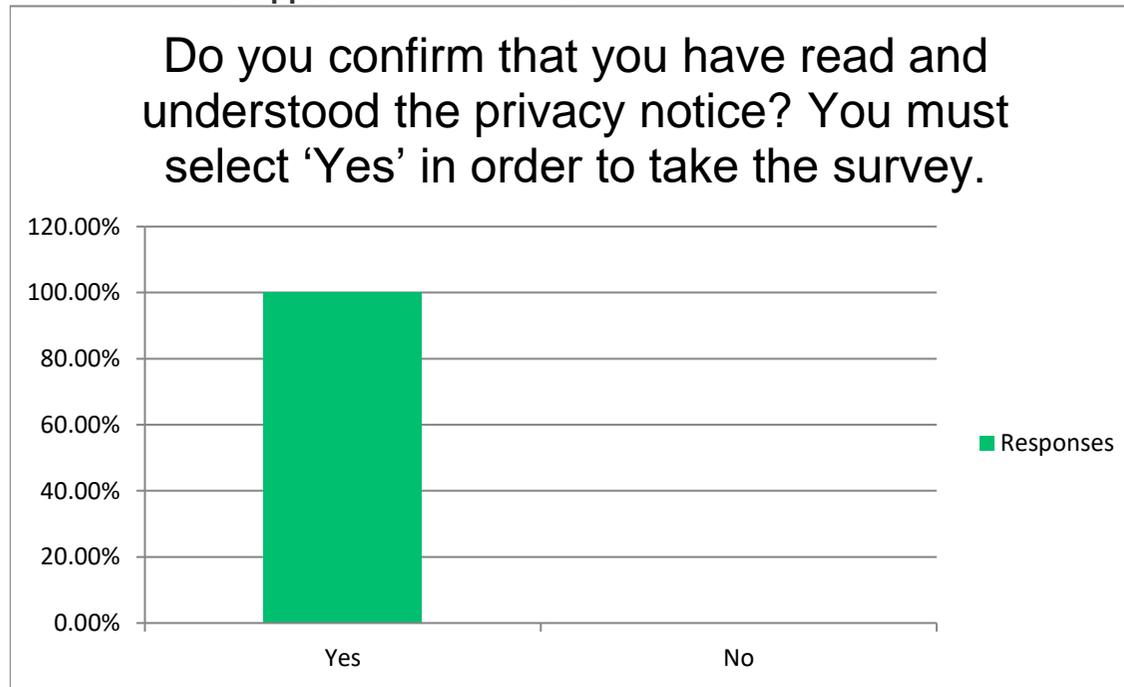
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City Centre Blue Badge Parking

Do you confirm that you have read and understood the privacy notice?

You must select 'Yes' in order to take the survey.

Answer Choices	Responses	
Yes	100.00%	540
No	0.00%	0
<b>Answered</b>		<b>540</b>
<b>Skipped</b>		<b>0</b>



City Centre Blue Badge Parking

**Postcode:**

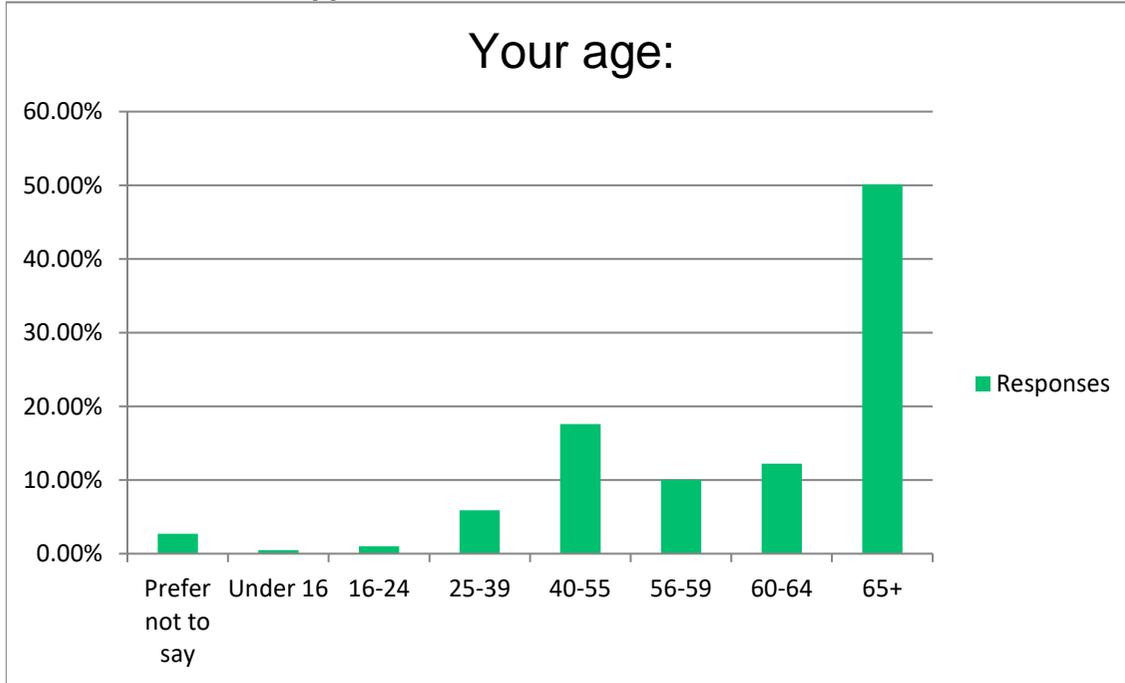
**Answered**            **363**

**Skipped**             **177**

City Centre Blue Badge Parking

Your age:

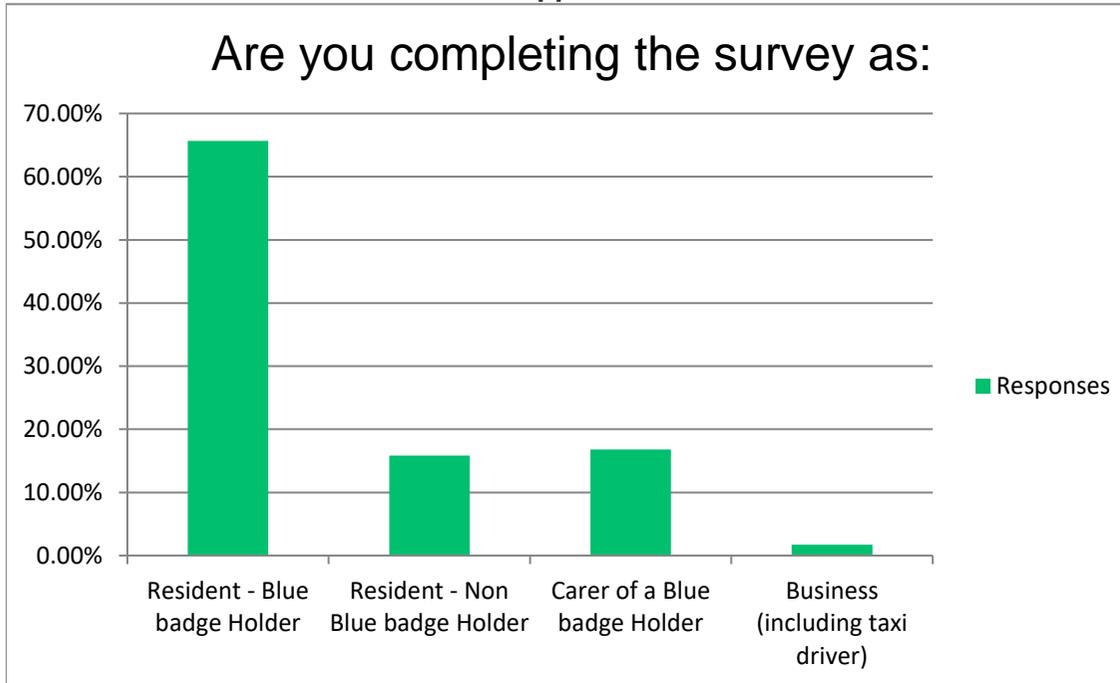
Answer Choices	Responses	
Prefer not to say	2.69%	11
Under 16	0.49%	2
16-24	0.98%	4
25-39	5.87%	24
40-55	17.60%	72
56-59	10.02%	41
60-64	12.22%	50
65+	50.12%	205
<b>Answered</b>		<b>409</b>
<b>Skipped</b>		<b>131</b>



## City Centre Blue Badge Parking

### Are you completing the survey as:

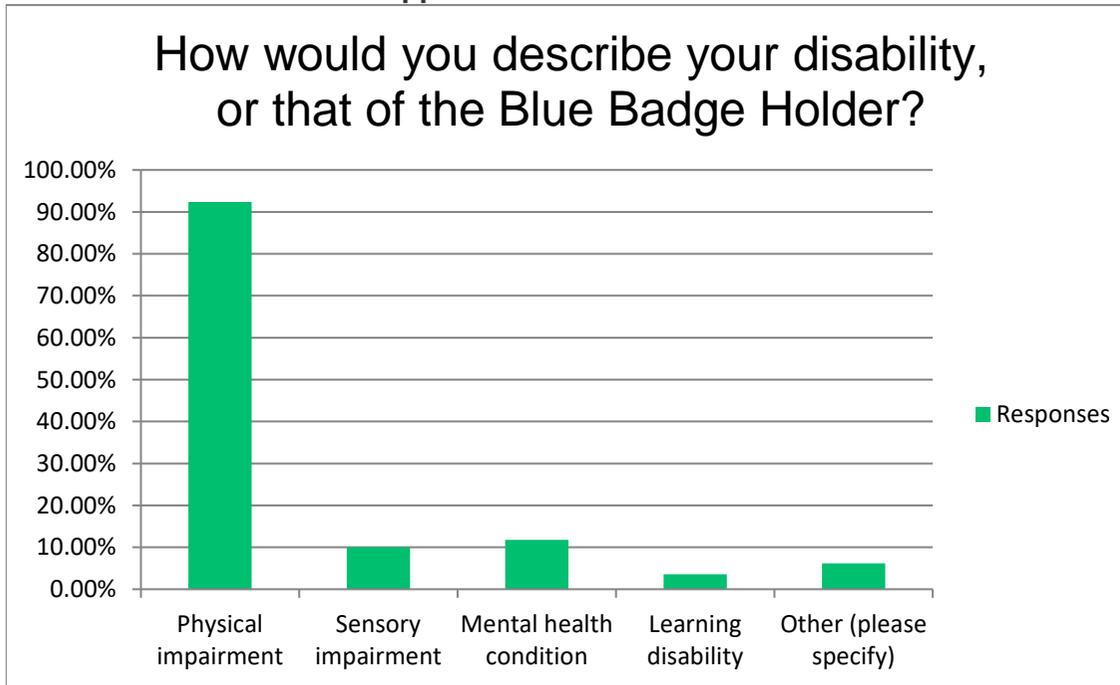
Answer Choices	Responses	
Resident - Blue badge Holder	65.69%	270
Resident - Non Blue badge Holder	15.82%	65
Carer of a Blue badge Holder	16.79%	69
Business (including taxi driver)	1.70%	7
	<b>Answered</b>	<b>411</b>
	<b>Skipped</b>	<b>129</b>



## City Centre Blue Badge Parking

### How would you describe your disability, or that of the Blue Badge Holder?

Answer Choices	Responses	
Physical impairment	92.33%	313
Sensory impairment	10.03%	34
Mental health condition	11.80%	40
Learning disability	3.54%	12
Other (please specify)	6.19%	21
<b>Answered</b>	<b>339</b>	
<b>Skipped</b>	<b>201</b>	



## City Centre Blue Badge Parking

### Image 1

Variable	1
Viewed	183

### Image 2

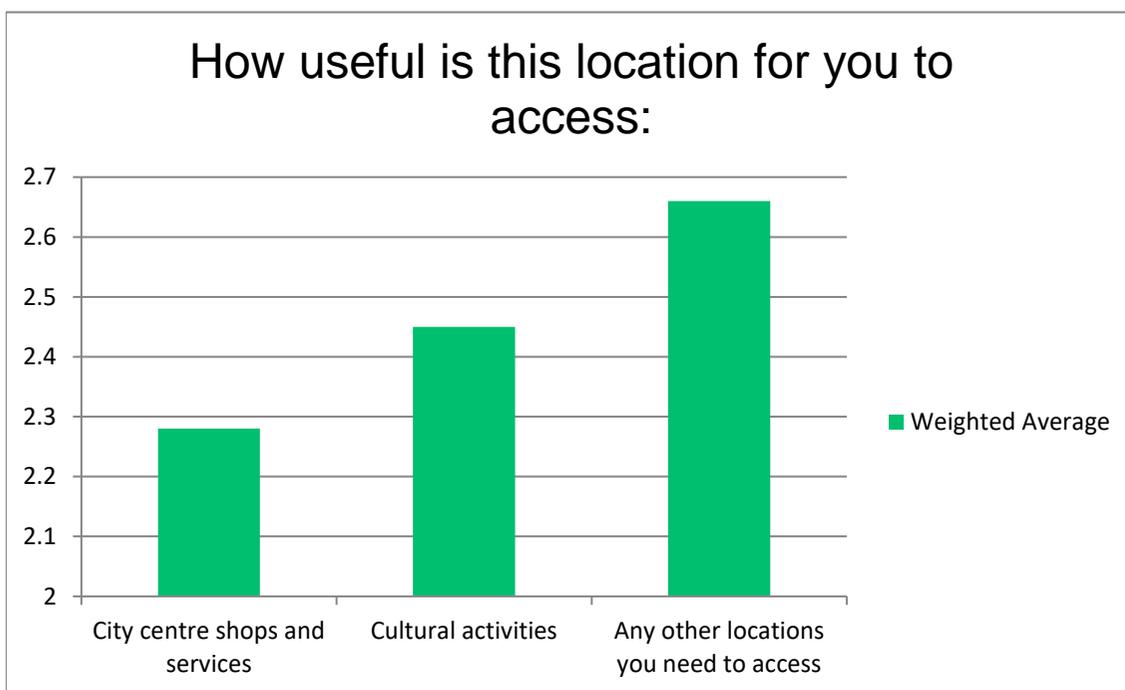
Variable	2
Viewed	211

## City Centre Blue Badge Parking

Blake Street/Duncombe Place

### How useful is this location for you to access:

	Extremely useful		Very useful		Somewhat useful		Slightly
City centre shops and services	39.27%	119	26.07%	79	14.19%	43	8.25%
Cultural activities	33.96%	90	24.53%	65	18.87%	50	8.30%
Any other locations you need to access	27.31%	74	24.35%	66	21.40%	58	8.49%

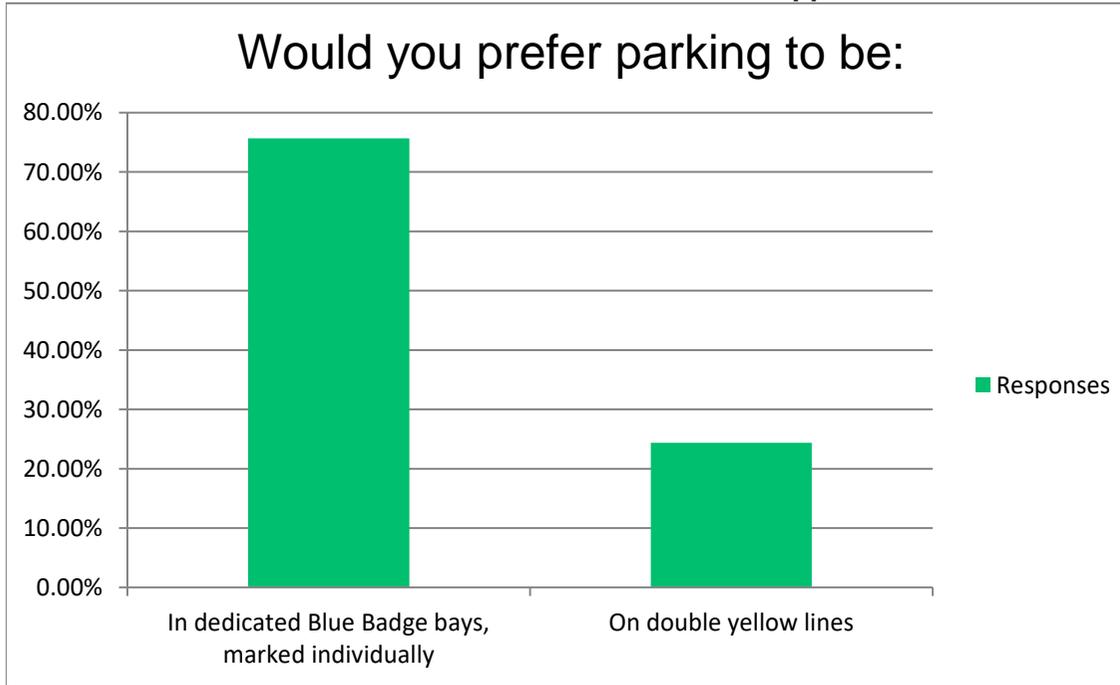


useful		Not at all useful	Total	Weighted Average	
	25	12.21%	37	303	2.28
	22	14.34%	38	265	2.45
	23	18.45%	50	271	2.66
			<b>Answered</b>	<b>304</b>	
			<b>Skipped</b>	<b>236</b>	

## City Centre Blue Badge Parking

### Would you prefer parking to be:

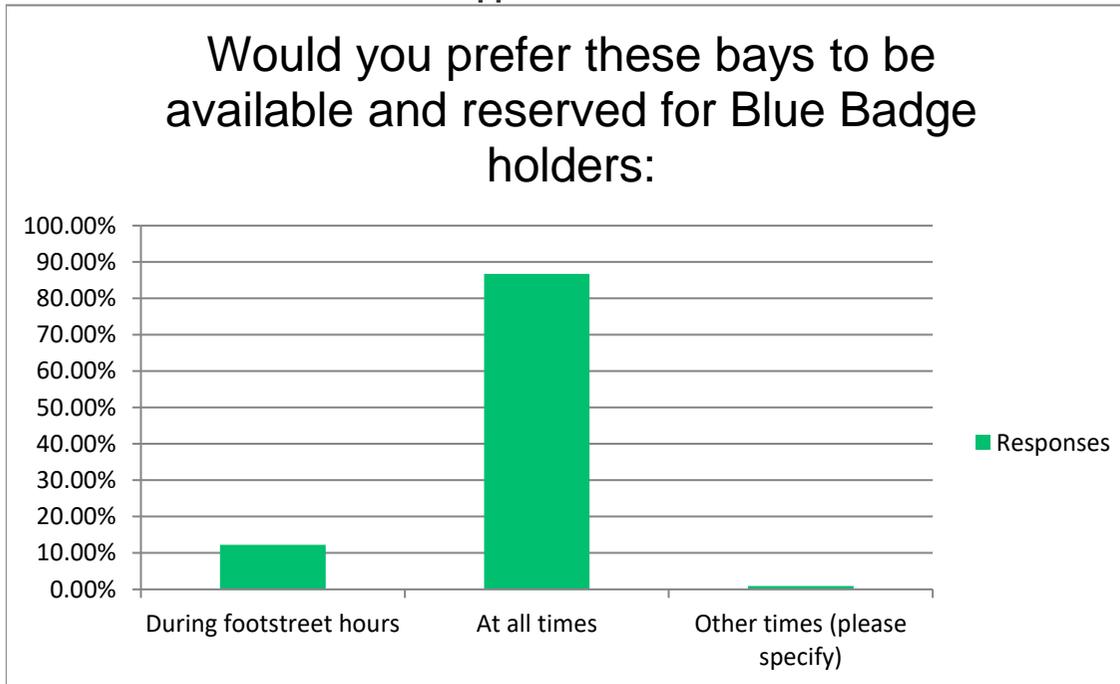
Answer Choices	Responses	
In dedicated Blue Badge bays, marked individually	75.65%	233
On double yellow lines	24.35%	75
	<b>Answered</b>	<b>308</b>
	<b>Skipped</b>	<b>232</b>



## City Centre Blue Badge Parking

Would you prefer these bays to be available and reserved for Blue Badge holders:

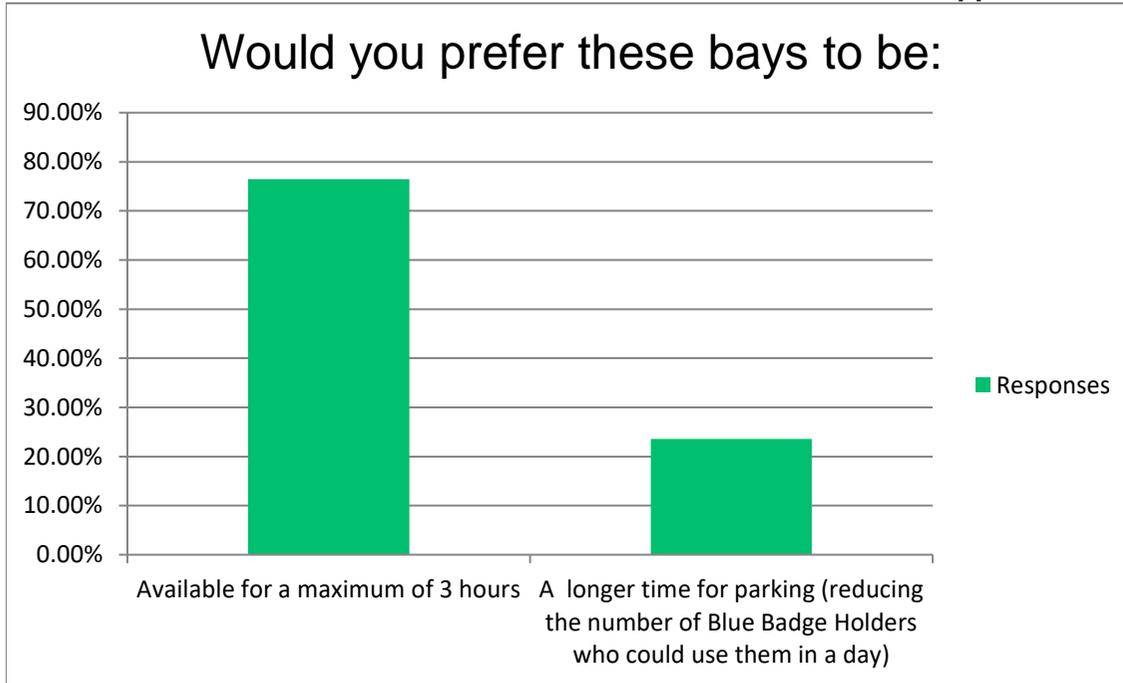
Answer Choices	Responses	
During footstreet hours	12.26%	38
At all times	86.77%	269
Other times (please specify)	0.97%	3
	<b>Answered</b>	<b>310</b>
	<b>Skipped</b>	<b>230</b>



## City Centre Blue Badge Parking

### Would you prefer these bays to be:

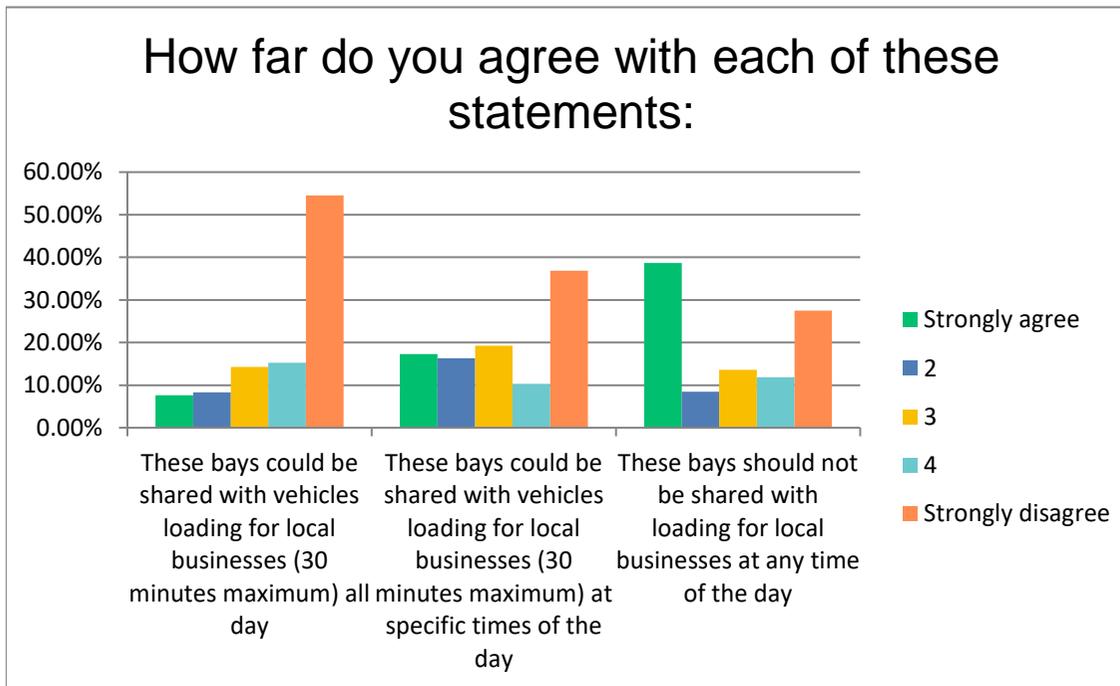
Answer Choices	Responses	
Available for a maximum of 3 hours	76.45%	237
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	23.55%	73
	<b>Answered</b>	<b>310</b>
	<b>Skipped</b>	<b>230</b>



## City Centre Blue Badge Parking

How far do you agree with each of these statements:

	Strongly agree	2	3	4	Strongly disagree
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day	7.64%	23	8.31%	25	14.29%
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day	17.28%	52	16.28%	49	19.27%
These bays should not be shared with loading for local businesses at any time of the day	38.64%	114	8.47%	25	13.56%



3	4		Strongly disagree		Total
43	15.28%	46	54.49%	164	301
58	10.30%	31	36.88%	111	301
40	11.86%	35	27.46%	81	295
			<b>Answered</b>		<b>315</b>
			<b>Skipped</b>		<b>225</b>

## City Centre Blue Badge Parking

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).

**Answered**            **115**

**Skipped**             **425**

## City Centre Blue Badge Parking

Duncombe Place

### How useful is this location for you to access:

	Extremely useful		Very useful		Somewhat useful		Slightly
City centre shops and services	40.77%	117	25.09%	72	15.68%	45	8.36%
Cultural activities	35.96%	96	25.09%	67	19.48%	52	8.24%
Any other locations you need to access	30.77%	84	23.81%	65	21.25%	58	10.99%

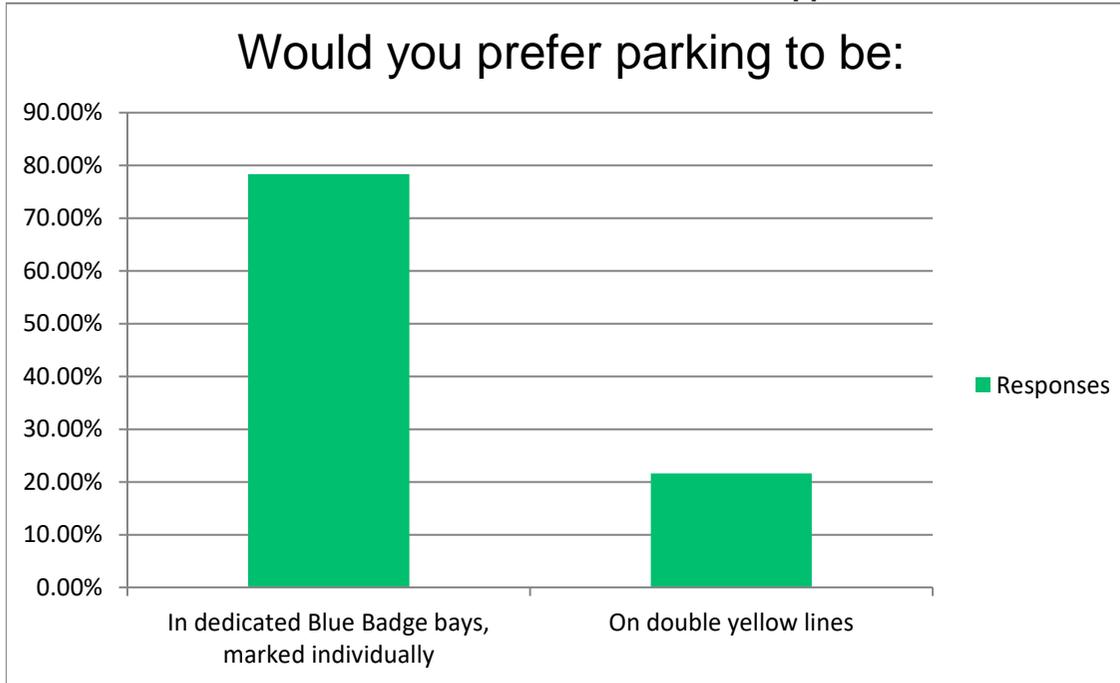


useful	Not at all useful	Total	Weighted Average
24	10.10%	29	2.22
22	11.24%	30	2.34
30	13.19%	36	2.52
		<b>Answered</b>	<b>292</b>
		<b>Skipped</b>	<b>248</b>

## City Centre Blue Badge Parking

### Would you prefer parking to be:

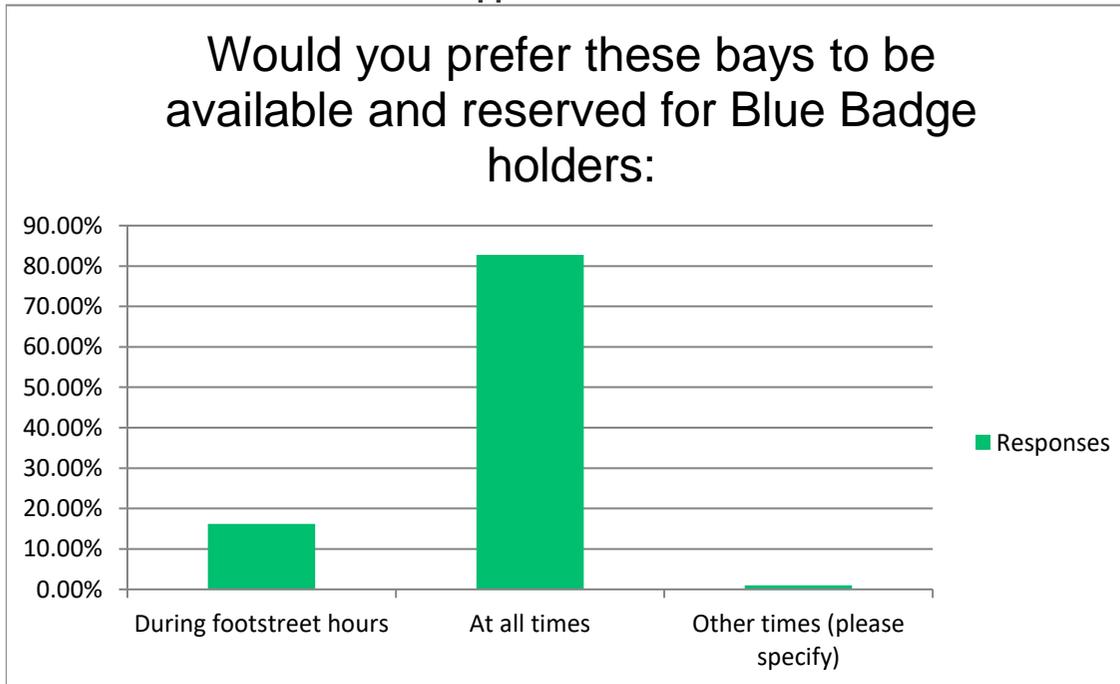
Answer Choices	Responses	
In dedicated Blue Badge bays, marked individually	78.35%	228
On double yellow lines	21.65%	63
	<b>Answered</b>	<b>291</b>
	<b>Skipped</b>	<b>249</b>



## City Centre Blue Badge Parking

Would you prefer these bays to be available and reserved for Blue Badge holders:

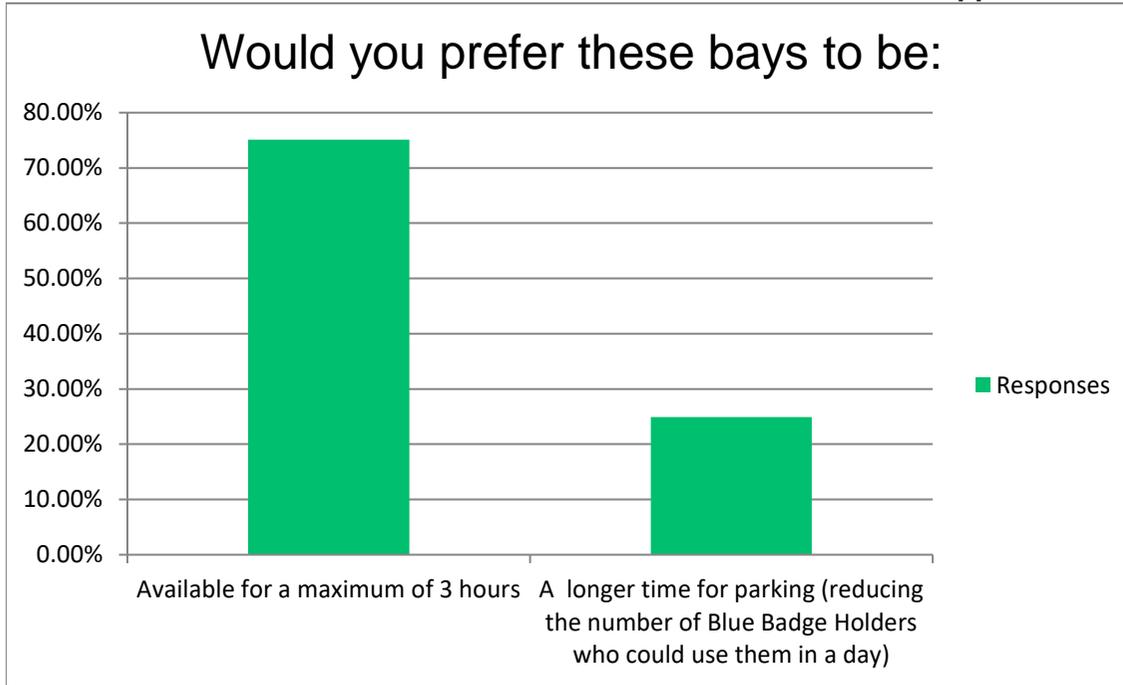
Answer Choices	Responses	
During footstreet hours	16.21%	47
At all times	82.76%	240
Other times (please specify)	1.03%	3
	<b>Answered</b>	<b>290</b>
	<b>Skipped</b>	<b>250</b>



## City Centre Blue Badge Parking

### Would you prefer these bays to be:

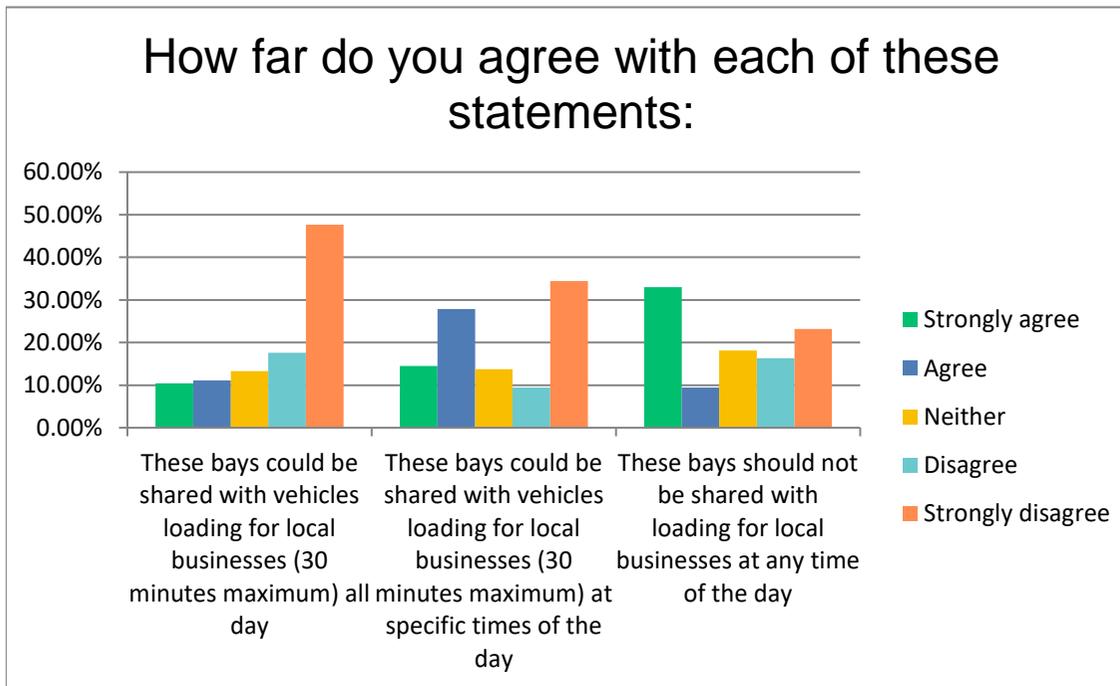
Answer Choices	Responses	
Available for a maximum of 3 hours	75.09%	214
A longer time for parking (reducing the number of Blue Badge Holders	24.91%	71
	<b>Answered</b>	<b>285</b>
	<b>Skipped</b>	<b>255</b>



## City Centre Blue Badge Parking

How far do you agree with each of these statements:

	Strongly agree		Agree		Neither		Disagree		Strongly disagree
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day	10.39%	29	11.11%	31	13.26%				
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day	14.49%	40	27.90%	77	13.77%				
These bays should not be shared with loading for local businesses at any time of the day	32.97%	91	9.42%	26	18.12%				



ther	Disagree		Strongly disagree		Total	
	37	17.56%	49	47.67%	133	279
	38	9.42%	26	34.42%	95	276
	50	16.30%	45	23.19%	64	276
				<b>Answered</b>		<b>288</b>
				<b>Skipped</b>		<b>252</b>

## City Centre Blue Badge Parking

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).

Answered 73

Skipped 467

# City Centre Blue Badge Parking

St Andrewgate

## How useful is this location for you to access:

	Extremely useful		Very useful		Somewhat useful		Slightly
City centre shops and services	38.46%	110	20.63%	59	20.28%	58	6.64%
Cultural activities	23.66%	62	19.08%	50	27.10%	71	11.45%
Any other locations you need to access	29.28%	77	20.91%	55	23.57%	62	8.37%

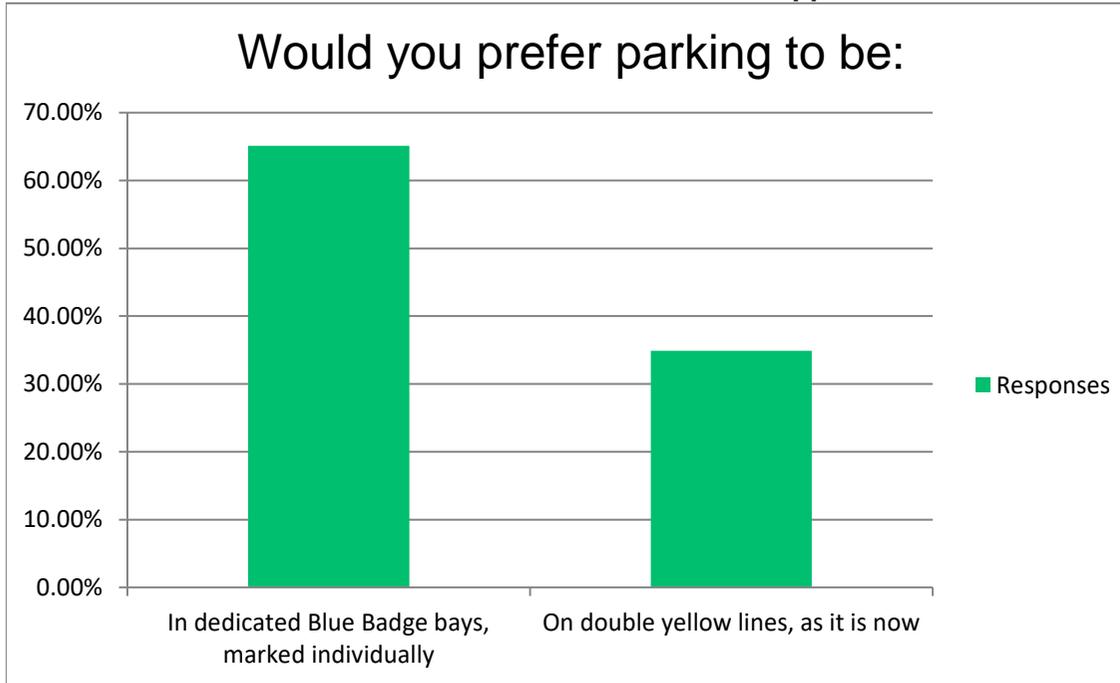


useful		Not at all useful	Total	Weighted Average	
	19	13.99%	40	286	2.37
	30	18.70%	49	262	2.82
	22	17.87%	47	263	2.65
			<b>Answered</b>	<b>287</b>	
			<b>Skipped</b>	<b>253</b>	

## City Centre Blue Badge Parking

### Would you prefer parking to be:

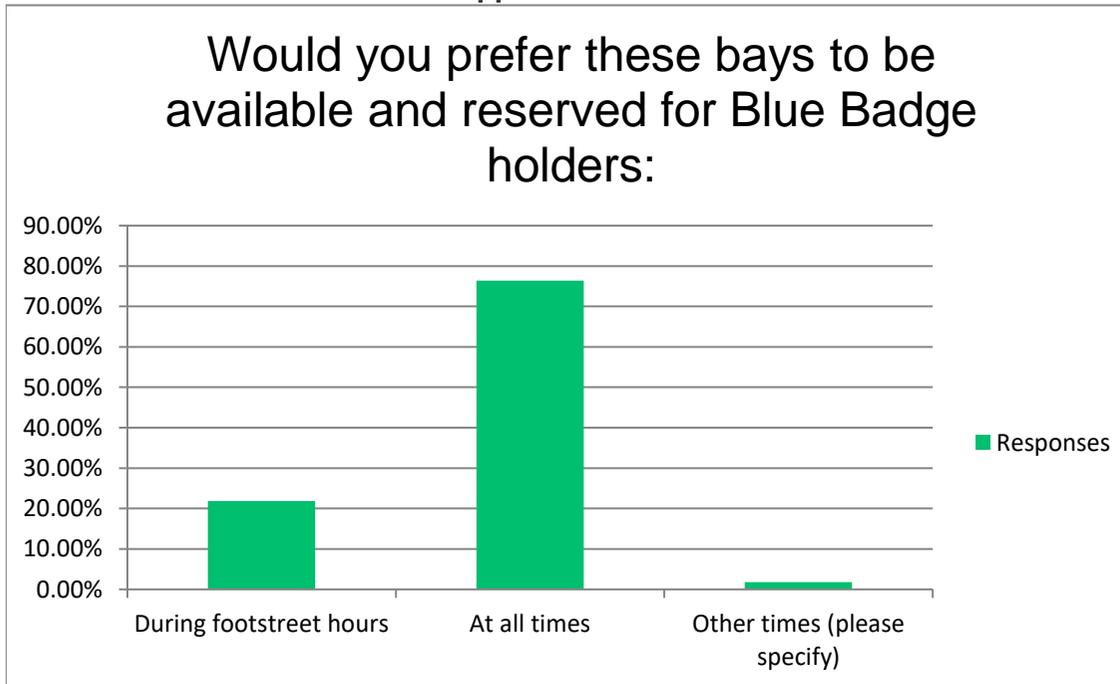
Answer Choices	Responses	
In dedicated Blue Badge bays, marked individually	65.11%	181
On double yellow lines, as it is now	34.89%	97
	<b>Answered</b>	<b>278</b>
	<b>Skipped</b>	<b>262</b>



## City Centre Blue Badge Parking

Would you prefer these bays to be available and reserved for Blue Badge holders:

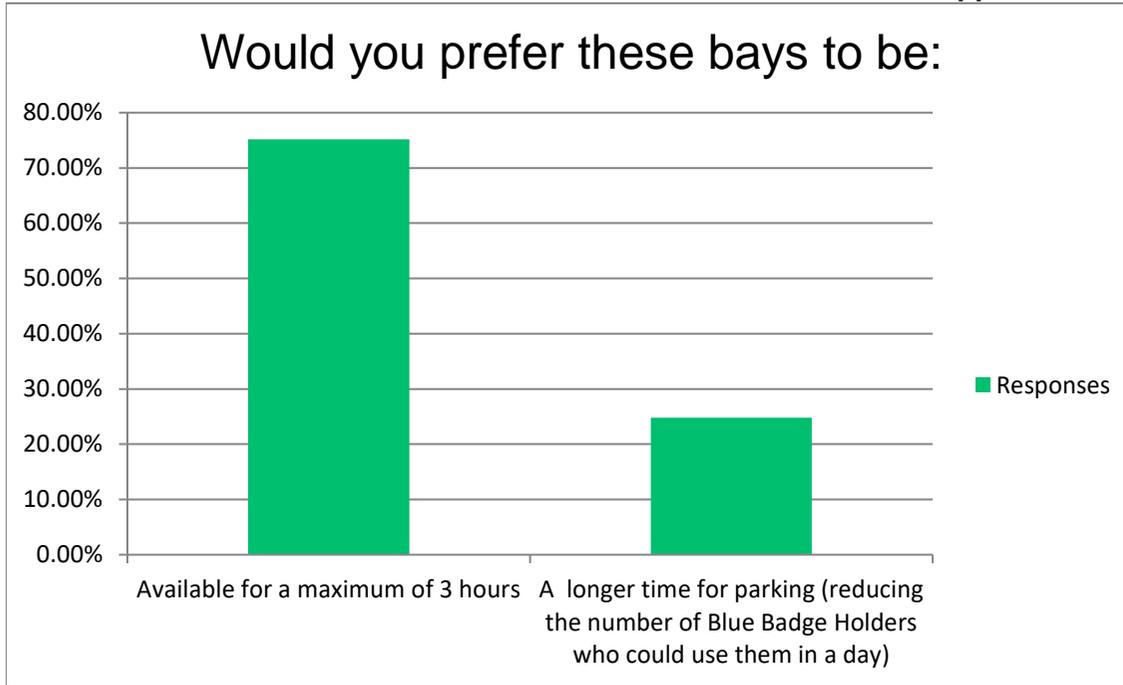
Answer Choices	Responses	
During footstreet hours	21.82%	60
At all times	76.36%	210
Other times (please specify)	1.82%	5
	<b>Answered</b>	<b>275</b>
	<b>Skipped</b>	<b>265</b>



## City Centre Blue Badge Parking

### Would you prefer these bays to be:

Answer Choices	Responses	
Available for a maximum of 3 hours	75.18%	209
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	24.82%	69
	<b>Answered</b>	<b>278</b>
	<b>Skipped</b>	<b>262</b>



## City Centre Blue Badge Parking

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).

Answered 88

Skipped 452

## City Centre Blue Badge Parking

St Andrew Place

### How useful is this location for you to access:

	Extremely useful		Very useful		Somewhat useful		Slightly
City centre shops and services	26.52%	74	16.85%	47	21.86%	61	13.98%
Cultural activities	15.63%	40	18.75%	48	23.05%	59	16.80%
Any other locations you need to access	20.87%	53	13.78%	35	27.17%	69	13.78%

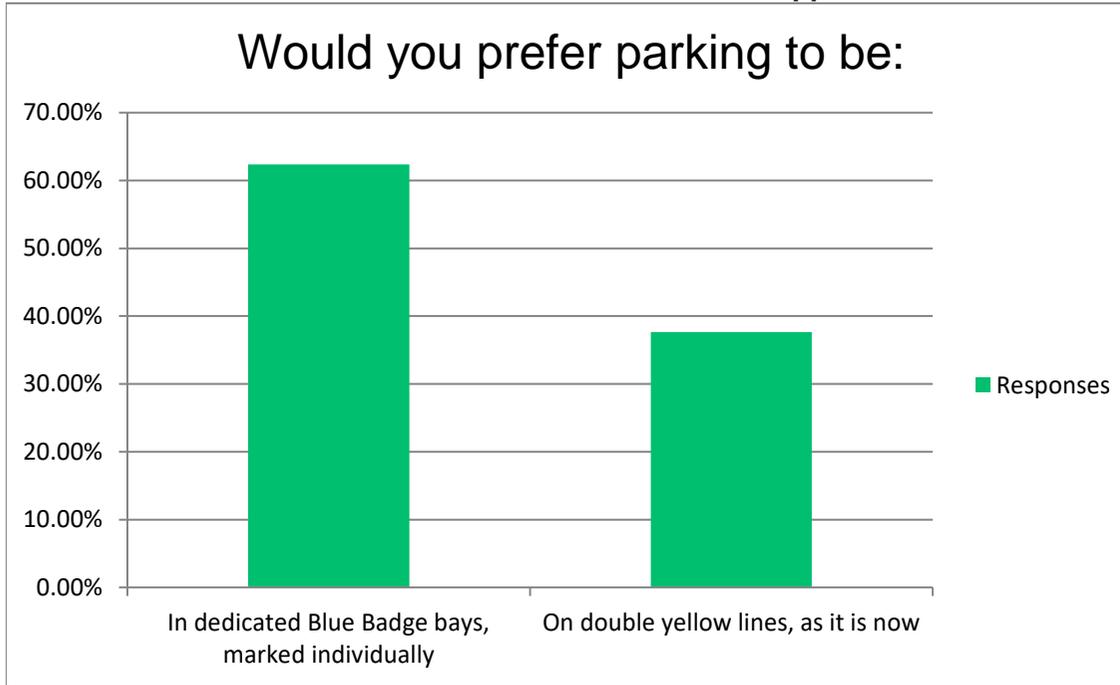


useful	Not at all useful	Total	Weighted Average
39	20.79%	58	279
43	25.78%	66	256
35	24.41%	62	254
<b>Answered</b>			<b>280</b>
<b>Skipped</b>			<b>260</b>

## City Centre Blue Badge Parking

### Would you prefer parking to be:

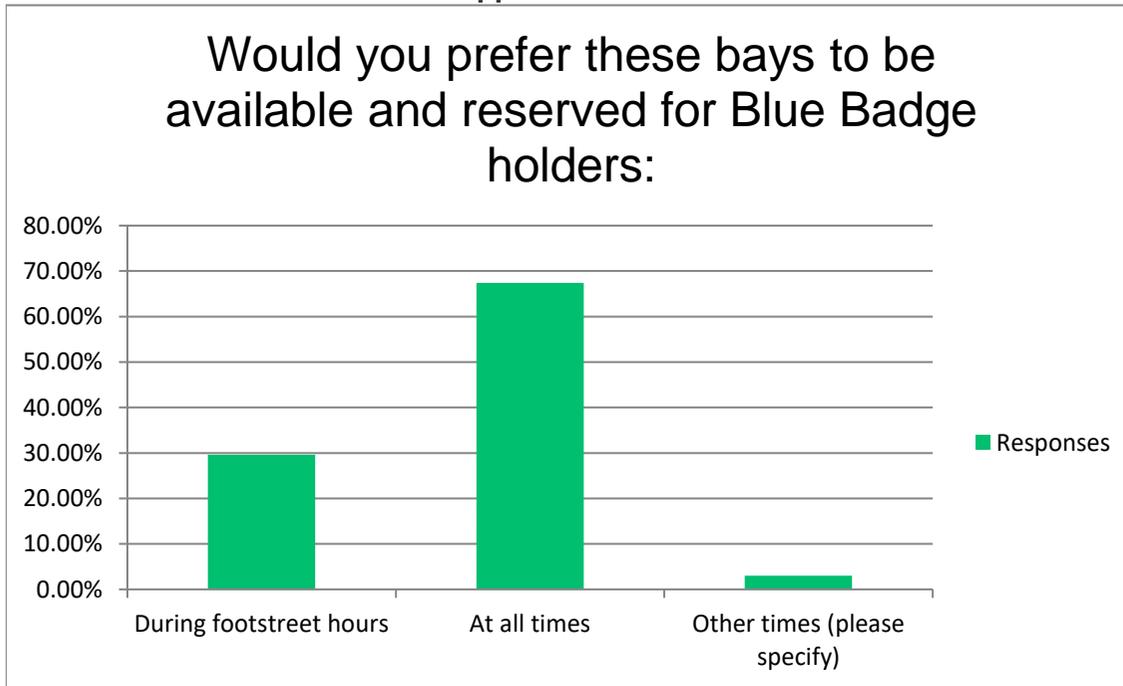
Answer Choices	Responses	
In dedicated Blue Badge bays, marked individually	62.36%	169
On double yellow lines, as it is now	37.64%	102
	<b>Answered</b>	<b>271</b>
	<b>Skipped</b>	<b>269</b>



## City Centre Blue Badge Parking

Would you prefer these bays to be available and reserved for Blue Badge holders:

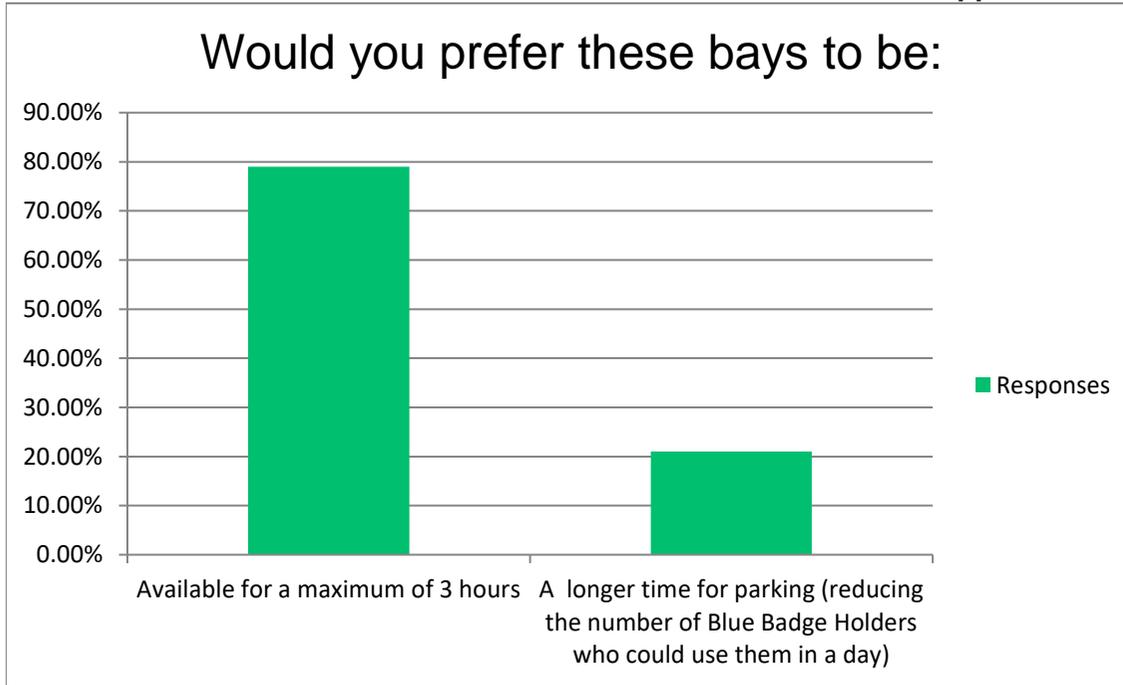
Answer Choices	Responses	
During footstreet hours	29.59%	79
At all times	67.42%	180
Other times (please specify)	3.00%	8
	<b>Answered</b>	<b>267</b>
	<b>Skipped</b>	<b>273</b>



## City Centre Blue Badge Parking

### Would you prefer these bays to be:

Answer Choices	Responses	
Available for a maximum of 3 hours	79.01%	207
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	20.99%	55
	<b>Answered</b>	<b>262</b>
	<b>Skipped</b>	<b>278</b>



## City Centre Blue Badge Parking

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).

Answered 79

Skipped 461

## City Centre Blue Badge Parking

Deangate

### How useful is this location for you to access:

	Extremely useful		Very useful		Somewhat useful		Slightly
City centre shops and services	47.10%	130	18.12%	50	15.22%	42	9.42%
Cultural activities	44.79%	116	18.53%	48	16.99%	44	7.34%
Any other locations you need to access	39.61%	101	18.04%	46	19.61%	50	9.41%

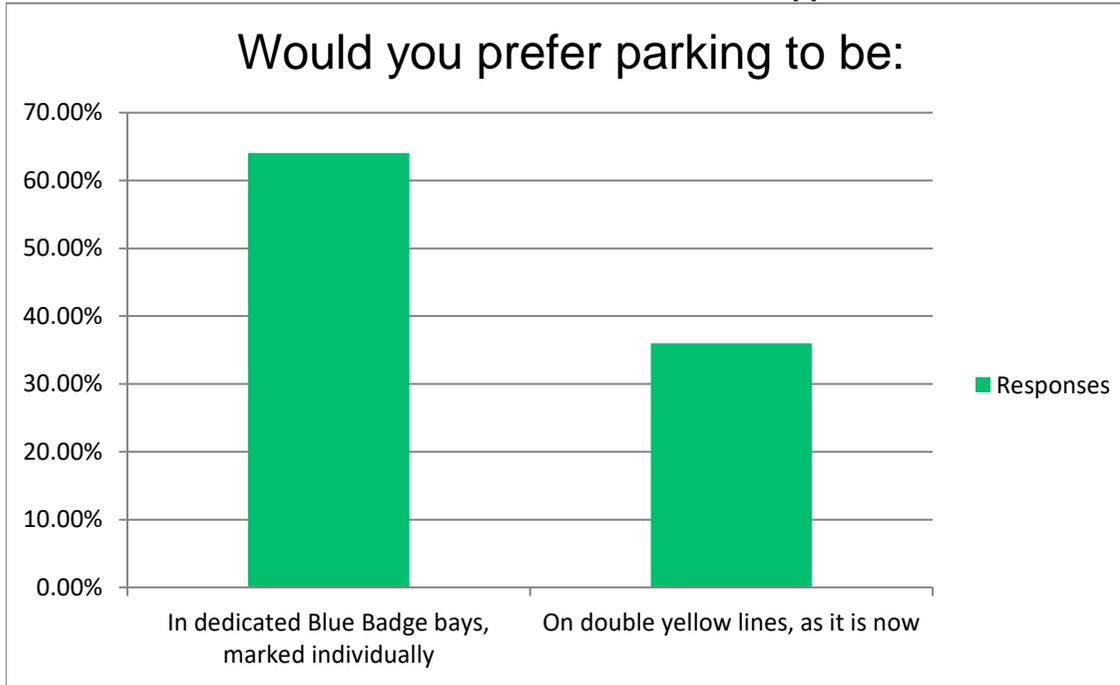


useful	Not at all useful	Total	Weighted Average
26	10.14%	28	276
19	12.36%	32	259
24	13.33%	34	255
		<b>Answered</b>	<b>277</b>
		<b>Skipped</b>	<b>263</b>

## City Centre Blue Badge Parking

### Would you prefer parking to be:

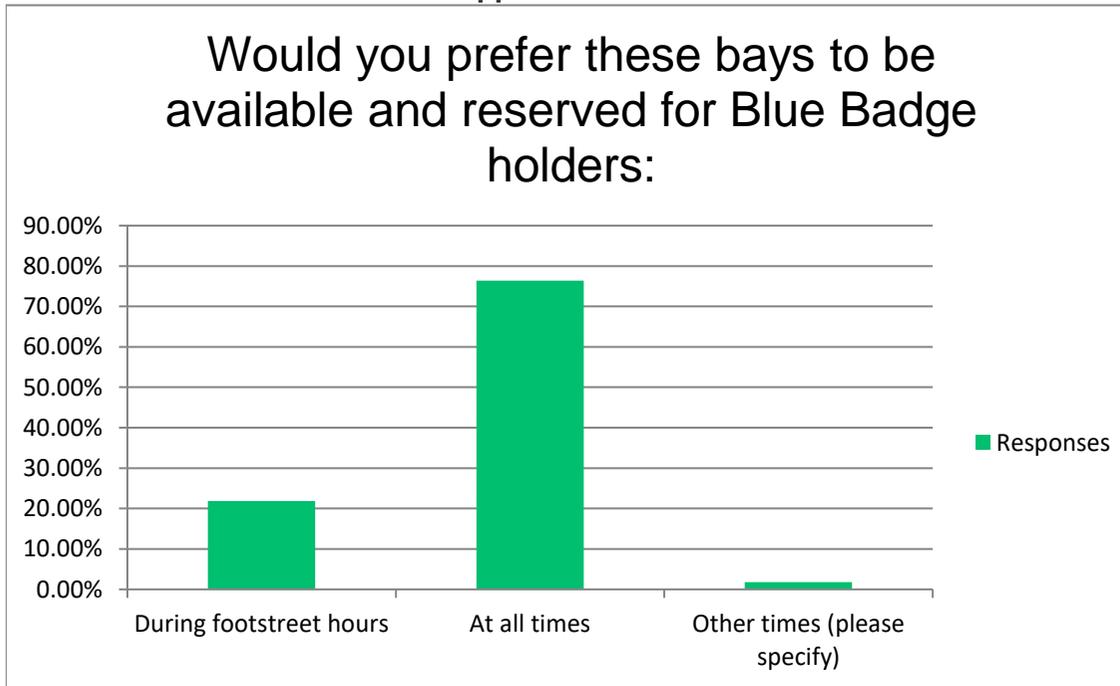
Answer Choices	Responses	
In dedicated Blue Badge bays, marked individually	64.00%	176
On double yellow lines, as it is now	36.00%	99
	<b>Answered</b>	<b>275</b>
	<b>Skipped</b>	<b>265</b>



## City Centre Blue Badge Parking

Would you prefer these bays to be available and reserved for Blue Badge holders:

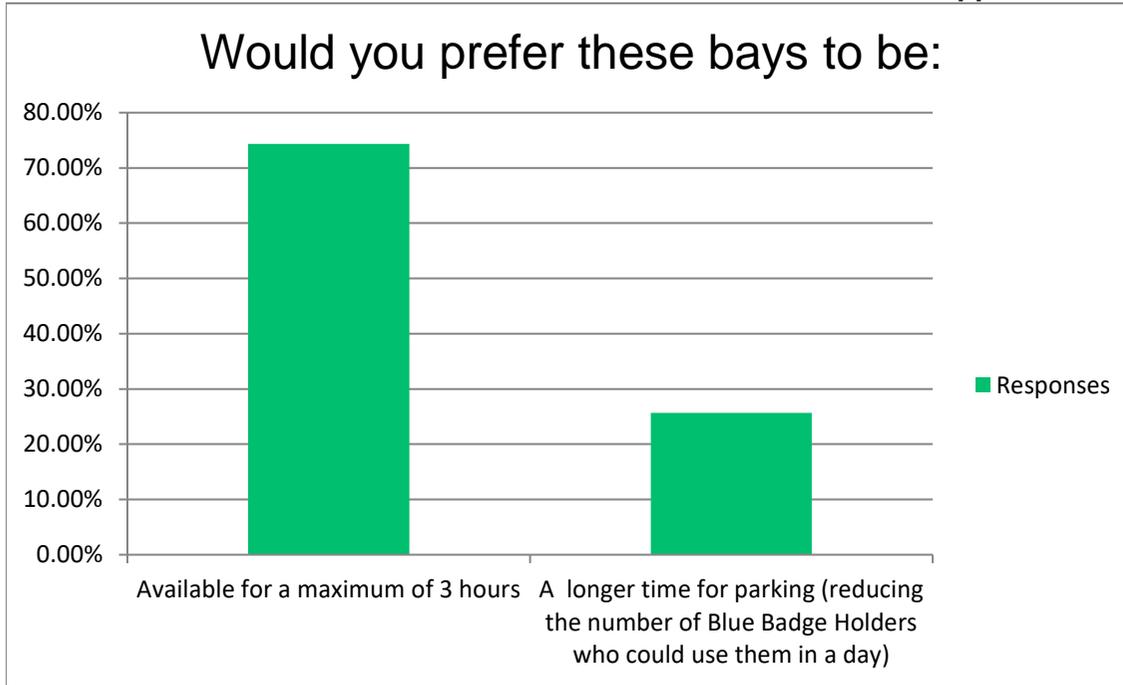
Answer Choices	Responses	
During footstreet hours	21.82%	60
At all times	76.36%	210
Other times (please specify)	1.82%	5
	<b>Answered</b>	<b>275</b>
	<b>Skipped</b>	<b>265</b>



## City Centre Blue Badge Parking

### Would you prefer these bays to be:

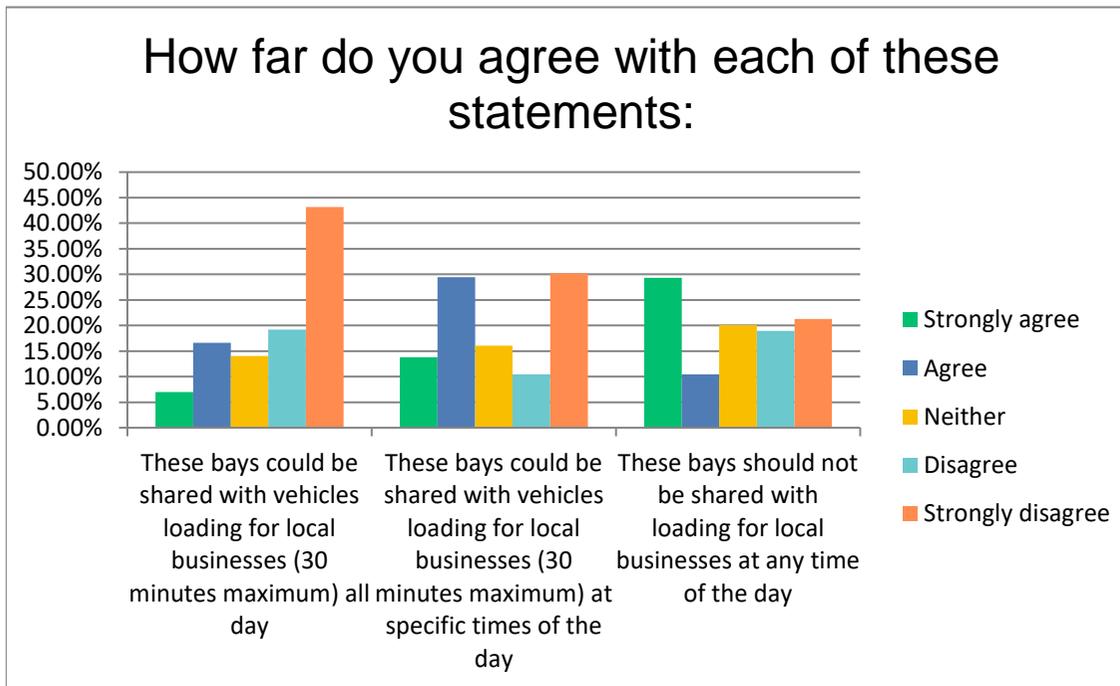
Answer Choices	Responses	
Available for a maximum of 3 hours	74.34%	197
A longer time for parking (reducing the number of Blue Badge Holders	25.66%	68
	<b>Answered</b>	<b>265</b>
	<b>Skipped</b>	<b>275</b>



## City Centre Blue Badge Parking

How far do you agree with each of these statements:

	Strongly agree		Agree		Neither		Disagree		Strongly disagree
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day	7.01%	19	16.61%	45	14.02%				
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day	13.81%	37	29.48%	79	16.04%				
These bays should not be shared with loading for local businesses at any time of the day	29.34%	76	10.42%	27	20.08%				



ther	Disagree		Strongly disagree		Total	
	38	19.19%	52	43.17%	117	271
	43	10.45%	28	30.22%	81	268
	52	18.92%	49	21.24%	55	259
				<b>Answered</b>		<b>277</b>
				<b>Skipped</b>		<b>263</b>

## City Centre Blue Badge Parking

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).

Answered 62

Skipped 478

## City Centre Blue Badge Parking

Stonebow

### How useful is this location for you to access:

	Extremely useful		Very useful		Somewhat useful		Slightly
City centre shops and services	24.91%	69	16.25%	45	22.74%	63	12.64%
Cultural activities	14.67%	38	12.74%	33	27.03%	70	15.83%
Any other locations you need to access	22.31%	58	11.15%	29	25.38%	66	12.69%

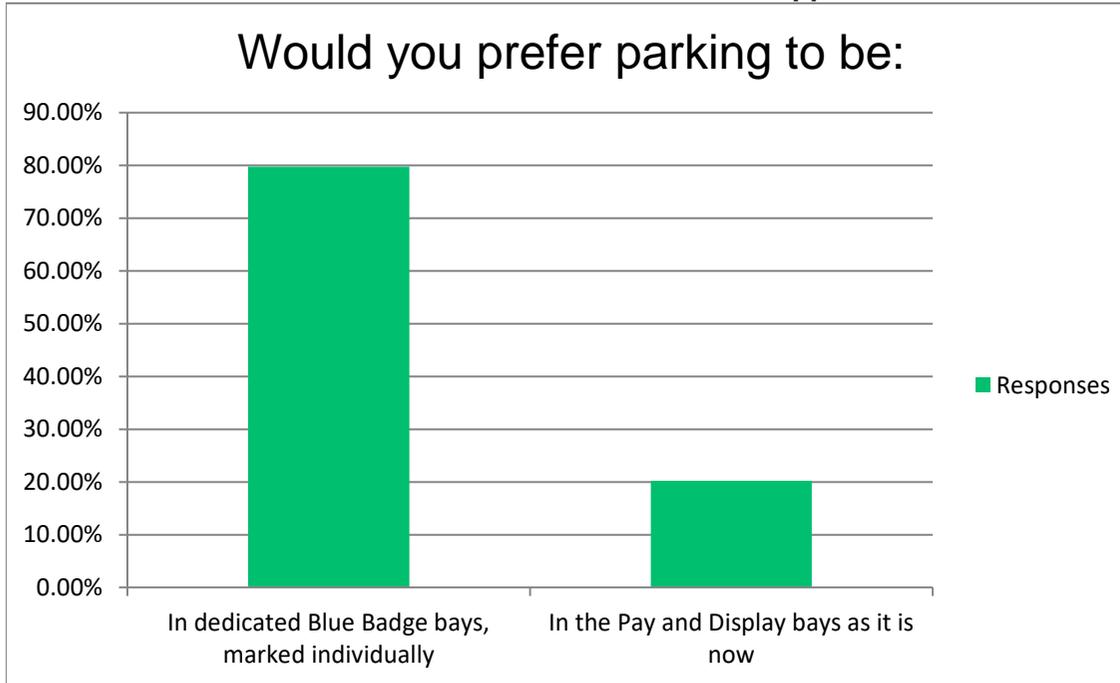


useful	Not at all useful	Total	Weighted Average
35	23.47%	65	277
41	29.73%	77	259
33	28.46%	74	260
		<b>Answered</b>	<b>278</b>
		<b>Skipped</b>	<b>262</b>

## City Centre Blue Badge Parking

### Would you prefer parking to be:

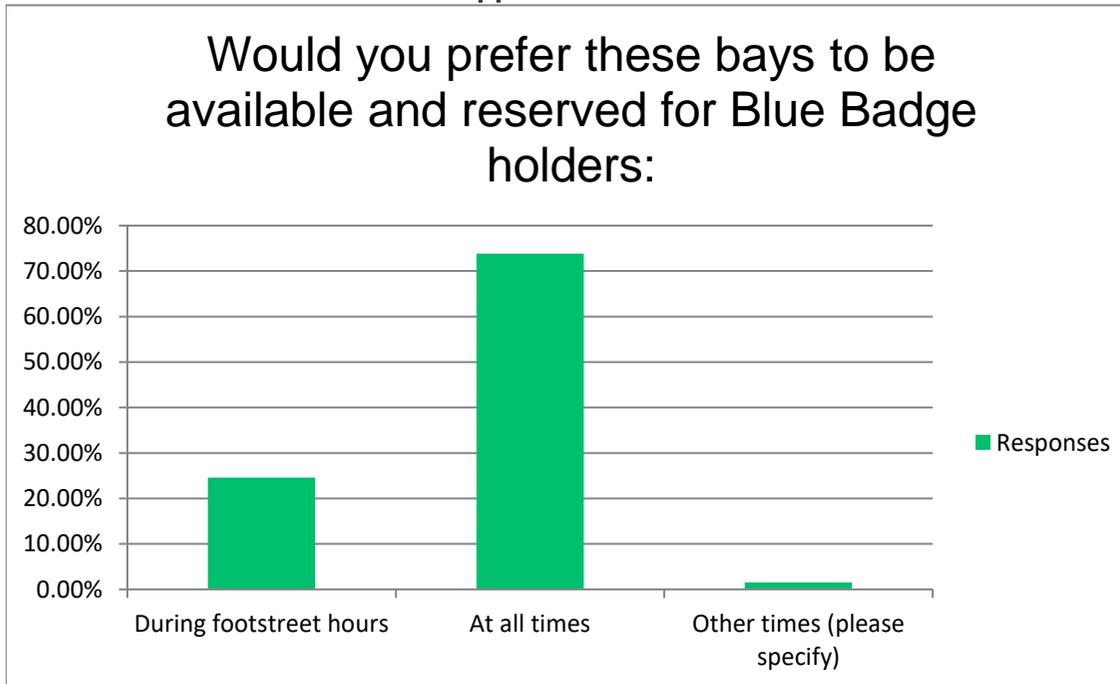
Answer Choices	Responses	
In dedicated Blue Badge bays, marked individually	79.78%	213
In the Pay and Display bays as it is now	20.22%	54
	<b>Answered</b>	<b>267</b>
	<b>Skipped</b>	<b>273</b>



## City Centre Blue Badge Parking

Would you prefer these bays to be available and reserved for Blue Badge holders:

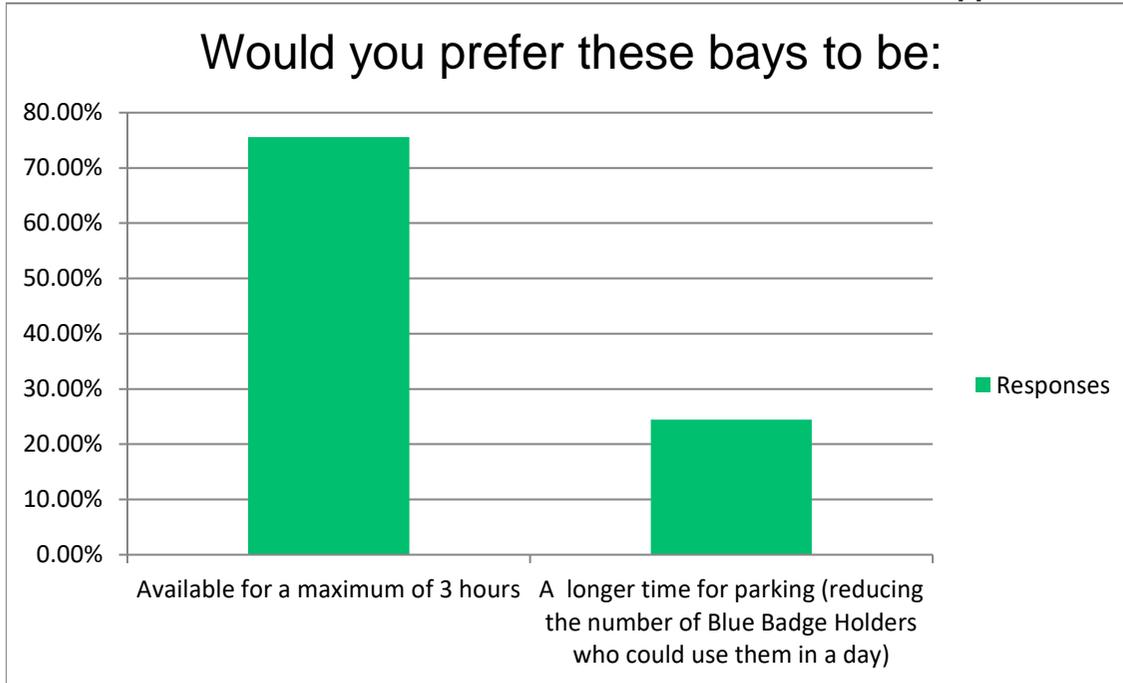
Answer Choices	Responses	
During footstreet hours	24.62%	65
At all times	73.86%	195
Other times (please specify)	1.52%	4
	<b>Answered</b>	<b>264</b>
	<b>Skipped</b>	<b>276</b>



## City Centre Blue Badge Parking

### Would you prefer these bays to be:

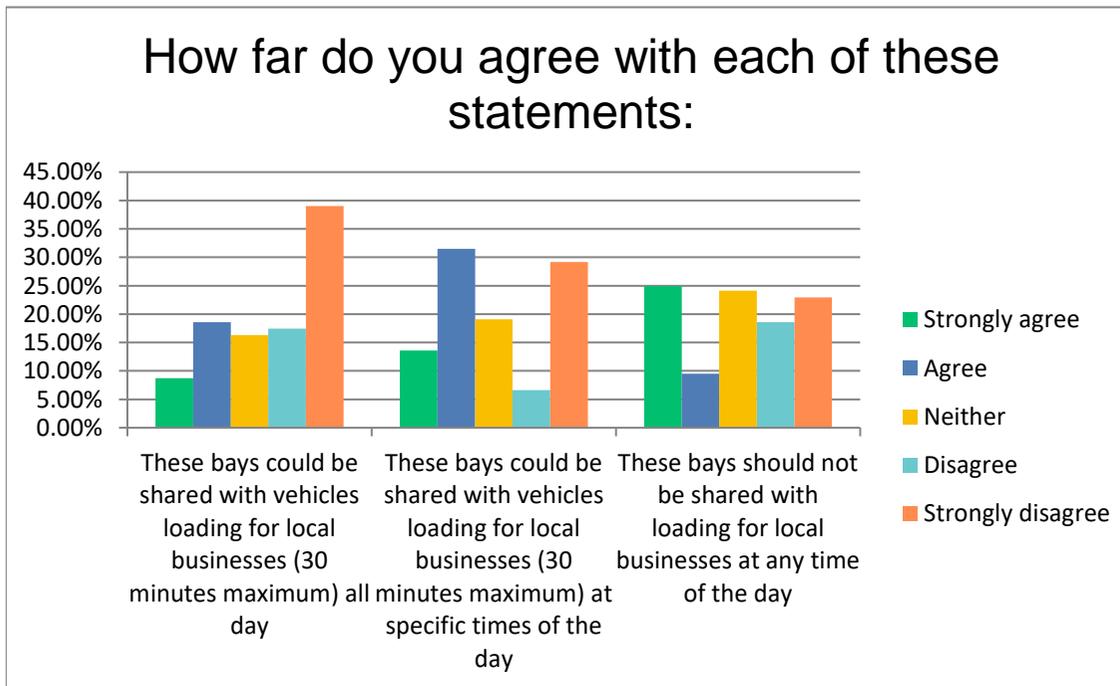
Answer Choices	Responses	
Available for a maximum of 3 hours	75.56%	201
A longer time for parking (reducing the number of Blue Badge Holders	24.44%	65
	<b>Answered</b>	<b>266</b>
	<b>Skipped</b>	<b>274</b>



## City Centre Blue Badge Parking

How far do you agree with each of these statements:

	Strongly agree		Agree		Neither		Disagree		Strongly disagree
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day	8.71%	23	18.56%	49	16.29%				
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day	13.62%	35	31.52%	81	19.07%				
These bays should not be shared with loading for local businesses at any time of the day	24.90%	63	9.49%	24	24.11%				



ther	Disagree		Strongly disagree		Total	
	43	17.42%	46	39.02%	103	264
	49	6.61%	17	29.18%	75	257
	61	18.58%	47	22.92%	58	253
				<b>Answered</b>		<b>270</b>
				<b>Skipped</b>		<b>270</b>

## City Centre Blue Badge Parking

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).

Answered 72

Skipped 468

## City Centre Blue Badge Parking

St Deny's

### How useful is this location for you to access:

	Extremely useful		Very useful		Somewhat useful		Slightly
City centre shops and services	17.98%	48	17.23%	46	25.09%	67	17.60%
Cultural activities	16.47%	42	16.47%	42	24.71%	63	18.43%
Any other locations you need to access	15.48%	39	17.46%	44	24.60%	62	17.86%

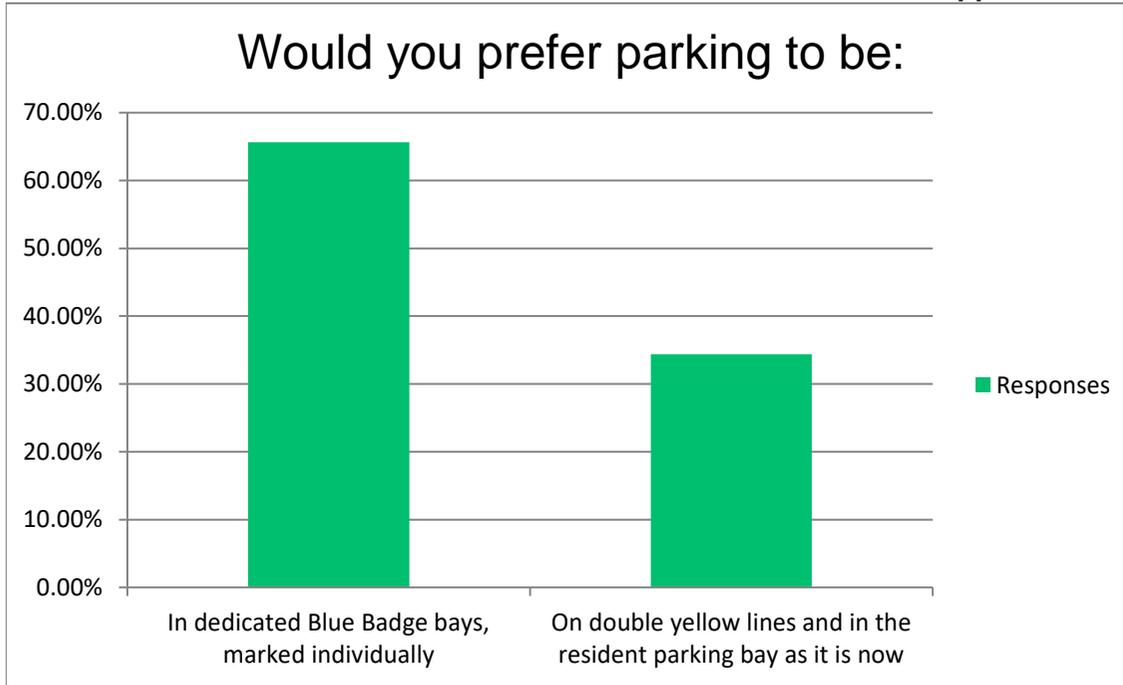


useful	Not at all useful	Total	Weighted Average
47	22.10%	59	267
47	23.92%	61	255
45	24.60%	62	252
<b>Answered</b>			<b>271</b>
<b>Skipped</b>			<b>269</b>

## City Centre Blue Badge Parking

### Would you prefer parking to be:

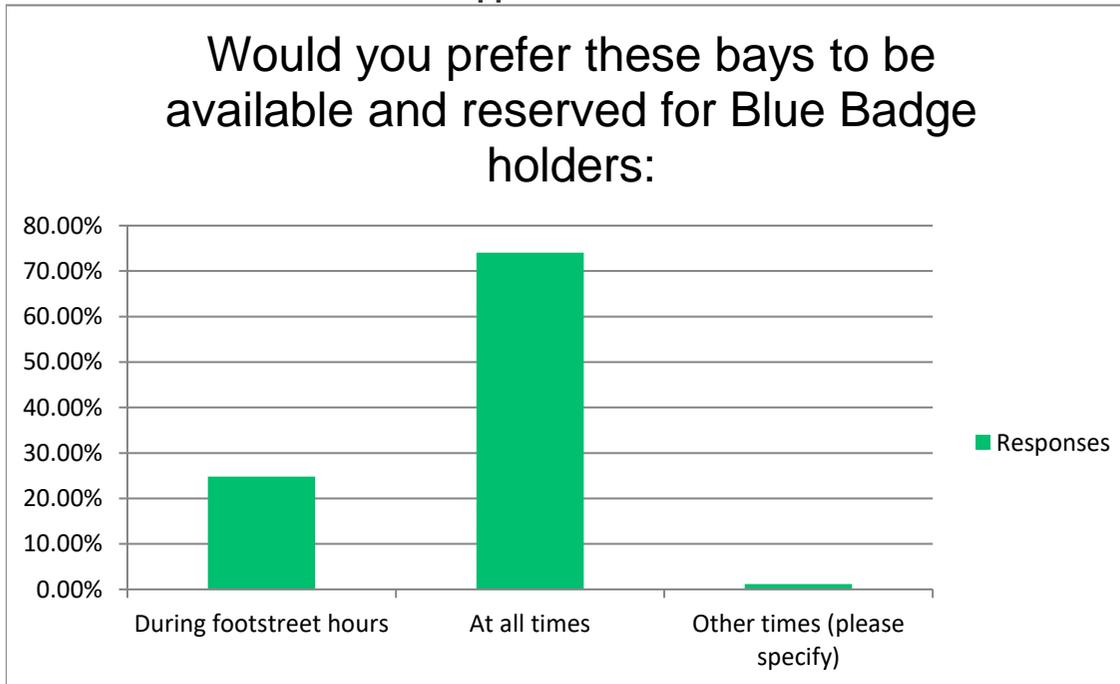
Answer Choices	Responses	
In dedicated Blue Badge bays, marked individually	65.65%	172
On double yellow lines and in the resident parking bay as it is now	34.35%	90
	<b>Answered</b>	<b>262</b>
	<b>Skipped</b>	<b>278</b>



## City Centre Blue Badge Parking

Would you prefer these bays to be available and reserved for Blue Badge holders:

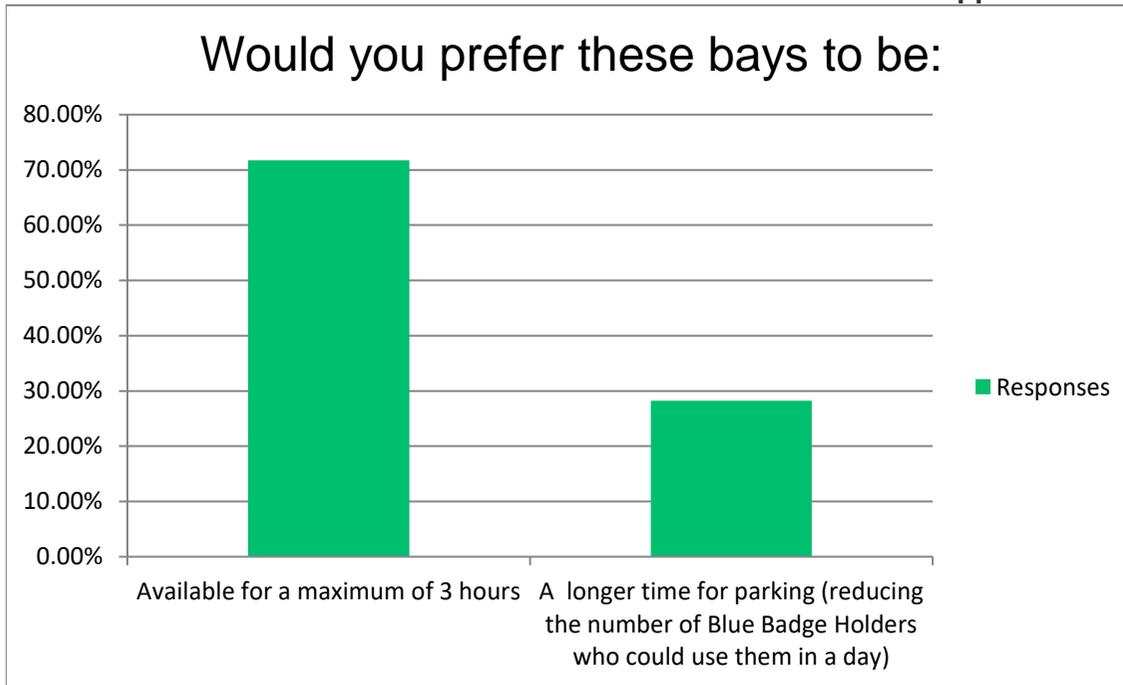
Answer Choices	Responses	
During footstreet hours	24.81%	65
At all times	74.05%	194
Other times (please specify)	1.15%	3
	<b>Answered</b>	<b>262</b>
	<b>Skipped</b>	<b>278</b>



## City Centre Blue Badge Parking

### Would you prefer these bays to be:

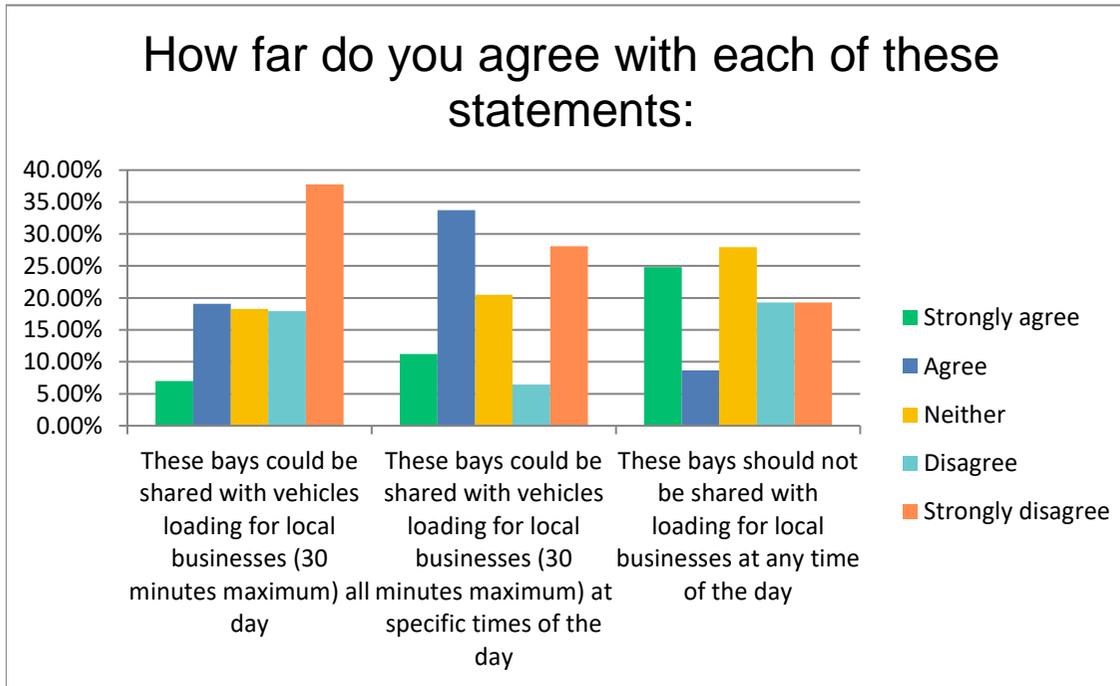
Answer Choices	Responses	
Available for a maximum of 3 hours	71.76%	183
A longer time for parking (reducing the number of Blue Badge Holders	28.24%	72
	<b>Answered</b>	<b>255</b>
	<b>Skipped</b>	<b>285</b>



## City Centre Blue Badge Parking

How far do you agree with each of these statements:

	Strongly agree		Agree		Neither		Disagree		Strongly disagree
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day	7.00%	18	19.07%	49	18.29%	20.48%	27.95%	24.80%	63
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day	11.24%	28	33.73%	84	20.48%	27.95%	24.80%	63	22
These bays should not be shared with loading for local businesses at any time of the day	24.80%	63	8.66%	22	27.95%	24.80%	63	22	27.95%



ther	Disagree		Strongly disagree		Total	
	47	17.90%	46	37.74%	97	257
	51	6.43%	16	28.11%	70	249
	71	19.29%	49	19.29%	49	254
				<b>Answered</b>		<b>265</b>
				<b>Skipped</b>		<b>275</b>

## City Centre Blue Badge Parking

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).

Answered 58

Skipped 482

# City Centre Blue Badge Parking

Cumberland Street

## How useful is this location for you to access:

	Extremely useful		Very useful		Somewhat useful		Slightly
City centre shops and services	36.60%	97	22.64%	60	18.49%	49	9.81%
Cultural activities	40.78%	104	21.96%	56	17.65%	45	8.24%
Any other locations you need to access	31.85%	79	20.97%	52	20.56%	51	9.68%

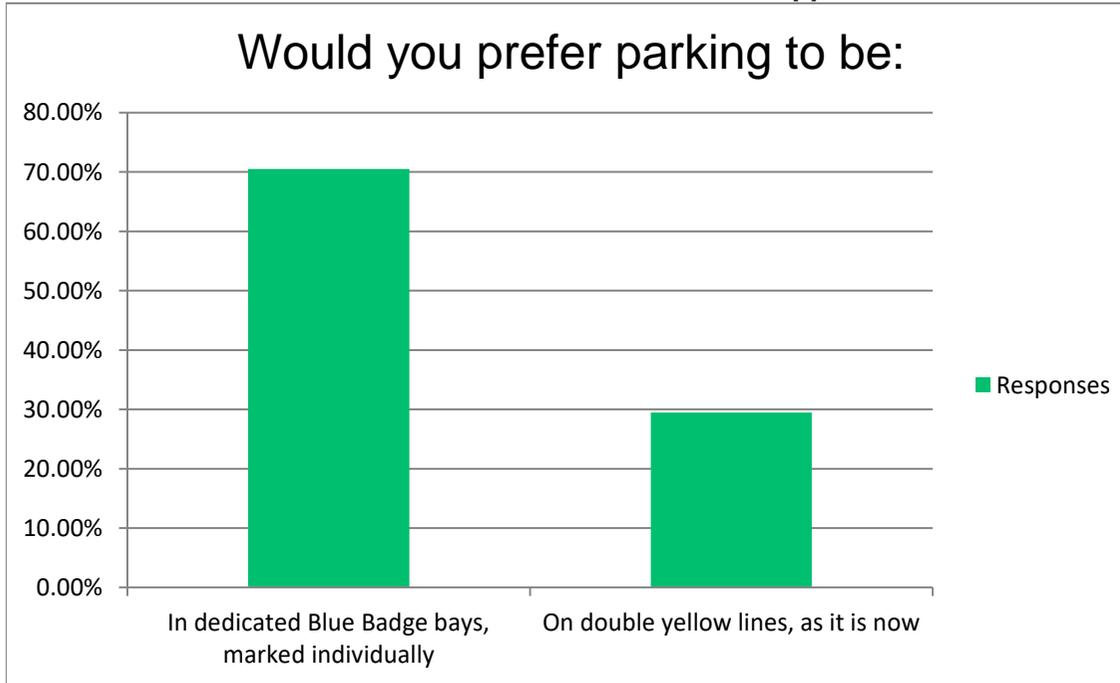


useful	Not at all useful	Total	Weighted Average
26	12.45%	33	265
21	11.37%	29	255
24	16.94%	42	248
		<b>Answered</b>	<b>268</b>
		<b>Skipped</b>	<b>272</b>

## City Centre Blue Badge Parking

### Would you prefer parking to be:

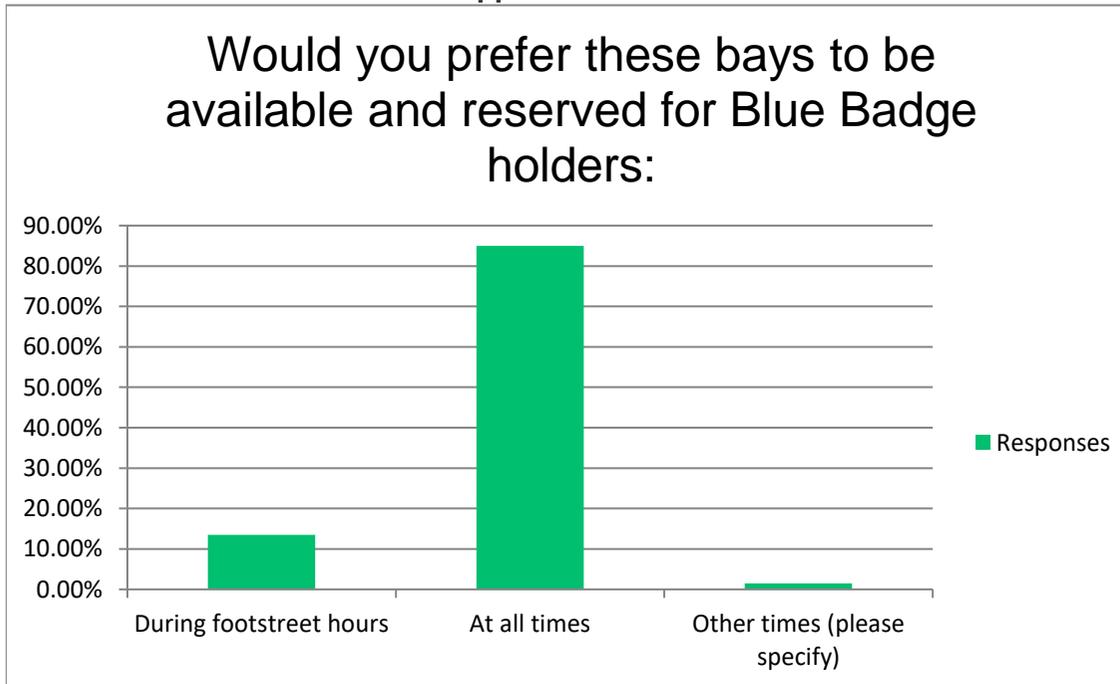
Answer Choices	Responses	
In dedicated Blue Badge bays, marked individually	70.52%	189
On double yellow lines, as it is now	29.48%	79
	<b>Answered</b>	<b>268</b>
	<b>Skipped</b>	<b>272</b>



## City Centre Blue Badge Parking

Would you prefer these bays to be available and reserved for Blue Badge holders:

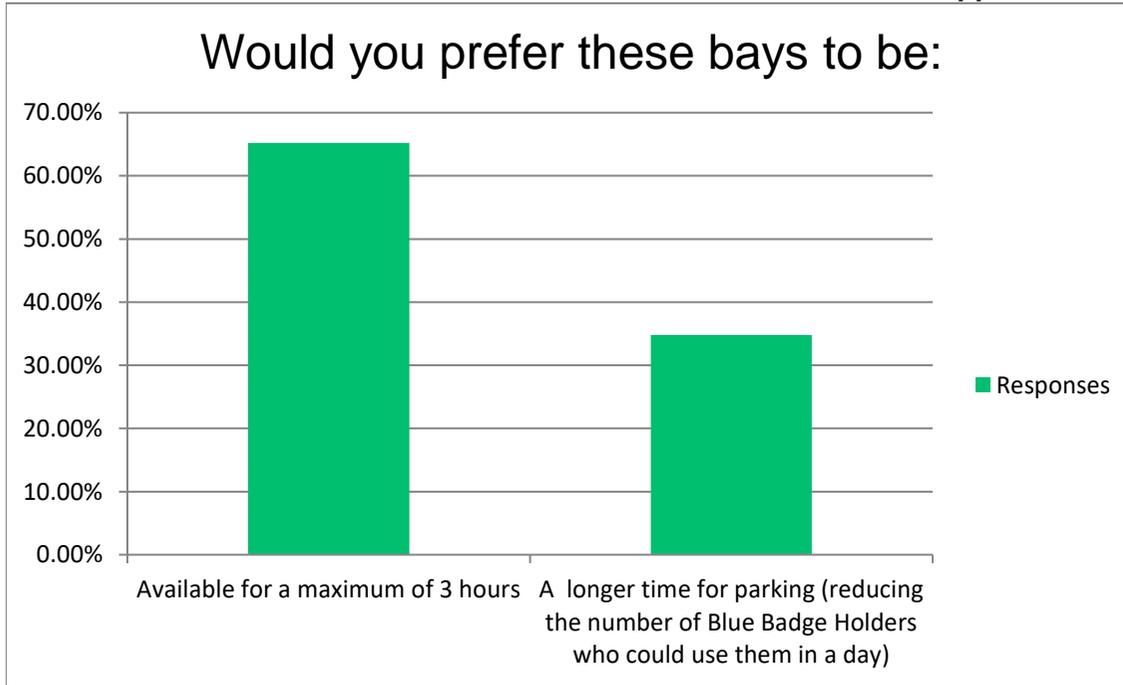
Answer Choices	Responses	
During footstreet hours	13.53%	36
At all times	84.96%	226
Other times (please specify)	1.50%	4
	<b>Answered</b>	<b>266</b>
	<b>Skipped</b>	<b>274</b>



## City Centre Blue Badge Parking

### Would you prefer these bays to be:

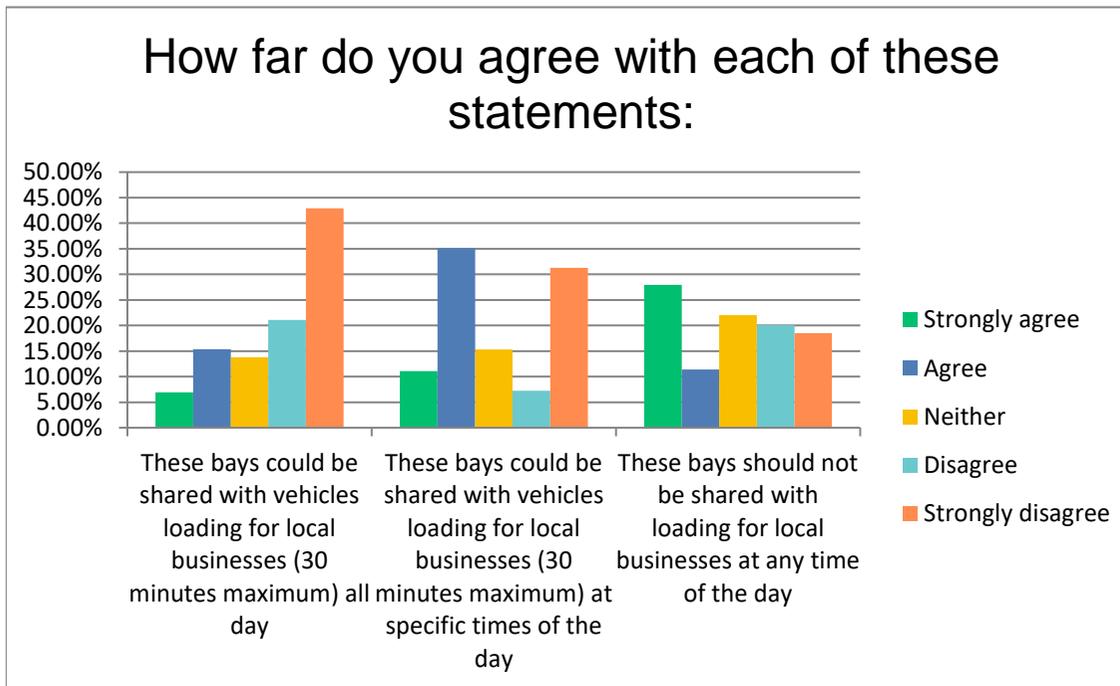
Answer Choices	Responses	
Available for a maximum of 3 hours	65.23%	167
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	34.77%	89
	<b>Answered</b>	<b>256</b>
	<b>Skipped</b>	<b>284</b>



## City Centre Blue Badge Parking

How far do you agree with each of these statements:

	Strongly agree		Agree		Neither		Disagree		Strongly disagree
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day	6.90%	18	15.33%	40	13.79%				
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day	11.07%	29	35.11%	92	15.27%				
These bays should not be shared with loading for local businesses at any time of the day	27.95%	71	11.42%	29	22.05%				



ther	Disagree		Strongly disagree		Total	
	36	21.07%	55	42.91%	112	261
	40	7.25%	19	31.30%	82	262
	56	20.08%	51	18.50%	47	254
				<b>Answered</b>		<b>271</b>
				<b>Skipped</b>		<b>269</b>

## City Centre Blue Badge Parking

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).

Answered 72

Skipped 468

## City Centre Blue Badge Parking

Lord Mayors Walk

### How useful is this location for you to access:

	Extremely useful		Very useful		Somewhat useful		Slightly
City centre shops and services	14.81%	40	17.78%	48	22.59%	61	15.19%
Cultural activities	14.17%	36	16.14%	41	22.05%	56	14.17%
Any other locations you need to access	13.60%	34	14.40%	36	24.00%	60	15.20%

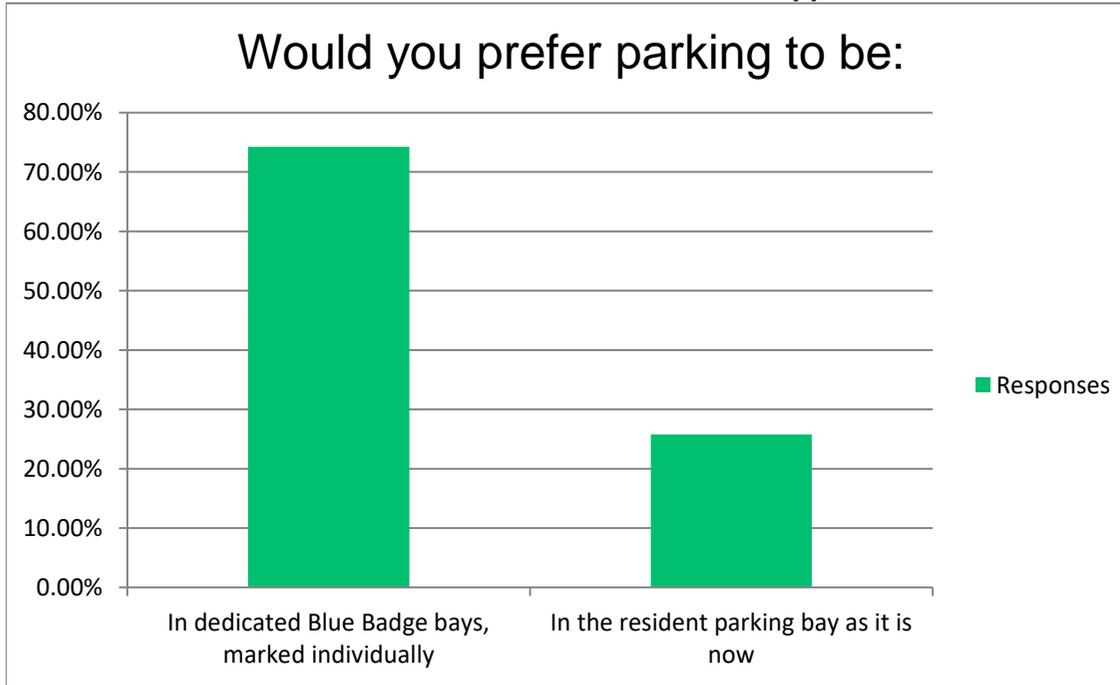


useful	Not at all useful	Total	Weighted Average
41	29.63%	80	270
36	33.46%	85	254
38	32.80%	82	250
<b>Answered</b>			<b>272</b>
<b>Skipped</b>			<b>268</b>

## City Centre Blue Badge Parking

### Would you prefer parking to be:

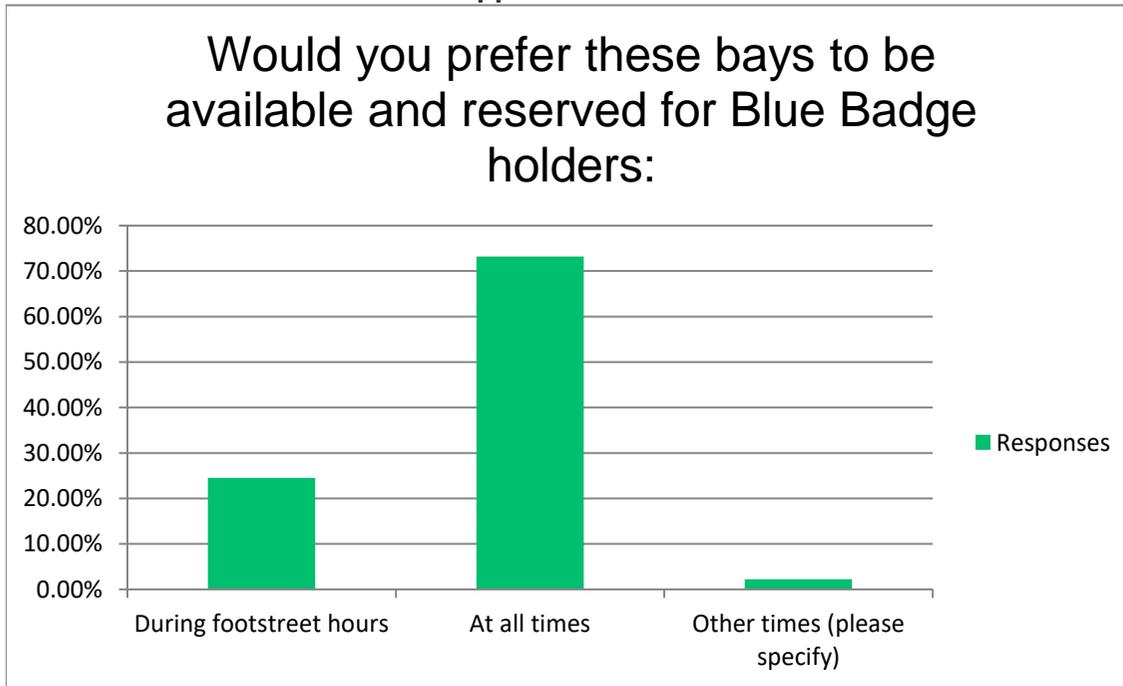
Answer Choices	Responses	
In dedicated Blue Badge bays, marked individually	74.24%	196
In the resident parking bay as it is now	25.76%	68
	<b>Answered</b>	<b>264</b>
	<b>Skipped</b>	<b>276</b>



## City Centre Blue Badge Parking

Would you prefer these bays to be available and reserved for Blue Badge holders:

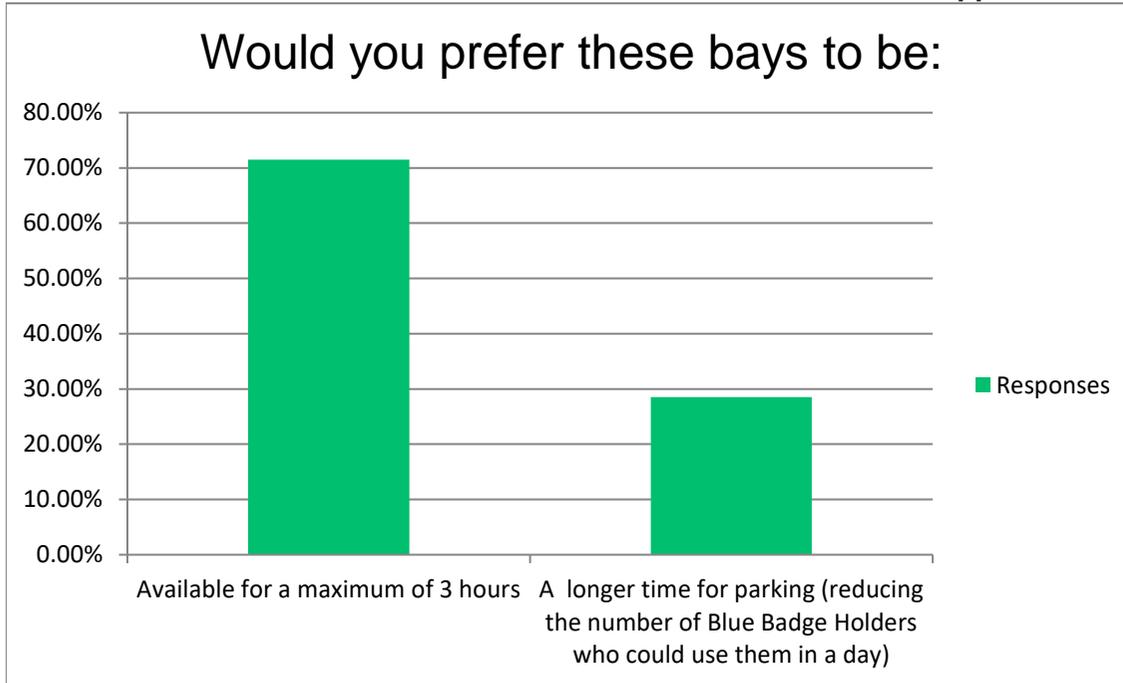
Answer Choices	Responses	
During footstreet hours	24.53%	65
At all times	73.21%	194
Other times (please specify)	2.26%	6
	<b>Answered</b>	<b>265</b>
	<b>Skipped</b>	<b>275</b>



## City Centre Blue Badge Parking

### Would you prefer these bays to be:

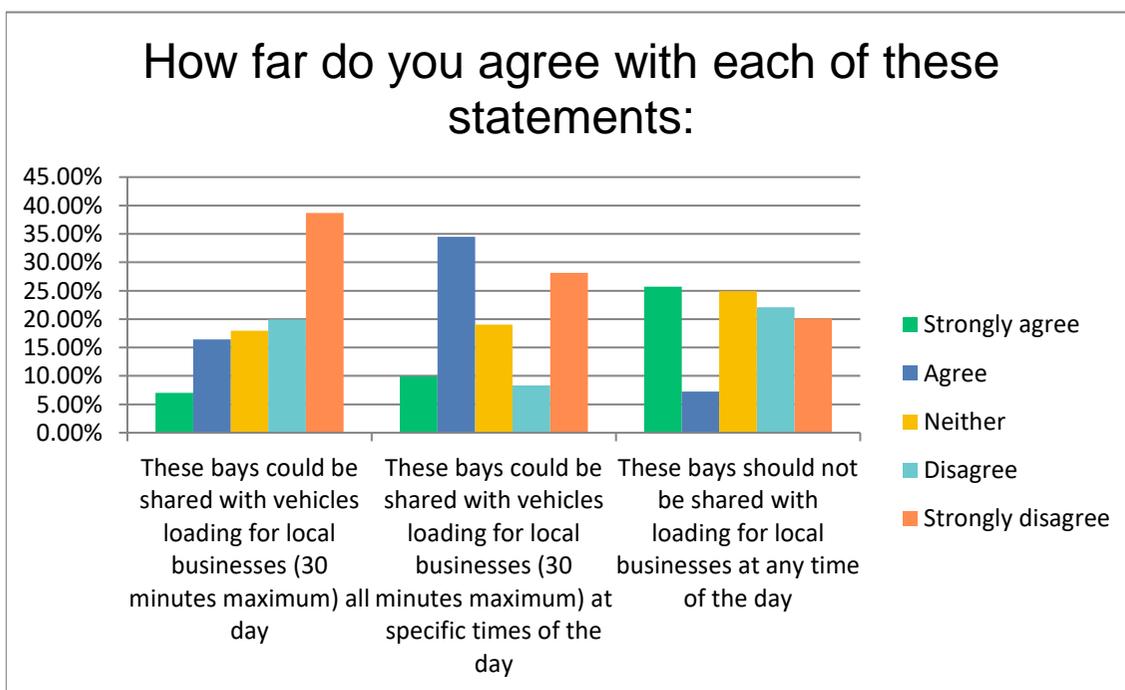
Answer Choices	Responses	
Available for a maximum of 3 hours	71.48%	183
A longer time for parking (reducing the number of Blue Badge Holders	28.52%	73
	<b>Answered</b>	<b>256</b>
	<b>Skipped</b>	<b>284</b>



## City Centre Blue Badge Parking

How far do you agree with each of these statements:

	Strongly agree		Agree		Neither		Disagree		Strongly disagree
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day	7.03%	18	16.41%	42	17.97%				
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day	9.92%	25	34.52%	87	19.05%				
These bays should not be shared with loading for local businesses at any time of the day	25.70%	64	7.23%	18	24.90%				



ther	Disagree		Strongly disagree		Total	
	46	19.92%	51	38.67%	99	256
	48	8.33%	21	28.17%	71	252
	62	22.09%	55	20.08%	50	249
				<b>Answered</b>		<b>263</b>
				<b>Skipped</b>		<b>277</b>

## City Centre Blue Badge Parking

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).

Answered 66

Skipped 474

# City Centre Blue Badge Parking

St Leonard's Place

## How useful is this location for you to access:

	Extremely useful		Very useful		Somewhat useful		Slightly
City centre shops and services	35.23%	93	25.76%	68	15.53%	41	10.98%
Cultural activities	43.58%	112	25.68%	66	11.28%	29	9.34%
Any other locations you need to access	31.05%	77	25.40%	63	17.74%	44	11.69%

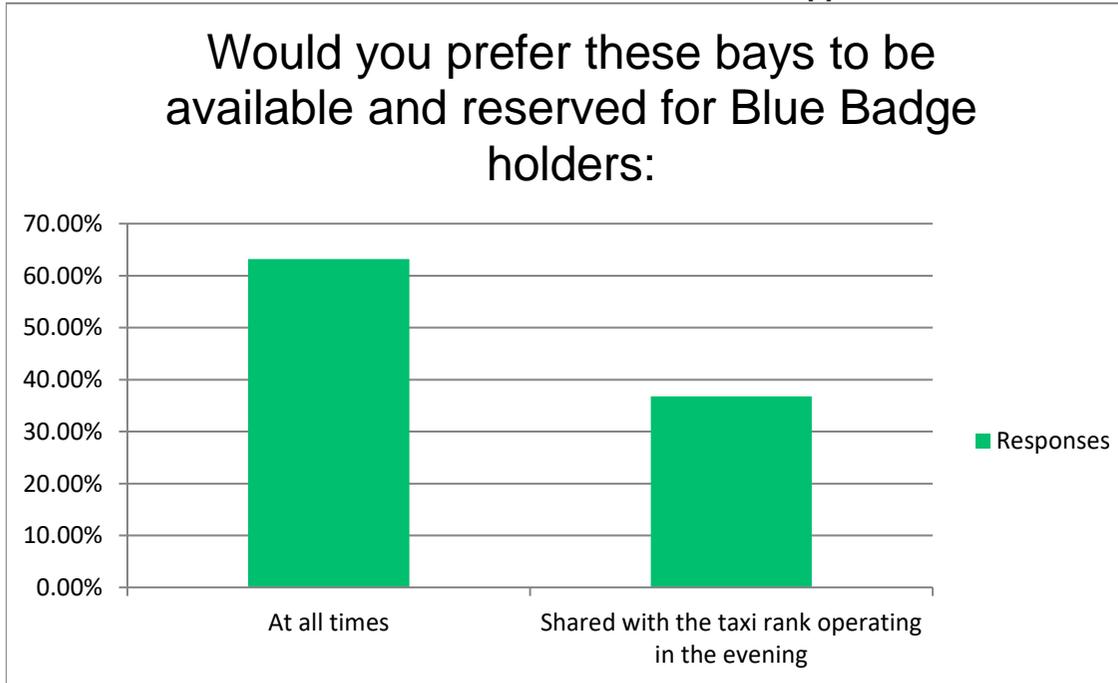


useful	Not at all useful	Total	Weighted Average
29	12.50%	33	264
24	10.12%	26	257
29	14.11%	35	248
		<b>Answered</b>	<b>267</b>
		<b>Skipped</b>	<b>273</b>

## City Centre Blue Badge Parking

Would you prefer these bays to be available and reserved for Blue Badge holders:

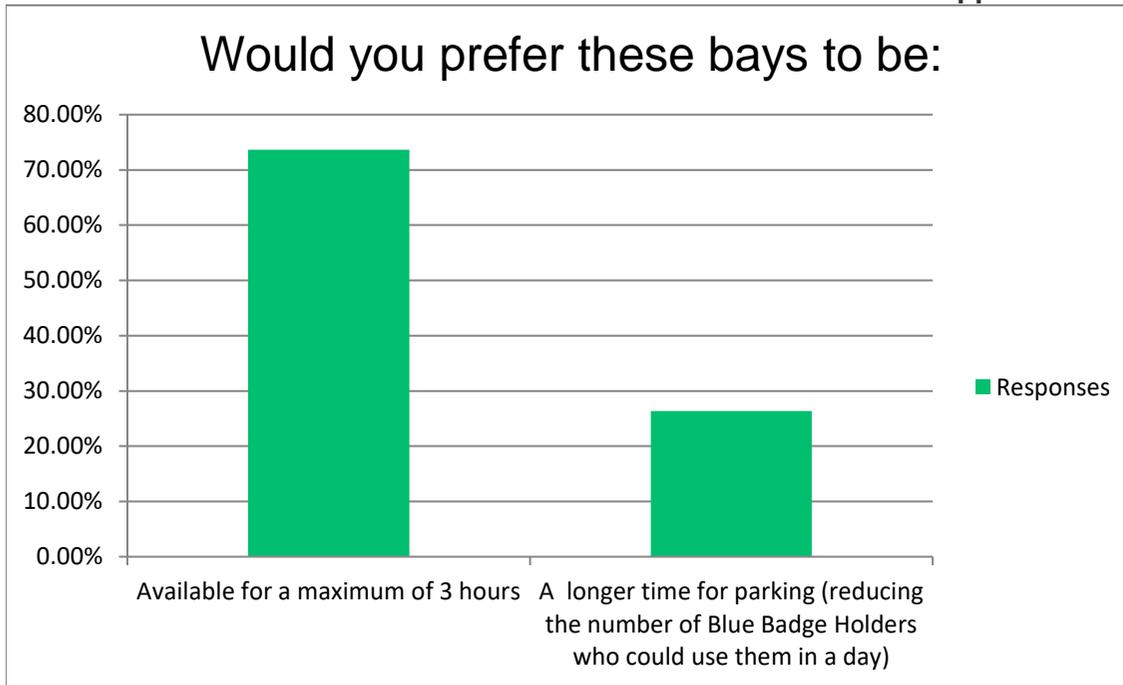
Answer Choices	Responses	
At all times	63.22%	165
Shared with the taxi rank operating in the evening	36.78%	96
	<b>Answered</b>	<b>261</b>
	<b>Skipped</b>	<b>279</b>



## City Centre Blue Badge Parking

### Would you prefer these bays to be:

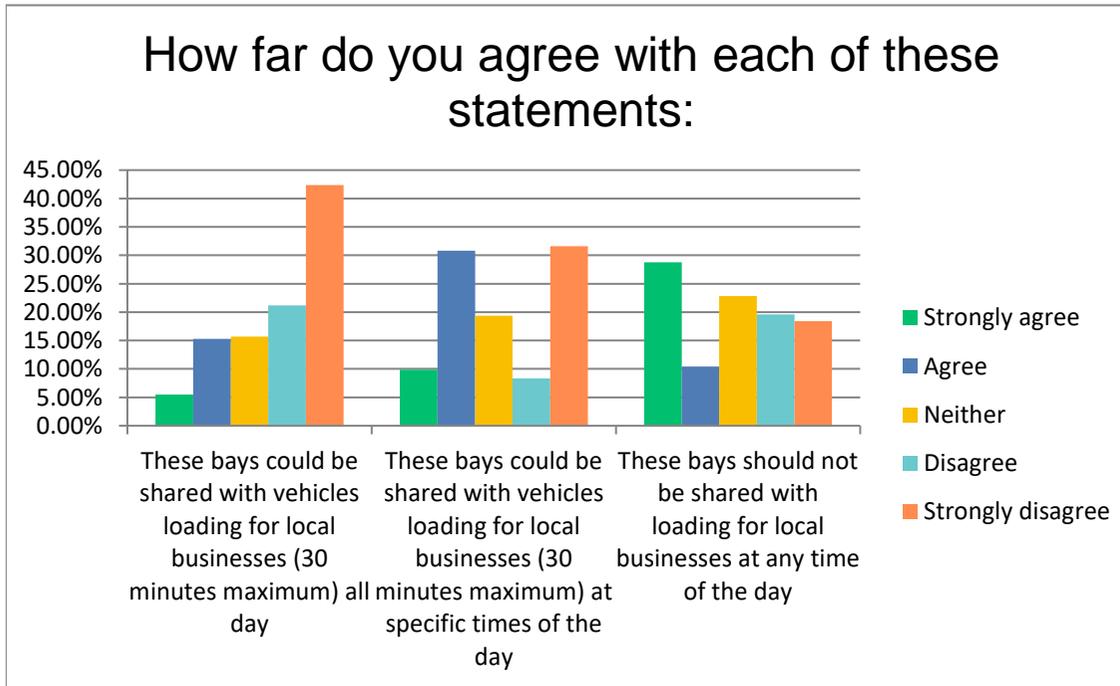
Answer Choices	Responses	
Available for a maximum of 3 hours	73.64%	190
A longer time for parking (reducing the number of Blue Badge Holders	26.36%	68
	<b>Answered</b>	<b>258</b>
	<b>Skipped</b>	<b>282</b>



## City Centre Blue Badge Parking

How far do you agree with each of these statements:

	Strongly agree		Agree		Neither		Disagree		Strongly disagree
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day	5.49%	14	15.29%	39	15.69%	22.80%	26	22.80%	22.80%
These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day	9.88%	25	30.83%	78	19.37%	22.80%	26	22.80%	22.80%
These bays should not be shared with loading for local businesses at any time of the day	28.80%	72	10.40%	26	22.80%	22.80%	26	22.80%	22.80%



ther	Disagree		Strongly disagree		Total	
	40	21.18%	54	42.35%	108	255
	49	8.30%	21	31.62%	80	253
	57	19.60%	49	18.40%	46	250
				<b>Answered</b>		<b>263</b>
				<b>Skipped</b>		<b>277</b>

## City Centre Blue Badge Parking

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).

Answered 68

Skipped 472

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Respondent ID

Average

Base n

Respondent ID

#####

270

Total sample; Unweighted; base n = 270

Are you completing the survey as:

	%	n
Resident - Blue badge Holder	100%	270
Total sample; Unweighted; base n = 270		

VAR00019

	%	n
Image 1	46%	114
Image 2	54%	135

Total sample; Unweighted; base n = 249; total n = 270; 21 missing

**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

City centre shops and services

	%	n
Extremely useful	41.18%	98
Very useful	26.47%	63
Somewhat useful	13.03%	31
Slightly useful	7.56%	18
Not at all useful	11.76%	28

Total sample; Unweighted; base n = 238; total n = 270; 32 missing

**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

Cultural activities

	%	n
Extremely useful	34%	70
Very useful	24%	48
Somewhat useful	20%	40
Slightly useful	8%	16
Not at all useful	15%	30

Total sample; Unweighted; base n = 204; total n = 270; 66 missing

**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

Any other locations you need to access

	%	n
Extremely useful	29%	62
Very useful	24%	51
Somewhat useful	19%	41
Slightly useful	9%	20
Not at all useful	18%	37

Total sample; Unweighted; base n = 211; total n = 270; 59 missing

**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

Would you prefer parking to be:

	%	n
In dedicated Blue Badge bays, marked individually	76%	183
On double yellow lines	24%	58

Total sample; Unweighted; base n = 241; total n = 270; 29 missing

**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

Junction of Blake St: Would you prefer these bays to be available and reserved for Blue Badge holders:

	%	n
At all times	88%	213
During footstreet hours	11%	27
Other times (please specify)	1%	2

Total sample; Unweighted; base n = 242; total n = 270; 28 missing

**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

Other times (please specify)

	%	n
2 is not enough	50%	1
Yes	50%	1

Total sample; Unweighted; base n = 2; total n = 270; 268 missing

**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

Junction of Blake St: Would you prefer these bays to be:

	%	n
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	24%	59
Available for a maximum of 3 hours	76%	183

Total sample; Unweighted; base n = 242; total n = 270; 28 missing

**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day

	%	n
Strongly agree	8%	19
2	8%	19
3	15%	36
4	14%	33
Strongly disagree	54%	128
Total sample; Unweighted; base n = 235; total n = 270; 35 missing		

**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day

	%	n
Strongly agree	18%	41
2	16%	37
3	20%	46
4	9%	22
Strongly disagree	37%	86

Total sample; Unweighted; base n = 232; total n = 270; 38 missing

**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

These bays should not be shared with loading for local businesses at any time of the day

	%	n
Strongly agree	40%	90
2	7%	16
3	14%	32
4	12%	28
Strongly disagree	27%	60

Total sample; Unweighted; base n = 226; total n = 270; 44 missing

**Junction of Blake St and Duncombe Place - next to the Visit York building and Grays Solicitors**

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).

4 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.

5 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.

7 Additional parking is necessary due to the uber taxis sitting in this area waiting for business.

8 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.

14 That they are actually policed to only be used by blue badge holders

21 POTENTIAL PARKING INSUFFICIENT FOR NUMBER OF USERS AND SHOWS A TOTAL LACK OF UNDERSTANDING OF THE NEEDS OF DISABLED CAR USERS.

22 We need parking all day on Blake st like it was

29 Long walk to parts of town with limited mobility

30 The surface of Blake Street is awful - the blocks badly subsided. Really off-putting for wheelchair users.

32 It still does not redress the amount of lost parking further into Blake Street and Duncombe Place

34 Why not also consider additional blue badge parking opposite outside the assembly rooms entrance, again this would be extremely valuable for accessing town shops.

42 no

45 for myself it gives only limited access to the city centre due to distance. Positive for Minster and some restaurants

49 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.

51 Makes sense for blue badge holders arriving in central York from the North up Gillygate or the West along Bootham.

53 Bays to allow vehicle ramps to be deployed

56 4 parking bays, theirs lots of disabled in York, 4 bays isn't enough parking for people, you be lucky to get parked there

68 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

70 I would struggle to access my bank without being able to park near coney street

77 The reason for the "At All Times" requirement is for evening theater visits.

89 If I want to park down Blake street early in the day before 10.30 it's impossible with lorries, food couriers outside McDonald's and anyone else that thinks it's ok to park there. If the bays were marked as disabled this could help

95 Suggest 06.00pm to 11.30pm longer than 3 hours to enable parking for cultural activities ie Theatre Royal

107 The pedestrianisation of the city centre excludes disabled persons from using it. As most of the area is too far to walk

108 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  
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  
112 been fill of uber Eats delivery drivers therefore think the bays should just be used for blue badge holder

115 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.  
119 Loading vehicles should be kept to early mornings only. Blue Badge parking should be just that for most of the day and evening.  
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  
132 covid and wouldn't now.

138 The bays would need to be positioned for an easy exit as no longer able to drive forward  
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  
143 (see Goodramgate) this can be very hard.

145 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  
146 Goodramgate was perfect, in fact Goodramgate was a little to far on a bad day, the changes really have NOT helpe

148 I cannot walk very far with my breathing and lower back  
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  
150 preventing disabled drivers from parking there

157 The present restriction which been brought in have a major impact on myself and other blue badge holders.  
160 Very rarely do I park at this side of the city  
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  
161 can only walk very short distances this is useful for the theatre and library and museum gardens  
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  
162 a real challenge to navigate by self propelled wheelchair, far far poorer than most other "historical "

167 can the loading be allowed as before10am

177 I cannot walk more than 200 yards, so Parliament St.almost impossible as would most of rest of the foot streets

183 I would only be able to walk to St Helens sq and the top of stone gate, anywhere further is too much for me

187 Evening parking also important as many Blue Badge holders would like to access Restaurants and Entertainments in the City Centre.  
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  
188 town car parks

190 How would you leave from the bays (especially outside Visit York) without going down Blake Street/St Helen's Swuare/Lendal?

194 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

196 How do vehicles exit these spaces as the street is one way?  
197 Shops need to be loaded by lorries so that customers can buy goods that the shop has  
198 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  
200 am comparatively young and do not have a physical disability - but this is a wider issue.  
201 I have reported to the council the excess of Deliveroo etc drivers waiting in these bays (7) so disabled drivers cannot get a space.  
205 The removal of the cycle parking is unacceptable. I am also a disabled cyclist  
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  
209 Bays, I will have to have someone with me to help with the pushing. A closer place to park would mean I c  
212 What about use of Granary Court?  
213 Would any of the proposed traffic changes impact on the access to these bays for residents coming from the West of the river.  
When visiting the cinema or Theatre, a longer time than 3 hours would be needed it could be a maximum of 3 hours during the day, but longer in the  
217 evening.  
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.  
218 Sampson's Sq. was more convenient.  
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  
220 to traffic then I can park there early evening when I like to go to cinema  
221 If possible, remove/reduce kerb so that wheelchair users can get out of both sides of the car.  
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  
222 city centre has to offer. I think it's great to have these spaces but you need more and other more cent  
226 These are the spaces that I personally would use most often.  
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  
233 food deliveries.  
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  
234 wheelchair and needing someone to push it. Then that requires the business/restaurant etc. to have whe  
237 I use bike as disability aid so please do not take bike parking away!  
242 to be able to go down GOODRAMGATE  
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.  
243 Helens Square and out through Lendal. If so, why are these not being kept open, which means far more access.  
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  
244 enough time for lunch out only but not for an evening meal, a shopping trip, theatre or cinema trip.  
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  
246 into the city centre

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,  
250 could there be a blue badge designated large bay without individual bays within it?  
251 Could we have extra bays as I find this location one of the most convenient.  
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.  
252 I would have to park outside of any premises I wanted to access on foot. The restrictions on  
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  
257 proposed arrangements make this unhelpful.  
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  
259 allow for additional blue badge parking. These taxi bays rarely pick any one up from this location.  
267 No Thank You  
268 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.  
Total sample; Unweighted; base n = 270

**Duncombe Place Horse and Carriage Bay**

City centre shops and services1

	%	n
Extremely useful	43%	98
Very useful	24%	55
Somewhat useful	15%	34
Slightly useful	8%	19
Not at all useful	9%	21

Total sample; Unweighted; base n = 227; total n = 270; 43 missing

**Duncombe Place Horse and Carriage Bay**

Cultural activities1

	%	n
Extremely useful	37%	77
Very useful	25%	51
Somewhat useful	20%	41
Slightly useful	8%	17
Not at all useful	11%	22

Total sample; Unweighted; base n = 208; total n = 270; 62 missing

**Duncombe Place Horse and Carriage Bay**

Any other locations you need to access1

	%	n
Extremely useful	33%	71
Very useful	23%	49
Somewhat useful	20%	42
Slightly useful	12%	25
Not at all useful	12%	26

Total sample; Unweighted; base n = 213; total n = 270; 57 missing

**Duncombe Place Horse and Carriage Bay**

Would you prefer parking to be:1

	%	n
In dedicated Blue Badge bays, marked individually	79%	180
On double yellow lines	21%	47

Total sample; Unweighted; base n = 227; total n = 270; 43 missing

**Duncombe Place Horse and Carriage Bay**

Would you prefer these bays to be available and reserved for Blue Badge holders:1

	%	n
At all times	85%	191
During footstreet hours	15%	33
Other times (please specify)	1%	2

Total sample; Unweighted; base n = 226; total n = 270; 44 missing

**Duncombe Place Horse and Carriage Bay**

Other times (please specify)<sup>1</sup>

	%	n
No	50%	1
We need access as and when like anyone else	50%	1
Total sample; Unweighted; base n = 2; total n = 270; 268 missing		

**Duncombe Place Horse and Carriage Bay**

Would you prefer these bays to be:1

	%	n
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	26%	57
Available for a maximum of 3 hours	74%	164

Total sample; Unweighted; base n = 221; total n = 270; 49 missing

**Duncombe Place Horse and Carriage Bay**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day1

	%	n
Strongly agree	11%	24
Agree	12%	26
Neither	12%	27
Disagree	17%	37
Strongly disagree	48%	104

Total sample; Unweighted; base n = 218; total n = 270; 52 missing

### Duncombe Place Horse and Carriage Bay

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day<sup>1</sup>

	%	n
Strongly agree	14%	29
Agree	28%	59
Neither	14%	30
Disagree	10%	21
Strongly disagree	35%	74

Total sample; Unweighted; base n = 213; total n = 270; 57 missing

**Duncombe Place Horse and Carriage Bay**

These bays should not be shared with loading for local businesses at any time of the day<sup>1</sup>

	%	n
Strongly agree	32%	68
Agree	9%	20
Neither	19%	40
Disagree	18%	38
Strongly disagree	23%	49

Total sample; Unweighted; base n = 215; total n = 270; 55 missing

## Duncombe Place Horse and Carriage Bay

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).1

Text

4 Lots of pedestrians, could be difficult for cars to turn around when the spaces are inevitably taken.  
7 Some space should be left for horsedrawn carriages, this area could also be used by local business for deliveries  
21 SHARING PARKING WITH HORSES AND CARRIAGES WOULD BE A RECIPE FOR DISASTER!  
29 Long walk to town but useful for minster  
32 Still does not redress loss of parking in this area  
34 Very good location for blue badge parking  
45 more limited as only give access to the Minster and a few small shops  
Sharing bays with service vehicles would eventually cause issues to arise from bays being used by non Blue badge holders and there is lots of this  
49 happening already.  
50 there is not enough parking for blue badge people  
If the bays can have a 3 hour limit it would give the blue badge holder the option to visit the shops and not park up and occupy the space all day. Long  
51 term parking is available off Gillygate / Clarence Street, Botham, Marygate and Lords Mayor Walk.  
This is a better solution for disabled badge holders, but four spaces still isn't enough. I'm really not a fan of ideas which involve sharing it as loading  
68 space for businesses - it is always abused and poorly policed. Whether it be a taxi, a DPD van  
77 There is other space for loading in the vicinity  
my husband is wheelchair user and I walk with 2 sticks, due to these situations we don't visit the town centre anymore, previously we could park close  
81 to where we needed to visit but since the restrictions have come in I'm too worried to park anywhere in  
82 If the spaces were made so cars parked at an angle to the kerbs more spaces would be available.  
If the bays were marked as disabled hopefully it would deter other vehicles using them especially if the traffic wardens were able to patrol them  
89 regularly  
91 I would use this space for services in the Minster.  
95 Suggest longer than 3 hours between 06.00pm & 11.30pm to enable access to cultural activities  
100 Please remember that we move slowly....these bays are some distance from the facilities in town. 3 hours can be hard to meet!  
When lorries are going to the town centre they should be going doing the delivery is really early in the morning me and my daughter several times with  
108 nearly been knocked down by vehicles going into the town centre I'm going up on the pavement nearly goin  
115 A long way from Coney Street, City Screen etc  
Far Better, both me & my Husband have a Blue Badge. We needed to be in the centre of York last Thursday, we had to park in Piccadilly. We had to ask  
116 if we could use chair from outside street Cafe as we couldn't walk another step, on the way back to the ca

Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving access  
119 to shops and theatres for those of us with disabilities.  
138 Useful here for going to the theatre and art gallery.Would a theatre visit need more than 3 hrs?  
140 Very useful for disabled people attending church services at either the minster or st Michael the belfry  
141 I Use for minster and theatre royal  
145 None  
160 It is very rare that I would use parking at this side of the city  
162 See previous comments  
167 it is only a small area for all who are disabled to use the timing for loading needs to be early morning as before  
174 too close to cobbled streets, i think!  
177 Good for.restaurants in Petergate, but not much else in my case  
182 These spaces would be particularly useful for theatre-going.  
183 I could walk to the top of Stonegate and the Minster but not much further  
187 Spacings to allow for wide vehicle door openings.  
198 None

199 Local business does not use any space here at the moment and I can't see a need for that to change unless other roads are going to be restricted.  
Sharing parking bays with trucks loading and unloading would not be ideal, but if it's a choice between having the spaces, or not, then sharing would be  
209 better than nothing.  
Again this is very much on the edge of the city centre and not very close to anything. Yes have these spaces but you also need more central ones for  
222 residents and you need other spaces for businesses  
233 As I've explained above the uber eats cars are constantly pulling in there.  
Again, this doesn't help me access what I need. Installing more designated. Blue Badge spaces would nevertheless be welcomed by those for whom it  
234 does improve access. Blue Badge spaces are misused regularly enough by taxis and delivery drivers so it isn't  
235 There are often motorcycles taking up this area  
237 I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!  
244 As per last section. If parking is time limited I would change my responses as these bays would be useless.  
Could there be an awareness raising campaign even amongst blue badge holders so that people who can park further away are encouraged to do so? Or  
250 are aware of the pressure on the spaces that close to the footstreets?  
At the current time many fast food delivery drivers park here waiting for an order (I guess from McDonalds in Blake Street). On 2 occasions I have  
253 struggled to find a parking spot because there have been so many delivery drivers there.  
257 Blue Badge holders need to be able to access the City centre from much nearer that the present and proposed arrangements.

If any disabled bays are shared with any other persons for loading or business use then there is no point of having a disabled badge scheme anywhere as  
259 none disabled people will abuse the system.

267 No

What measures would be put in place to monitor blue badge holders using bays. What deterrent will be used to stop those not authorised to park in  
269 blue bays

Total sample; Unweighted; base n = 270

**St Andrewgate**

City centre shops and services2

	%	n
Extremely useful	38%	86
Very useful	22%	50
Somewhat useful	19%	42
Slightly useful	7%	15
Not at all useful	14%	32

Total sample; Unweighted; base n = 225; total n = 270; 45 missing

**St Andrewgate**

Cultural activities2

	%	n
Extremely useful	21%	44
Very useful	21%	43
Somewhat useful	27%	55
Slightly useful	11%	22
Not at all useful	20%	41

Total sample; Unweighted; base n = 205; total n = 270; 65 missing

**St Andrewgate**

Any other locations you need to access2

	%	n
Extremely useful	28%	57
Very useful	20%	42
Somewhat useful	24%	50
Slightly useful	8%	17
Not at all useful	19%	39

Total sample; Unweighted; base n = 205; total n = 270; 65 missing

**St Andrewgate**

Would you prefer parking to be:2

	%	n
In dedicated Blue Badge bays, marked individually	63%	139
On double yellow lines, as it is now	37%	80

Total sample; Unweighted; base n = 219; total n = 270; 51 missing

**St Andrewgate**

Would you prefer these bays to be available and reserved for Blue Badge holders:2

	%	n
At all times	77%	168
During footstreet hours	21%	45
Other times (please specify)	2%	4

Total sample; Unweighted; base n = 217; total n = 270; 53 missing

**St Andrewgate**

Other times (please specify)2

	%	n
10.00am to 8.00pm	25%	1
As it is now	25%	1
it is unfair to residents to be parking in front of their windows	25%	1
While shops are open.	25%	1
Total sample; Unweighted; base n = 4; total n = 270; 266 missing		

**St Andrewgate**

Would you prefer these bays to be:2

	%	n
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	25%	55
Available for a maximum of 3 hours	75%	165

Total sample; Unweighted; base n = 220; total n = 270; 50 missing

**St Andrewgate**

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).2

Text

7 There is a distinct lack of access for disabled parking since bollards went up on goodram gate. not all disabled badge holders have good mobility to walk long distances.

21 THIS WOULD INVOLVE TRAFFIC GOING UP AND DOWN ALDWARK LOOKING FOR THE PARKING BAYS. ALDWARK IS ALREADY PILED UP WITH ILLEGALLY PARKED CARS VISITING MONKGATE PHARMACY. ADDITIONALLY, LEAVING ALDWARK VIA MONK BAR IS ALREADY A NIGHTMARE AS ONLY 2 VEHICLES AT A

28 This would open up my ability and that of any Blue Badge Holder to access the centre of town much more easily and a wide variety of shops.

29 Handy for market but may cause traffic problems when full and other people waiting to park as this is best place for market and other shops  
45 not really useful but pssible access to Goodramgate

51 This area can already get parked up and don't agree with increasing parking. It is already difficult to access after coming through Monk Bar and turning sharp left onto St Andrewgate. There can often be a bottleneck getting off Goodramgate and then when n  
53 Allow room for wheelchair vehicle ramps to be deployed

68 This is a good idea. It isn't mega central though - and access is difficult. Provided the council are going to use their parking attendants to police it, then I don't have an issue with this and think this is a good way forward.

73 THIS AREA HAS HOUSES, TO BE HONEST IF I LIVED THERE I WOULD NOT WANT PEOPLE PARKING THERE UNLESS IT WAS A REAL EMERGENCY

84 Personally, I don't need any longer than 3 hours as I struggle standing and walking

89 If they are marked as disabled hopefully it would stop other vehicles using them

93 Have seen parking here on double yellow lines that sometimes causes comments from pedestrians so a designated bay would be better.

100 The 3 hour limit becomes irrelevant when looking to park. If you drive to town for an appointment or a specific period, you can't keep driving around waiting for someone to move.

115 Open up Goodramgate again.

119 Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving access to shops and theatres for those of us with disabilities.

125 goodram gate to kings square and collier gate would be a much better place for disabled persons parking as it always has been

132 It is still too far for me to walk into town.

133 I have no opinion for this location so would support the majority opinion of other Blue Badge holders it does affect

- 138 I don't tend to use that side of town so unsure of how it impacts other disabled people
- 142 Slightly more useful for disabled drivers access to shopping
- 143 Some of the pavements round there are cobbled/flagged. This can be difficult.
- 145 None
- 161 There is a need for some spaces to be for longer for hair appointments etc
- 162 See previous comments
- 167 my carers need to park near the shops with me especially in bad weather
- 176 Take into consideration street scene at all times re signage etc fir all locations
- 177 Useless!
- 183 Too far away from shops
- 187 As previous comments.
- 190 Seems a long way from city centre.
- 194 It takes me a long time to get from a to b I am physically disabled it often takes more than 3 hours to complete my shopping
- 198 None
- 199 This street can become very congested meaning that access to homes is sometimes restricted. Limiting parking here is a good idea.
- 205 Pointless. Already available as double yellow lines and may interfere with pedestrian traffic  
For me, parking in St.Andrewgate would be a non starter. It's too far away from shops that I would use. However, this might be an option that other Blue
- 209 Badge users who have different disabilities to me.
- 216 not familiar with the street, looks tricky to turn vehicle in
- 218 This is better for access for me, I would be able to get as far as Kings Square
- 219 Not fair to park in residential streets that are narrow.
- 220 Useful for access to Kings Square and Colliergate
- 221 It is hazardous getting out of the car and into a wheelchair when there is passing traffic on that side of the car.
- 222 Long way to go to get to the centre, bit of a mess about to get to and tucked out of the way. People need the spaces more centrally
- 226 This would mean I could go to Barnitts again - a shop I love but currently cant access
- 233 A very useful area to have dedicated bays however 3 isn't many .  
Again, this would not be within accessible distance to anything of use. I also would feel uncomfortable restricting access to people's residence.
- 234 Additionally the pavements are not good quality or wide enough for wheeling/walking on. I used to avoid this
- 237 I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!
- 243 For someone with walking difficulties, but not needing a wheelchair, the bays are too far away from the shops/market
- 244 As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.

246 These changes will not help me access the city centre. As it is very painful for me to walk and each step is painful so I cannot reach the city centre without pain

255 Too few disabled spaces are being considered overall. Disabled people could end up driving around for a considerable amount of time with no guarantee of getting parked anywhere accessible. Implementing these few new spaces with a view to closing the city

257 I refer you to my previous remarks with the addition that the City Centre would become disability unfriendly.

267 No

Total sample; Unweighted; base n = 270

**St Andrews Place, off St Andrewgate**

City centre shops and services<sup>3</sup>

	%	n
Extremely useful	27%	59
Very useful	16%	35
Somewhat useful	21%	46
Slightly useful	15%	34
Not at all useful	21%	47

Total sample; Unweighted; base n = 221; total n = 270; 49 missing

**St Andrews Place, off St Andrewgate**

Cultural activities3

	%	n
Extremely useful	16%	32
Very useful	18%	36
Somewhat useful	23%	46
Slightly useful	16%	32
Not at all useful	27%	53

Total sample; Unweighted; base n = 199; total n = 270; 71 missing

**St Andrews Place, off St Andrewgate**

Any other locations you need to access<sup>3</sup>

	%	n
Extremely useful	22%	43
Very useful	13%	26
Somewhat useful	25%	50
Slightly useful	15%	30
Not at all useful	25%	49

Total sample; Unweighted; base n = 198; total n = 270; 72 missing

**St Andrews Place, off St Andrewgate**

Would you prefer parking to be:3

	%	n
In dedicated Blue Badge bays, marked individually	61%	129
On double yellow lines, as it is now	39%	84

Total sample; Unweighted; base n = 213; total n = 270; 57 missing

**St Andrews Place, off St Andrewgate**

Would you prefer these bays to be available and reserved for Blue Badge holders:3

	%	n
At all times	67%	141
During footstreet hours	29%	61
Other times (please specify)	3%	7

Total sample; Unweighted; base n = 209; total n = 270; 61 missing

**St Andrews Place, off St Andrewgate**

Other times (please specify)<sup>3</sup>

	%	n	
As aforementioned	14%	1	1
As it is now	14%	1	1
LEAVE THIS AREA FOR RESIDENTS WHO LIVE THERE	14%	1	1
None bad idea on this location	14%	1	1
there are not enough parking spaces being replaced	14%	1	1
While shops and main facilities are open	14%	1	1
X	14%	1	1

Total sample; Unweighted; base n = 7; total n = 270; 263 missing

**St Andrews Place, off St Andrewgate**

Would you prefer these bays to be:3

	%	n
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	22%	44
Available for a maximum of 3 hours	78%	160

Total sample; Unweighted; base n = 204; total n = 270; 66 missing

**St Andrews Place, off St Andrewgate**

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).3

Text 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).

21 IF DISABLED DRIVERS DO NOT KNOW THEY CAN PARK ON DOUBLE YELLOW LINES THEY SHOULD NOT BE ON THE ROAD! PUTTING PARKING BAYS AND APPROPRIATE SIGNAGE IN THIS AREA WOULD DESTROY THE AMBIENCE OF THE AREA.

29 Traffic due to only one space and narrow roads for turning if space is full

32 Think local residents who cannot park outside their own homes will be very annoyed, but, this is best place for me

45 not really useful but like all the bays identified only limited access to the city centre. not good

51 Don't agree with introducing more blue badge parking in this area. St Andrewgate can already be parked up making it very difficult for residents to access their properties and this would exacerbate the problem. Spen Lane is single traffic for a lot of its

53 Allow room for wheelchair vehicle ramps to be deployed

68 Guys, you really couldn't park down here with the residents needing access. Especially not in a vehicle long or wide enough to fit a wheelchair, or even a standard vehicle really. I encourage you to go and measure a standard, 4 door car width a take a tap

69 Looks to be a bit narrow for disabled parking and for dustbin lorries etc to pass

71 Would impact local residents so not an ideal location

93 I do not think this is an appropriate parking area because of the impact on residents and free flow of residents cars to enter/egress their residences.

100 Same comments as before

119 Parking could be shared with residents overnight and early morning. Blue Badge Parking should be just that, giving access to our city for those of us with disabilities.

132 Goodramgate and King's Square would be better given my walking difficulties.

133 I have no opinion for this location so would support the majority opinion of other Blue Badge holders it does affect

138 I don't generally access this part of York

145 None

152 For myself, not a useful place to park. There's would be too much impact on the parking for the residents. I think to include Disabled parking would be unfair on those who live there

162 See previous comments

167 it is a private housing area parking on goodramgate in front of shops is far better for us so our client is not affected too much by weather

174 potential problems with residents and public with the entrance and exit.

Would always prefer to be in dedicated bay than on a double yellow. Inclined to use inlyvascemergenvy . Most trips have to be planned in advance with  
176 option A and option b.  
177 Useful for Barnitts  
183 Too far away to walk to shops and back  
187 As previous comments.  
198 None  
205 Difficult pavements to access this location.  
As before, St.Andrew Place is too far from Coney Street and other roads around there. If I were to go on my own, having set my wheelchair up, I  
209 couldn't self propel to the foot streets.  
As a disabled flat owner in St. Andrew place, I find it difficult enough to manoeuvre into my allotted space.Adding more disabled parking would restrict  
214 manoeuvrability and space.  
219 Can cause obstruction to residents traffic flow.  
220 This location looks too far away from shops etc for me

222 Lived in York since 1988 and I don't even know where this is, not close enough to be useful, yeah put spaces there but you need spaces near shops etc  
A bit too far away for it to be useful - and looks like wheelchair access would potentially be tricky if you added parked cars into the mix without  
226 pavements - remember visability from a wheelchair is very limited by parked cars  
These would be of no use as again, they are not within my walking distance or the distance required to get a Blue Badge to any shops etc. This is most  
234 likely the reason that they're not currently used by Blue Badge holders.  
237 I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!  
243 Same as previous question

244 As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.  
255 80m is a long way from the shops and cafes. The council really is trying to make the city centre unaccessible to disabled people.  
257 I refer you to my previous remarks. Is York Council wanting to deter disable people from visiting the City centre?  
259 This area would cause problems for local residents accessing their property.  
267 No

Total sample; Unweighted; base n = 270

**Deangate - between the Cross Keys and the Minster**

City centre shops and services4

	%	n
Extremely useful	49%	107
Very useful	19%	41
Somewhat useful	15%	32
Slightly useful	8%	18
Not at all useful	9%	20

Total sample; Unweighted; base n = 218; total n = 270; 52 missing

**Deangate - between the Cross Keys and the Minster**

Cultural activities4

	%	n
Extremely useful	46%	92
Very useful	19%	39
Somewhat useful	16%	33
Slightly useful	6%	13
Not at all useful	12%	25

Total sample; Unweighted; base n = 202; total n = 270; 68 missing

**Deangate - between the Cross Keys and the Minster**

Any other locations you need to access<sup>4</sup>

	%	n
Extremely useful	42%	83
Very useful	17%	34
Somewhat useful	21%	41
Slightly useful	9%	17
Not at all useful	12%	24

Total sample; Unweighted; base n = 199; total n = 270; 71 missing

**Deangate - between the Cross Keys and the Minster**

Would you prefer parking to be:4

	%	n
In dedicated Blue Badge bays, marked individually	65%	140
On double yellow lines, as it is now	35%	76

Total sample; Unweighted; base n = 216; total n = 270; 54 missing

**Deangate - between the Cross Keys and the Minster**

Would you prefer these bays to be available and reserved for Blue Badge holders:4

	%	n
At all times	78%	169
During footstreet hours	21%	46
Other times (please specify)	1%	2

Total sample; Unweighted; base n = 217; total n = 270; 53 missing

**Deangate - between the Cross Keys and the Minster**

Other times (please specify)4

	%	n
As it is now	50%	1
Extremely beneficial	50%	1

Total sample; Unweighted; base n = 2; total n = 270; 268 missing

**Deangate - between the Cross Keys and the Minster**

Would you prefer these bays to be:4

	%	n
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	27%	57
Available for a maximum of 3 hours	73%	152

Total sample; Unweighted; base n = 209; total n = 270; 61 missing

**Deangate - between the Cross Keys and the Minster**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day2

	%	n
Strongly agree	7%	16
Agree	17%	36
Neither	15%	33
Disagree	18%	38
Strongly disagree	43%	91
Total sample; Unweighted; base n = 214; total n = 270; 56 missing		

**Deangate - between the Cross Keys and the Minster**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day<sup>2</sup>

	%	n
Strongly agree	12%	25
Agree	30%	63
Neither	18%	37
Disagree	9%	19
Strongly disagree	31%	65

Total sample; Unweighted; base n = 209; total n = 270; 61 missing

**Deangate - between the Cross Keys and the Minster**

These bays should not be shared with loading for local businesses at any time of the day<sup>2</sup>

	%	n
Strongly agree	28%	56
Agree	11%	22
Neither	21%	42
Disagree	21%	42
Strongly disagree	20%	40

Total sample; Unweighted; base n = 202; total n = 270; 68 missing

**Deangate - between the Cross Keys and the Minster**

Is there anything else

Text Open-Ended Response

10 Sharing would only work if enforcement is kept up

POTENTIAL PARKING INSUFFICIENT FOR NUMBER OF USERS AND SHOWS A TOTAL LACK OF UNDERSTANDING OF THE NEEDS OF DISABLED CAR USERS.

21 THE WHOLE OF THIS STREET UP TO THE BOLLARDS SHOULD BE USED.

32 Possibility of conflict with cyclists

34 Good location for parking

45 the most udeful of the proposed bays for shops and dining

Good for access to the Minster. Parking for more than 3 hours could encourage someone to park up and leave it there. Personal feeling is that the

51 blue badge spaces should be for a short period of time. If all day is needed it would be better to use availa

53 Allow room for wheelchair vehicle ramps to be deployed

67 i don't understand why you would want to put time scales on disabled parking. Its not like my disability disappears at ant given time

This one is \*THE MOST\* important of all. For years this was double hatched so you couldn't park here. This is vital to disabled drivers. This is where I

68 park (and in the cobbled area adjacent) for 99% of my trips into the city. It has fantastic road a

71 Not so easy to access from Bootham

77 The current Yellow Lines parking could be more flexible

Again please note that reducing parking to 3 hours to give you more chance of getting a space when you require it.....only works if there is availability

100 when you arrive. For specific requirements you can not keep driving around waiting for someone to mo

Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving

119 access to all facilities in our city for those of us with disabilities.

133 I have no opinion for this location so would support the majority opinion of other Blue Badge holders it does affect

138 useful for attending Minster services

145 None

146 Too fare to walk to main shops

160 Too far for me to walk to main shopping area.

As a mum my child is at the monster nursery and I have been moved on several times around here I certainly hve not been told I am able to park on

161 these double yellow lines this is a vital thing for disabled parents to be able to access this nursery whcih

162 See previous comments

177 Access and egress difficult. Parking of limited value when accessing foot streets for shopping

183 Still too far away from majority of shops to walk there and back

187 As previous comments.

190 It isn't clear currently with the yellow lines, but would be helpful for accessing church at St Michael le Belfrey  
198 None  
205 Pointless. Already available as double yellow lines. Will interfere with cycle flow  
Dean Gate is a little better. I could get from there into the Market and foot streets relatively easily. King's Square isn't too far away. From there, I  
209 could go through the Market and into the Coney Street area.  
219 Access problems to stoneyard and problems when parents collect children from school in vehicles.  
222 Too far from the centre and difficult to access  
226 Particularly useful when there are lots of disabled people trying to access services at the Minster simultaneously, etc

233 This area was my preferred parking area however the double yellow lines now have yellow flashes which means we cannot park there.  
234 The double yellow lines aren't available to park on, they have 'double ticks' so if you park there you get a ticket.  
237 I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!

239 We are regular worshippers at StMichael le Belfrey church and would find this essential for Sunday worship as well as other meetings going on there  
243 Presumably you would enter from Goodramgate

244 As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.

253 This is the very best place for me to park for 2 reasons - a) to visit my daughter in Minster Yard and b) to visit/attend services at York Minster  
257 I refer you to my previous remarks.  
This is a good place to have disabled bays as it is a wide road for bay on both sides and is close to both the shops and Minster area. Although taxi  
259 driver may abuse the system here as even now with covid restrictions you see UBER driver from West Yorkshi  
267 No  
Total sample; Unweighted; base n = 270

**Stonebow - outside Calvert's Carpets**

City centre shops and services5

	%	n
Extremely useful	24%	52
Very useful	16%	34
Somewhat useful	22%	48
Slightly useful	14%	31
Not at all useful	25%	54

Total sample; Unweighted; base n = 219; total n = 270; 51 missing

**Stonebow - outside Calvert's Carpets**

Cultural activities5

	%	n
Extremely useful	13%	27
Very useful	13%	26
Somewhat useful	27%	54
Slightly useful	16%	32
Not at all useful	31%	63

Total sample; Unweighted; base n = 202; total n = 270; 68 missing

**Stonebow - outside Calvert's Carpets**

Any other locations you need to access5

	%	n
Extremely useful	22%	45
Very useful	10%	20
Somewhat useful	25%	51
Slightly useful	14%	28
Not at all useful	29%	60

Total sample; Unweighted; base n = 204; total n = 270; 66 missing

**Stonebow - outside Calvert's Carpets**

Would you prefer parking to be:5

	%	n
In dedicated Blue Badge bays, marked individually	80%	166
In the Pay and Display bays as it is now	20%	41

Total sample; Unweighted; base n = 207; total n = 270; 63 missing

**Stonebow - outside Calvert's Carpets**

Would you prefer these bays to be available and reserved for Blue Badge holders:5

	%	n
At all times	73%	150
During footstreet hours	26%	53
Other times (please specify)	1%	3

Total sample; Unweighted; base n = 206; total n = 270; 64 missing

**Stonebow - outside Calvert's Carpets**

Other times (please specify)5

	%	n
As it is now	33%	1
Not particular	33%	1
While shops are open	33%	1

Total sample; Unweighted; base n = 3; total n = 270; 267 missing

**Stonebow - outside Calvert's Carpets**

Would you prefer these bays to be:

	%	n
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	24%	49
Available for a maximum of 3 hours	76%	158

Total sample; Unweighted; base n = 207; total n = 270; 63 missing

**Stonebow - outside Calvert's Carpets**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day<sup>3</sup>

	%	n
Strongly agree	10%	20
Agree	21%	43
Neither	16%	33
Disagree	17%	34
Strongly disagree	37%	76

Total sample; Unweighted; base n = 206; total n = 270; 64 missing

**Stonebow - outside Calvert's Carpets**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day<sup>3</sup>

	%	n
Strongly agree	12%	24
Agree	35%	70
Neither	18%	35
Disagree	6%	12
Strongly disagree	29%	57

Total sample; Unweighted; base n = 198; total n = 270; 72 missing

**Stonebow - outside Calvert's Carpets**

These bays should not be shared with loading for local businesses at any time of the day<sup>3</sup>

	%	n
Strongly agree	22%	43
Agree	9%	17
Neither	25%	48
Disagree	22%	43
Strongly disagree	23%	44

Total sample; Unweighted; base n = 195; total n = 270; 75 missing

## Stonebow - outside Calvert's Carpets

Is there anything else?

Text Open-Ended Response

4 It's too far from the centre to be useful for those with limited mobility

21 POTENTIAL PARKING INSUFFICIENT FOR NUMBER OF USERS AND SHOWS A TOTAL LACK OF UNDERSTANDING OF THE NEEDS OF DISABLED CAR USERS.

29 Far to far from shops to be of any use

32 There is quite rise from there into town, some people couldn't use because of this

45 not useful for me but could be for others

51 Good area for accessing the city center from this area of York.

53 Allow room for wheelchair vehicle ramps to be deployed

I don't think this one is particularly useful or well positioned. I guess if bays were laid on, it might be an attractive place to park if others were busy.

68 If you disability doesn't require close immediate proximity, this could be a useful bay, but f

71 Quite a distance from main shopping streets

76 I dont believe in being allowed to park if you need to do alot of walking after parking myself I would need to park outside the premises i needed to be.

77 This location gives extra secure option for visits to the Yorvik Gillygate Practice surgery.

78 This area could be a hazard from the traffic especially if you need to use a wheelchair. It is a busy street.

89 Too far out of city centre for it to be helpful for me personally.

I do not think this is an appropriate place for disability parking-its a busy area with buses and I think anyone trying to get into or out of the driving side

93 of a vehicle would interfere with the free progress of other road users. Its not a safe location

Use by other vehicles is not useful and 30 minutes for loading and drop off is far too long. How would you police the 30 minute limit. May I suggest

100 that it will not work and the spaces should be for disabled use only.

110 Very useful for doctor's surgery .

Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving

119 access to all facilities in our city for those of us with disabilities.

132 This is much too far for me to walk into town.

138 too far out to be of use to me

145 None

146 Too far to walk for disabled

160 I would find it difficult to walk to main shopping area

162 See previous comments

167 my carer is only with me for a few hours so the further we park away from the shops gives us less time to shop and in bad weather I would get soaked  
176 Have struggled in this area with appointments  
177 Limited use due to distance from shops  
183 Ok for Marks and Spencer's and shambles but no good otherwise  
187 See previous comments  
190 Too far away from anywhere  
198 None  
205 Pointless. Not in useful location  
The Stonebow although it's not too far from the foot streets. Unfortunately, knowing the area, self-propelling a wheel chair in that area is not easy  
209 due to the pavements, and the incline to the foot streets. I'm not strong enough to do that.  
220 Too far from shops etc to be of use to me  
222 Ok but you still need more central spaces nearer to shops and amenities  
226 I would use these spaces to go to my dentist or the Methodist church - but only if I couldn't find a space on St Saviourgate.  
233 A useful area to park.  
234 This area is much too hilly for me to park in. I'm unable to walk or wheel up the hills.  
237 I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!  
243 Not near enough shops

244 As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.  
247 I wouldn't get out of my care here it is dangerous

250 I wonder if spaces further away from shops/attractions should have a longer maximum to allow for them not being as close to most destinations  
These bays are too far from the city centre. The council must remember that many disabled people have extremely poor mobility and need very close  
255 vehicle access.  
257 I refer you to my previous remarks.

259 This location isn't great due to the busy route of buses using Stonebow which puts disabled people at risk of being injured in this location.  
267 No

Total sample; Unweighted; base n = 270

**St Denys Road - near St Denys' Church**

City centre shops and services6

	%	n
Extremely useful	18%	38
Very useful	16%	33
Somewhat useful	24%	51
Slightly useful	18%	39
Not at all useful	24%	50

Total sample; Unweighted; base n = 211; total n = 270; 59 missing

**St Denys Road - near St Denys' Church**

Cultural activities6

	%	n
Extremely useful	17%	33
Very useful	15%	29
Somewhat useful	24%	48
Slightly useful	18%	36
Not at all useful	27%	53

Total sample; Unweighted; base n = 199; total n = 270; 71 missing

**St Denys Road - near St Denys' Church**

Any other locations you need to access<sup>6</sup>

	%	n
Extremely useful	15%	30
Very useful	16%	31
Somewhat useful	24%	48
Slightly useful	18%	36
Not at all useful	27%	53

Total sample; Unweighted; base n = 198; total n = 270; 72 missing

**St Denys Road - near St Denys' Church**

Would you prefer parking to be:

	%	n
In dedicated Blue Badge bays, marked individually	63%	130
On double yellow lines and in the resident parking bay as it is now	37%	75

Total sample; Unweighted; base n = 205; total n = 270; 65 missing

**St Denys Road - near St Denys' Church**

Would you prefer these bays to be available and reserved for Blue Badge holders:6

	%	n
At all times	74%	152
During footstreet hours	25%	52
Other times (please specify)	1%	2

Total sample; Unweighted; base n = 206; total n = 270; 64 missing

**St Denys Road - near St Denys' Church**

Other times (please specify)6

	%	n
as now	50%	1
Leave it as it is now	50%	1

Total sample; Unweighted; base n = 2; total n = 270; 268 missing

**St Denys Road - near St Denys' Church**

Would you prefer these bays to be:

	%	n
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	29%	57
Available for a maximum of 3 hours	72%	143

Total sample; Unweighted; base n = 200; total n = 270; 70 missing

**St Denys Road - near St Denys' Church**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day4

	%	n
Strongly agree	7%	15
Agree	19%	38
Neither	22%	44
Disagree	16%	32
Strongly disagree	36%	72
Total sample; Unweighted; base n = 201; total n = 270; 69 missing		

**St Denys Road - near St Denys' Church**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day<sup>4</sup>

	%	n
Strongly agree	9%	18
Agree	32%	63
Neither	24%	46
Disagree	7%	13
Strongly disagree	28%	54
Total sample; Unweighted; base n = 194; total n = 270; 76 missing		

**St Denys Road - near St Denys' Church**

These bays should not be shared with loading for local businesses at any time of the day<sup>4</sup>

	%	n
Strongly agree	22%	44
Agree	10%	19
Neither	27%	54
Disagree	21%	41
Strongly disagree	20%	39

Total sample; Unweighted; base n = 197; total n = 270; 73 missing

### St Denys Road - near St Denys' Church

Is there anything else?

Text Open-Ended Response

4 Too far From city centre to be useable for limited mobility

7 Should stay as it is now.

21 POTENTIAL PARKING INSUFFICIENT FOR NUMBER OF USERS AND SHOWS A TOTAL LACK OF UNDERSTANDING OF THE NEEDS OF DISABLED CAR USERS.

29 To far from shops to be of any use

45 again not particularly useful to me unless I visit Walmgate

i rarely park in any of the other areas previously mentioned. i use the St. Deny's access nearly every time. i find this location very convenient for where i

46 live and access York. i like the current situation where it is within the marked bay parking are

51 Another area of York which will be useful for people arriving through Walmgate Bar or coming up Piccadilly having arrived over Skeldergate Bridge.

53 Allow room for wheelchair vehicle ramps to be deployed

Ok for the bottom end of town. When I want to park down here though I've been using the bays outside of Spark, just down from the mini roundabout.

68 This is better because it is wider, the kerb is lower and it is closer to town.

71 Would impact on residents parking so not the best location and not close to city centre shops

76 Shops need to be restocked

89 Too far out of city centre for me personally

100 3 hour rule again not helpful.

112 Already park there very often but dedicated disabled bays would stop people parking there who can park further away and walk

Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving access

119 to shops and other facilities for those of us with disabilities.

132 I can't walk that far to access town.

133 This is close to the DWP assessment centre so is vital for Blue Badge holders

145 None

146 Too far to walk for coney street for disabled people

160 Too far from city centre.

162 See previous comments

177 Too far from City Centre

183 Too far away from shops

187 As previous

190 Too far away

- 198 None
- 205 Moderately useful for access to Walmgate.
- 209 St.Denys Road is again too far from the foot streets for me to be able to self propel myself there.
- 221 This area is not very flat which makes it difficult to push.
- 222 Yeah but you need more central spaces, long way for disabled people to get to the centre
- 226 I would (and do currently) use these spaces to access Walmgate - an area that is otherwise very difficult to access.
- 233 This is probably an area a little far out for me to walk into the shops I use.  
This is a good area to park as it is flat and has good quality pavements. However it's only useful if I have wanted to access a very select few businesses.
- 234 These businesses moved so it's no longer of use. This location doesn't help me access the footstree
- 244 As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.
- 257 Disability unfriendly.  
It's a OK place for both local business and disabled people to park here. Although there are bays near Lloyd Bank and the old Argos store these could be
- 259 changed into disinated disabled bays only as these are a better chose for accessibility into the city
- 267 Too far away from shops, banks and other cultural venue for those who have mobility problems
- Total sample; Unweighted; base n = 270

**Cumberland Street - by the York Opera House**

City centre shops and services7

	%	n
Extremely useful	40%	83
Very useful	21%	45
Somewhat useful	18%	37
Slightly useful	10%	21
Not at all useful	11%	24

Total sample; Unweighted; base n = 210; total n = 270; 60 missing

**Cumberland Street - by the York Opera House**

Cultural activities7

	%	n
Extremely useful	44%	89
Very useful	19%	39
Somewhat useful	18%	37
Slightly useful	8%	16
Not at all useful	10%	20

Total sample; Unweighted; base n = 201; total n = 270; 69 missing

**Cumberland Street - by the York Opera House**

Any other locations you need to access?

	%	n
Extremely useful	34%	67
Very useful	20%	40
Somewhat useful	22%	43
Slightly useful	8%	16
Not at all useful	15%	30

Total sample; Unweighted; base n = 196; total n = 270; 74 missing

**Cumberland Street - by the York Opera House**

Would you prefer parking to be:7

	%	n
In dedicated Blue Badge bays, marked individually	71%	151
On double yellow lines, as it is now	29%	61

Total sample; Unweighted; base n = 212; total n = 270; 58 missing

**Cumberland Street - by the York Opera House**

Would you prefer these bays to be available and reserved for Blue Badge holders:7

	%	n
At all times	86%	182
During footstreet hours	13%	27
Other times (please specify)	1%	3

Total sample; Unweighted; base n = 212; total n = 270; 58 missing

**Cumberland Street - by the York Opera House**

Other times (please specify)<sup>7</sup>

	%	n
As Now	33%	1
footstreet and when the opera house has performances although not sure how that would work	33%	1
When the theatre is open	33%	1

Total sample; Unweighted; base n = 3; total n = 270; 267 missing

**Cumberland Street - by the York Opera House**

Would you prefer these bays to be:

	%	n
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	34%	69
Available for a maximum of 3 hours	66%	134

Total sample; Unweighted; base n = 203; total n = 270; 67 missing

**Cumberland Street - by the York Opera House**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day5

	%	n
Strongly agree	7%	15
Agree	15%	31
Neither	15%	31
Disagree	20%	42
Strongly disagree	42%	86

Total sample; Unweighted; base n = 205; total n = 270; 65 missing

**Cumberland Street - by the York Opera House**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day<sup>5</sup>

	%	n
Strongly agree	10%	20
Agree	35%	71
Neither	17%	34
Disagree	8%	16
Strongly disagree	31%	64
Total sample; Unweighted; base n = 205; total n = 270; 65 missing		

**Cumberland Street - by the York Opera House**

These bays should not be shared with loading for local businesses at any time of the day<sup>5</sup>

	%	n
Strongly agree	26%	52
Agree	12%	24
Neither	22%	44
Disagree	22%	43
Strongly disagree	18%	35

Total sample; Unweighted; base n = 198; total n = 270; 72 missing

## Cumberland Street - by the York Opera House

Is there anything else?

Text Open-Ended Response

4 Narrow streets, lots of pedestrians and buses, as well as delivery vehicles. This makes turning around, coming in and out, very stressful. There's then an extremely busy road to cross, which can be dangerous for disabled people

5 Most scooters only go to 1 in 8 gradient

10 Sharing would only work if enforcement is kept up

21 POTENTIAL PARKING INSUFFICIENT FOR NUMBER OF USERS AND SHOWS A TOTAL LACK OF UNDERSTANDING OF THE NEEDS OF DISABLED CAR USERS.

29 Ideal for theatre and close to shops

30 Visiting the city centre in a wheelchair is hugely unappealing because of the state of the pavements and not properly dropped kerbs.

32 Traffic wardens would have to really keep eye on this area as everyone parks there ( not showing blue badge)

45 it is on a steep incline.. not good for a walking disability

51 Narrow street. With pedestrians at the bottom. Don't think this is a good area.

53 Allow room for wheelchair vehicle ramps to be deployed

This is a great idea for disabled holders wanting to walk into the city centre. The gradient is a bit steep but I personally would be ok with it. From my perspective though - I'm not a fan of this side street from a safety point of view. I prefer to p

71 I suppose flooding may be an issue at certain times

76 Speaking for myself this area is too hilly for me to walk in so i could not be going in this area

95 Longer than 3 hours from 06.00 pm to 11.00pm

112 This area is always busy with delivery lorries and is very difficult to access.

Dedicated Blue Badge Parking here essential for visits to the Grand Theatre. More bays on King Street at the other side of the theatre where disabled

119 access to the theatre is located would be even better and more appropriate, please.

I need to access Specsavers and this is a little nearer than Castle carpark but given my walking difficulties Castlegate was perfect and much nearer for me.

132 The last time I had to do that walk I had an angina attack. The other issue is that Cumberland Str

133 This is the closest parking for the GOH and courts for disabled people. Others should not be able to block this opportunity to park

138 great for the theatre

140 Really useful for people attending the theatre and near by restaurants

143 That slope is really steep- I wouldn't park there as it would be very hard to get out of the car safely.

145 None

146 STILL TOO far to Walk

160 Useful for theatre.but 3hours may not be long enough

162 See previous comments

167 this looks difficult for a fire engine to get down  
As the user of a manual wheelchair, I would not be able to use these spaces, as the gradient is too steep. I do not think that they are an adequate solution  
169 to the current problem.  
175 this parking would be difficult as it is on a hill  
177 OK for theatre and part of Coney St  
182 These spaces would be particularly useful for theatre-going.  
183 It is still too far away  
187 As previous  
198 None  
199 You will end up with people restricting access if they park down here for any length of time.  
205 Difficult to access, both on foot and by vehicle

209 Cumberland Street is closer to the shopping area. It's only drawback is that it has quite a steep incline, which makes self propelling very hard.  
211 Not limiting the time to 3 hours would mean that it would be possible to use these bays for attending theatre productions.  
The theatre disabled access used to be in King Street, has it been relocated to this road? If it still is in King Street, the slope here being so considerable,  
213 when using the theatre having to go around to King Street would prove difficult. The surfaces a  
These spaces would be of use for the theatre but, due to the gradient, it is impossible for me to push up the hill without assistance which is not generally  
221 available to me.

222 It's ok but the best thing you could do is just leave everything as it was before you took parking away from disabled people trying to access the city centre  
I suspect that how much these spaces were used (certainly my use) would depend on the availability of blue badge spaces in / outside Castlegate car park -  
226 specifically, in my case, spaces suitable for large vehicles. I can only travel in a modified ambula  
234 I don't really go here.

244 As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.  
247 not a great place for wheelchairs users on a steep hill  
blue badge spaces available for the length of performances at the opera house, and allowing for people wanting to have a drink etc first. Some work with  
250 local businesses and taxis to help understanding of the impact of using the yellow lines to park or  
259 This would be good close access to Coney Street or visiting the Theatre or Court.  
267 Slightly worried that this location is in an incline which makes it harder to use for those using walking aids  
269 Again monitoring and consequences, especially Delivery drivers who are use to doing as they want! Who tells then?  
Total sample; Unweighted; base n = 270

**Lord Mayor's Walk**

City centre shops and services<sup>8</sup>

	%	n
Extremely useful	15%	32
Very useful	19%	41
Somewhat useful	21%	46
Slightly useful	15%	33
Not at all useful	29%	62

Total sample; Unweighted; base n = 214; total n = 270; 56 missing

**Lord Mayor's Walk**

Cultural activities8

	%	n
Extremely useful	14%	27
Very useful	16%	31
Somewhat useful	22%	43
Slightly useful	14%	28
Not at all useful	35%	68

Total sample; Unweighted; base n = 197; total n = 270; 73 missing

**Lord Mayor's Walk**

Any other locations you need to access8

	%	n
Extremely useful	14%	27
Very useful	15%	29
Somewhat useful	23%	46
Slightly useful	15%	29
Not at all useful	33%	65

Total sample; Unweighted; base n = 196; total n = 270; 74 missing

**Lord Mayor's Walk**

Would you prefer parking to be:8

	%	n
In dedicated Blue Badge bays, marked individually	74%	154
In the resident parking bay as it is now	26%	53
Total sample; Unweighted; base n = 207; total n = 270; 63 missing		

**Lord Mayor's Walk**

Would you prefer these bays to be available and reserved for Blue Badge holders:8

	%	n
At all times	75%	156
During footstreet hours	23%	49
Other times (please specify)	2%	4

Total sample; Unweighted; base n = 209; total n = 270; 61 missing

**Lord Mayor's Walk**

Other times (please specify)8

	%	n
As it is now	25%	1
as now	25%	1
keep as it is	25%	1
Leave as residents parking	25%	1

Total sample; Unweighted; base n = 4; total n = 270; 266 missing

**Lord Mayor's Walk**

Would you prefer these bays to be:

	%	n
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	27%	55
Available for a maximum of 3 hours	73%	146

Total sample; Unweighted; base n = 201; total n = 270; 69 missing

**Lord Mayor's Walk**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day<sup>6</sup>

	%	n
Strongly agree	7%	14
Agree	17%	34
Neither	21%	41
Disagree	20%	40
Strongly disagree	36%	71

Total sample; Unweighted; base n = 200; total n = 270; 70 missing

### Lord Mayor's Walk

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day<sup>6</sup>

	%	n
Strongly agree	8%	15
Agree	35%	69
Neither	21%	41
Disagree	9%	17
Strongly disagree	28%	54
Total sample; Unweighted; base n = 196; total n = 270; 74 missing		

**Lord Mayor's Walk**

These bays should not be shared with loading for local businesses at any time of the day<sup>6</sup>

	%	n
Strongly agree	24%	46
Agree	7%	14
Neither	25%	49
Disagree	25%	48
Strongly disagree	19%	36

Total sample; Unweighted; base n = 193; total n = 270; 77 missing

## Lord Mayor's Walk

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).4

Text 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).

7 Some marked disabled bays would be useful, but only for 3 hours otherwise students would park up all day.

10 To far out for me

21 POTENTIAL PARKING INSUFFICIENT FOR NUMBER OF USERS AND SHOWS A TOTAL LACK OF UNDERSTANDING OF THE NEEDS OF DISABLED CAR USERS.

45 not useful for me

53 Allow room for wheelchair vehicle ramps to be deployed

To be frank, not close enough. Bin this and forget it. Kerb high, traffic flow too heavy, and non-disabled residents need these spaces. Too dangerous for disabled users.

71 Quite a way from city centre and not that suitable for disabled as detailed above plus will impact on residents parking if changed to blue badge only

76 Again this area is too far away for me personally and would meant to on much walking

77 This lacion would be useful for visitors to York rather than residents

89 Too far out of city centre for me personally, the reason I have a blue badge is because I can't walk far

100 One would require longer parking time to access most of the facilities in the centre of town

112 This area is too far to walk but would be ok if using a mobility scooter

Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving access to shops and theatres for those of us with disabilities.

119 I can't walk that far.

133 I have no opinion for this location so would support the majority opinion of other Blue Badge holders it does affect

138 not close enough to town for me

142 So far you have not shown me any additional parking that would help me come back to the city centre. They are all too far out for my disability

145 None

146 TOO far to WALK

161 This is a bit for the rout but would be useful for university

162 See previous comments

174 Too far from city center!

175 why are all the sites on the wrong side of york to where we live .why not more at castle side

177 Too far from anywhere  
183 Ok for top part of Goodramgate but that's all  
187 As previous  
190 Too far out  
198 None  
205 Pointless  
209 Lord Mayor's Walk is for me, too far to enable me to self propel to the foot streets.  
218 This is a bit too far from the City centre to be of any use.  
220 A little too far from most places I go to - to be of use to me personally  
221 This is too far away and difficult to get access inside the walls.  
222 Useful if you want to go to the uni or couple cafes not to access the centre, as all the suggestions so far, it's too far  
Personally I would only use these spaces occasionally - because I don't often need to visit this area of town - especially as the area is quite tricky in a  
226 wheelchair. However, for the times that I do want to visit Goodramgate, these spaces would be very  
233 This area is to far for me to walk into the centre of town.  
I don't agree with removing the resident's parking to make it into Blue Badge spaces. Particularly as these spaces would be too far away to access the  
234 footstreets.  
237 I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!

244 As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.  
I think the more options there are, the better. My situation means that I could use these spaces and that would leave the closer spaces for people who  
250 need to be much closer than I do.  
Again, these spaces are so far from city centre amenities as to be completely useless for people with poor mobility. They are effectively inaccessible to  
255 me and many other disabled people.  
259 Not really much point of disabled bays here due to the Carpark over the road with disabled bays already there.  
267 Too far away from modt shops, banks, cultural activities etc etc  
Total sample; Unweighted; base n = 270

**St Leonards Place**

City centre shops and services<sup>9</sup>

	%	n
Extremely useful	36%	76
Very useful	26%	54
Somewhat useful	16%	33
Slightly useful	12%	26
Not at all useful	10%	21

Total sample; Unweighted; base n = 210; total n = 270; 60 missing

**St Leonards Place**

Cultural activities9

	%	n
Extremely useful	45%	90
Very useful	24%	49
Somewhat useful	11%	23
Slightly useful	10%	20
Not at all useful	9%	19

Total sample; Unweighted; base n = 201; total n = 270; 69 missing

**St Leonards Place**

Any other locations you need to access<sup>9</sup>

	%	n
Extremely useful	32%	63
Very useful	25%	49
Somewhat useful	18%	36
Slightly useful	11%	22
Not at all useful	13%	26

Total sample; Unweighted; base n = 196; total n = 270; 74 missing

**St Leonards Place**

Would you prefer these bays to be available and reserved for Blue Badge holders:9

	%	n
At all times	65%	133
Shared with the taxi rank operating in the evening	35%	73

Total sample; Unweighted; base n = 206; total n = 270; 64 missing

**St Leonards Place**

Would you prefer these bays to be:9

	%	n
A longer time for parking (reducing the number of Blue Badge Holders who could use them in a day)	27%	55
Available for a maximum of 3 hours	73%	149

Total sample; Unweighted; base n = 204; total n = 270; 66 missing

**St Leonards Place**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) all day7

	%	n
Strongly agree	6%	12
Agree	17%	33
Neither	17%	34
Disagree	22%	43
Strongly disagree	39%	78

Total sample; Unweighted; base n = 200; total n = 270; 70 missing

**St Leonards Place**

These bays could be shared with vehicles loading for local businesses (30 minutes maximum) at specific times of the day<sup>7</sup>

	%	n
Strongly agree	9%	17
Agree	32%	63
Neither	21%	42
Disagree	8%	16
Strongly disagree	30%	59
Total sample; Unweighted; base n = 197; total n = 270; 73 missing		

**St Leonards Place**

These bays should not be shared with loading for local businesses at any time of the day<sup>7</sup>

	%	n
Strongly agree	25%	49
Agree + Neither	36%	71
Disagree	21%	41
Strongly disagree	17%	34

Total sample; Unweighted; base n = 195; total n = 270; 75 missing

## St Leonards Place

Is there anything else you would like us to know or consider about the potential parking at this location?

(Non-blue badge holders - Please use this space to tell us about the impact these changes have on you).5

Text 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).

5 It might be difficult to get mobility equipment out as it is right on a fairly busy road.

7 Busy junction during day, but would be useful to access both city shops and cultural activities due to limited availability of any parking in this area.

21 WITH THE NUMBER OF LARGE VEHICLES USING THIS JUNCTION I WOULD HAVE CONCERNS FOR DRIVERS USING WHEELCHAIRS.

41 I think it's important to have a taxi rank available throughout the day as I sometimes use taxis and they need to be close to town for access

42 difficult with buses

45 I can only think of the visits to the Art Gallery, although more attractions are in the area

51 This area gets very busy with traffic. Not a good area if someone is trying get out a wheelchair or put one away having returned to the car. Could be dangerous.

53 Allow room for wheelchair vehicle ramps to be deployed

68 Non-starter. Too busy, traffic flow too high. Imagine trying to park here when Gillygate is backed up. Send someone out to try it! And when they come back, give them 2 Valium. They'll need them.

71 Perfect for city centre however busy bus route so not easy to get in and out of car with passing traffic plus close to Bootham car park which is probably more suitable

76 Again for me it would involve a lot of walking so i would not be looking to park in this area

77 The usefulness of the location would be greatly reduced if the bays were not available during evening theatre opening times

93 I think this would impact the free movement of other road users and is not a suitable ort safe place for disabled drivers to get into/out of their vehicles.

100 Disabled people go to the theatre....therefore to close the for taxis whilst the theatre is open is nuts. Times have changed....these day most people can hail a taxi by mobile phone. The idea of lines of taxis waiting for fares in the centre of town is a

112 This area is very busy and potentially dangerous as people are not used to cars parking there.

119 Parking for local businesses should be only early morning and perhaps for 30mins around 5.30pm. Blue Badge Parking should be just that, giving access to shops and theatres for those of us with disabilities.

132 This would be useful to access the art gallery. I think you could create more disabled parking outside the gallery itself. Some cars already park there and dedicated disabled parking would be very helpful.

133 I don't think these spaces are very suitable for disable drivers or any other vehicles given the proximity to the junction and business of the road

138 great for the theatre and art gallery  
140 For it to be simple and clear taxi or blue badge holders at all times of the day. The less confusion there is the better  
145 None  
159 its confussing when bays are shared with taxi drivers  
160 Very useful for theatre if you could get in for taxis  
162 See previous comments  
177 Good for theatre, but get there early!!  
183 Too far away from shops  
187 Important for Theatre etc.  
190 Looks a dangerous busy location for getting in and out of the car.  
198 None  
Dangerous. Shouldn't even be considered. Will be affected by changes at Bootham bar and is far too high traffic levels to be considered. Possible danger  
205 to cyclists  
209 St.Leonard's Place is reasonably close to Coney Street and other shopping streets I use quite regularly.

211 Allowing the bays to be for blue badge holders in the evening with no time restrictions would allow access to the theatre for performances.  
220 This would be very handy for me to visit art gallery and theatre Royal  
This area would be most useful in the evening for the theatre but the issue of getting out of the car into a wheelchair on the side of the moving traffic is  
221 quite dangerous.

222 Hard to get in and out of due to traffic, useful if you wanna go theatre or art gallery not so much else, be better in front of the art gallery  
These bays would be particularly helpful when the radio car park spaces are all full (fairly regular occurrence). However, please also consider logistics  
226 with buses - it is a difficult area to manoeuvre through in a wheelchair when there are lots of peop  
233 Useful for the theatre and the art gallery's  
234 This location would be useful for accessing the theatre. But only when the weather is right and I can use my powerchair etc. etc.  
236 Although close to many city centre facilities I think that it is not a sensible location to block with parked cars  
237 I use bike as mobility aid. Please do not take bike parking away! One car space is enough for ten bikes!

244 As per previous section if parking is time limited I would change my responses as it would not support my use of shops, services and leisure.  
247 too dangerous to exit drivers side. I would never park here.  
250 could half of it be for blue badge users in the evening? or something clearer than just sharing it

254 These bays would be extremely useful for theatre parking in the evening but if you allow taxis to use them they will undoubtedly take all of the spaces.

This is a bit of a dangerous place due to the volumes of traffic at the Gilligate Traffic light Junction and the amount of tourists who gather in this area.  
259 This could create more risk for disabled people. This would be best used for taxi drivers waiting  
Very good location but some worries re traffic coming through the traffic lights and making it difficult for those of us who are slow getting out of cars to  
267 do so safely and especially if mobility equipment needs unloading  
Total sample; Unweighted; base n = 270

It would be helpful to still be able to park on Blake street	Thank you for your comments and proposal
I do not agree with the proposed restrictions on blue badge parking as my partner has limited walking ability how does making blue badge parking further away from the city centre benefit her. She will not visit York City anymore because of her limitations. I think it is ridiculous stopping blue badge parking from entering the city centre. And the council thinking that people with blue badge are not limited with abilities completely stupid in my opinion.	Thank you for your comments and information on how the proposals will restrict your use of the city centre.
After watching the charade that was a council meeting last night, I feel for the first time that I have to comment on these proposals being a disabled person living in York. How can you ask disabled people to comment on the proposals for increased number of disabled spaces when most of those that you propose are not quantified? Will there be 1, 2 or 3 spaces etc in each area? I understand the need for more pedestrianised streets, as in my family, I have a deaf adult child who much prefers quiet streets, where she isn't constantly having to listen out for traffic, bikes etc. I also have a visually impaired niece and these would also benefit her. However, I am physically disabled as in one of my other children. We are both ambulant, but with lots of pain, so walking far isn't an option. Propelling ourselves also isn't an option as we both have upper limb disabilities too. I think it would be a great idea for a council member (one who voted for the amendment last night) could go with a group of disabled people to see what impacts pushing parking further out of the city centre will do for some people and how difficult it will make life.	The bays are proposed to be marked as one long bay, as individual bays would potentially reduce the number of available bays due to the required hatching at each end, this could be amended is requested by user. The proposals are as much to identify appropriate areas for parking as well as proposing the new locations.
I am writing to OBJECT in the strongest terms to the proposed permanent stopping of blue badge holders parking in pedestrian streets. This was intended to be temporary due to the Covid Pandemic and now it seems that the disabled people in York are to be discriminated against from parking close to city centre shops on a permanent basis. No adequate alternative has been put in place for the loss of this facility. Since this was first put in place I have found it too difficult to shop or get into York as I am a wheelchair user and the restrictions make it too difficult. e.g. The multi storey car park on Piccadilly is very difficult for a wheelchair user to exit the floors and get to the lifts due to the heavy doors which are not automatic and very difficult for a non abled person to open. Likewise the same issue on returning to the car. Just one example. The small number of additional places designated for Blue Badge Holders is not sufficient or close enough to the shops.	Thank you for your comments and information on difficulties with the use of multi storey car park.
I am writing to object to the above plans to exclude blue badge holders from parking in key parts of the city. This is discrimination against disabled people as the new parking options are too far from key services in the city eg banks, post offices as well as shops	Thank you for your comments we have tried to position the bays around pedestrian area as close as possible without affecting the safety of users of the highway.

<p>I wish for it to be noted that I do not support the proposals outlined in the previous email. I do not believe the proposed designated parking zones go far enough in providing support to York's disabled people</p>	<p>Thank you for your comments we have tried to position the bays around pedestrian area as close as possible without affecting the safety of users of the highway.</p>
<p>Owing to my medical condition, I've largely been shielding since 23<sup>rd</sup> March 2020. On those rare occasions I have ventured out, my freedom to visit York safely has largely been constrained by the pedestrianisation of large areas, which I accept under these exceptional circumstances. By upholding these parking restrictions indefinitely, particularly in the areas of St Helens Square and Castlegate, you are effectively restricting my access to the East and West of the City, which I consider to be discriminatory. No public transport accesses either area, and the clear message appears to be "no disabled persons welcome in the City of York". I strongly oppose these proposals, and consider the number of compensatory disabled parking bays to be wholly inadequate.</p>	<p>Thank you for your comments and information on how the proposals will restrict your use of the city centre.</p>
<p>I notice that the previously proposed disabled parking places on Stonebow, near the carpet shop, have not been included in the current plans. This means that there is no extra parking for The Yorvik-Gillygate Practice nearby. Some of the parking availability has previously been removed and designated "Resident Only", thus making safe parking access to both the aforementioned doctor's surgery and the dental practice on Aldwark, which has a disabled entrance on the same street as the doctor's, unavailable to disabled people. Can you explain why these extra spaces, so vital to the medically disabled, have been omitted from the council's plans?</p>	<p>Thank you for your comments, from previous communications (surveys and workshop with Blue Badge Holders), it was advised that these bays were not in a suitable location for access to the city centre due to the steep walk up the hill and distance, it was also raised that some users were not comfortable exiting the vehicle on the road side, with it being a bus route. The only real benefit was for access to the doctors surgery, it was decided not to taken forward this option due to fact if required a blue badge holders could already park on the current restrictions for three hours, as well as the alternative blue badge parking which is proposed on Dundas Street and St Saviourgate.</p>
<p>Hi I understand you wanting no traffic in town, This is so not right you say you giving a couple of places here and there, have you checked how many disabled people you use cars to get in town, your going to stop disabled people shopping in town, It seems to me your just catering for tourists, we live in the city all year round, what if I come in to town and the very few spaces you are giving us are full what do I do go home and keep coming back, it's a joke you seem to ignore that there's lots of disabled people but only a few spaces to park, we live and shop all year round, Surely we have the right to go in town, but taking away our parking is not right,</p>	<p>Thank you for your comments on the availability of proposed spaces on the outskirts of the city centre.</p>

<p>I am emailing to object to the proposed changes in the blue badge parking provision in York City Centre. The proposed new parking bays are too far away from the main centre. People with blue badges need as little transport transactions as possible and asking them to park outside the city and then use a taxi or bus is too much to ask and could put a strain on their mental health. The fact that blue badge parking bays are being placed outside of the city walls is symbolic of discrimination against disabled people. In 2017 I broke three bones in my ankle when I stepped off a curb in a cobbled area. I understand that the cobbles are here to stay, but this is another barrier to disabled access in the city centre and any further barriers implimented are not acceptable.</p>	<p>Thank you for the comments, the proposal does not request the use of taxi or bus and the majority of the bays are proposed within the City Walls.</p>
<p>I wish to object to the proposals for Blue Badge parking as they make things very difficult for disabled people to access York city centre, Personally I was able to shop in Goodramgate on my own parking outside whichever shop I needed to go in without need for my mobility scooter. Now we have to park some distance away and my husband has to be with me to lift my scooter in and out of the car and assemble it. If I wanted to visit any other areas of town we would park in Piccadilly, as I understand it there will be disabled parking bays in Piccadilly in future which I suspect will make it more difficult to find a space to park as more people will be using it. To add insult to injury I have just read in this morning's Press that a new Trading Association is being set up in Goodramgate to encourage visitors and residents, as long as they're not disabled!!, to spend more time in the area. Hardly fair!! I have also read recently that there will be parking bays for mobility scooters, why? I don't think disabled people will be parking their scooters and getting about by some other means.</p>	<p>Thank you for your comments on the proposal. There is already Blue Badge parking available on Piccadilly.</p>
<p>I have been disabled since 19, and have never had the chance to walk around York as a drunk after visiting a club, I've never had a chance to visit a club- not that I ever wanted to but that chance was taken from me. There is nothing fun about having a disability, I'm a hermit, too embarrassed to go out other than to walk my dog with a mobility scooter. I have worked full time and been a productive member of society, so why is it that disabled people are targeted while able bodied people think a parking space somewhere in the vicinity will make us shut up? If you want to ban cars, at least tarmac the entire city centre so scooters can go in without the discomfort and resulting bruises from being thrown around all over. Since lockdown, the city centre has been packed, making it almost impossible to move through with a scooter- I suggest this is looked into given covid rates are only increasing.</p>	<p>Thank you for your comments, information about your life and suggestion for improvement to the road service.</p>

<p>I write to object to the placement of two blue badge parking bays on St Andrewgate. The proposed bays are located directly in front of our garage on the opposite side of the road. If placed here, when cars park in them, we will be unable to use our garage as there will not be sufficient space to manoeuvre vehicles into the garage. (See orange highlighted are) We know this as, for the past 38 years, this has been perennial issue for us. Whenever cars are either parked illegally or when a blue badge holders inadvertently park their cars opposite our garage, we can't get in our out. When this happens, we call parking enforcement to either ticket the illegal car or advise the blue badge holder of the disruption they have inadvertently caused. We also explain to people when we see them and they always apologise and don't do it again. <b>So, for practical purposes, having dedicated bays located directly opposite our garage will make our garage unusable for parking cars.</b> Notwithstanding the need for anyone living here to be able to use the garage. My husband has myeloma cancer and dementia. We need to have access to our vehicle at all times both for scheduled hospital visits and for emergencies. We are also reliant on our son and daughter being able to visit us to provide me with respite care and they need to park their cars too. An area that we would suggest as being more practical would be where most blue badge holders currently park. This is further along the street in front of the square next to St Andrews Evangelical Church (see green highlighted area).</p>	<p>Thank you for comments on the proposed location of the bays on St Andrewgate, the positions were tracked prior to advertisement. The other positions were considered as well but they required some more detail to ensure cycling through the area would not be affected, due to the position of the bollards.</p>
<p>I am writing to complain about the proposed permanent restrictions to parking for Blue Badge Holders, having quite recently acquired one which I'm very grateful for. I feel that you are driving yet more people to avoid shopping in York &amp; forcing disabled badge holders to shop elsewhere where better facilities are in place. A lot of elderly &amp;/or disabled people would find it very difficult to get into York &amp; do what they have to do before 10.30am &amp; after 5pm places like banks are often closed. The blue badge availability in car parks is too far away from the actual centre &amp; I think that more spaces should be made available than the ones which you are suggesting. Does this also mean that blue badge parking on double yellow lines in places like St. Sampson's Square will also not be allowed? I tried parking in Haxby lately &amp; found very few places &amp; the ones which were available were so badly marked that other people without blue badges were using them. I did find 1 opposite the church but it wasn't very clearly marked &amp; the other 2 cars parked there didn't have blue badges displayed! Please think again about what you are proposing to do!</p>	<p>Thank you for your comments on the proposal. Blue Badge parking outside of pedestrian areas is still available on Yellow Lines, the proposal only removes the exemption on vehicles displaying a blue badge.</p>

<p>I toured the proposed dedicated bays last week and found that half of these bays were already in place and not as suggested NEW. I noted that if one of the 4 spaces in Dundas St was not available we could go to Carmelite St to see if one of the 3 spaces are available. If not the next would be the St Saviourgate 3. Now I would be getting fed up but I could go back down Peasholme, up St Maurice's Road and head for the Deangate 3. If still no luck next there would be the St Andrewgate 3, but it all looked a very tight at the proposed bays with one of them being directly opposite a private residents' garage, and woe be tied your car on bin collection day. The last resort would be Duncombe Place however the thought of going through Monk Bar again, into Lord Mayors Walk, then Gillygate, St Leonards with the chance of 1 of the 3 spaces in Duncombe Place would be too frustrating – GO HOME.</p> <p><b>So it becomes 'Hands, Face, chase the Space' None of these bays gives a disabled person anywhere near the convenience of the original arrangement prior to the Covid-19 disruption.</b></p>	<p>Thank you for your comments on the proposals. The bays already in place are done so under a temporary Order the same as the removal of the exemption.</p>
<p>I have lived in York all my life (76 years) and for the last 52 years have been disabled, ie I cannot walk at all without the aid of sticks for more than a few feet and after that I rely on my self-propelled wheelchair which after a time can make my arms very tired. My journeys into town have always been a pleasure but this has now been taken away from me because of the new proposed Disabled Parking Restrictions. If this is not being discriminatory towards the disabled I don't know what is. When Disabled Badges were brought out – Nationwide – they were for people who had mobility problems plus people with other conditions, to allow them to park as near to the places they wanted to go, even if it meant parking on single and double yellow lines, provided they did not cause an obstruction. I have to say that I have never read such drivel about the suggested Disabled Parking places. Anyone with the slightest bit of intelligence would know that people who have got walking difficulties need to be as near as possible to their destination, not the furthest away. These new parking places are so far away from the City Centre it would be impossible for disabled people to walk to where they were going after they had parked, do what they had to do, and return to where they had parked their car. Why have the disabled places been put at the far end of St Andrewgate? Surely the best place would be as near as possible to King's Square! Are the Council proposing to erect seating along Dundas Street, Carmelite Street, St Andrewgate and St Saviourgate for disabled people to have rests before they reach the city centre? How many Disabled people can walk at least a quarter of a mile, not very many I should think, which is the distance they would have to walk to get into the City Centre from these proposed new places? Also why close Goodramgate to traffic; this was ideal for parking, so near to the City Centre. Why cannot it be left open to Disabled traffic only? Hundreds of Disabled people have to be able to access the City Centre for their banking, dentists, opticians, and many other shops which are not available elsewhere. Specifically how do they do their banking? Not everyone wants to do their banking online; they prefer to speak to someone face to face. Whilst I am aware that at least 2 members of the Council have disabilities, I would like to suggest that the rest of the Council (particularly Andy D'Agorne, as he seems to think everyone can ride a bike) park their cars in the furthest away designated new proposed Disabled parking place from the City</p>	<p>Thank you for your comments on the proposals and how the spaces are positioned around the city.</p>

<p>Centre, put themselves in self-propelled wheelchairs, not electric, and try pushing themselves into and round the City, and back to their cars again, without any help from anyone, for a day and see how they would cope. Not very well at all I would imagine.</p>	
<p>I was a member of the forum earlier in the year to discuss the proposals for designated parking bays for the disabled. As far as I can see, the comments made by participants were largely ignored now that you have made your final proposals. In regard to the proposals for three bays at 41, 47 and 51, I wish to object on the following reasons.</p> <ol style="list-style-type: none"> <li>1. The bay that you have proposed outside of No. 41 is directly opposite to the garage doors of the house across the road. The occupants of this house would not be able to back out onto the street.</li> <li>2. St Andrewgate in this area is a very narrow street - approximately 18 feet wide. Looking at your diagrams for the bays, it looks like we will have a big problem with the large trucks going to Boyes and the rubbish trucks that use this road on a regular basis. There just is not enough room to accommodate all this traffic.</li> <li>3. Disabled people wanting to use bays outside of 41 and 47 have to turn into Bartle Garth and then reverse out in order to access the bays. Residents who have garages in Bartle Garth have stated that the junction at Bartle Garth/St Andrewgate is a tricky one and if cars are parked near this corner, it is very hard to see any oncoming traffic. Especially problematic is the speed that delivery cyclists rush through this area. We have witnessed some near misses!. We have seen trucks driving over the pavement at this junction in order to make the turn.</li> <li>4. Anyone opening a car door on St Andrewgate has to be very careful not to hit a speeding cyclist. We have seen accidents here because of this.</li> <li>5. As you have placed the bay at No. 47, this would cover the entrance to our building. There are four apartments here . The pavement outside is narrow and we see future problems with delivery /removal vans and rubbish collection if our entrance is covered.</li> <li>6. The proposed bay outside No 51 is in a most unfortunate place as it is directly opposite and only a few feet away from the passageway that leads to the residences in Bedern. Access to Bedern would be reduced for deliveries and rubbish collection. At the forum I attended, the general consensus was that St Andrewgate was not a convenient place for disabled people to park. Participants cited the problems of the narrow road and the distance from the shopping areas that they wished to visit. They said that this area was hard to get to. We do have residents in St Andrew Gate who are disabled and rely on being able to park on the double yellow lines. Many more have friends and relatives who are disabled and who park on the yellow lines- of which there are many here. This has always worked very well and those who are parking are careful not to do so in a way that will inconvenience others. Please keep the yellow line parking but do not install the bays that will tend to attract more traffic and make this area more congested. Two other things that I need to mention here. 1. There are double yellow lines right in front of the bollards near Bartle Garth. Blue badge holders are parking there and would be entirely blocking the road in the event that the bollards needed to be lifted in an emergency. 2. With Council guidance we have installed signs at the entrances to the public foot path running through the passageway at No 51 and ending near Bedern Hall. The signs read Cyclists Dismount. However we still have some cyclists that ignore this.</li> </ol>	<p>Thank you for your comments on the proposed parking spaces on St Andrewgate, the area was tracked to vehicle movements around the area.</p>

<p>Especially dangerous are the delivery cyclists who ride through at breakneck speed. They do not even slow down when they emerge from the passageway and ride across the pavement to reach the road. There have been many accidents in the past because of this. A few weeks ago I witnessed an incident where an elderly woman had her groceries knocked out of her hand by a speeding delivery man. When we shouted to him that cycling is not allowed on public foot paths, we were hit with a torrent of foul language. Any help that the Council can give to prevent cycling in this area would be greatly appreciated,</p>	
<p>I do not support the changes to Blue Badge parking in York. There will be very little provision in areas close to the city center. Whereas I have previously been able to park in Blake Street and meet friends in close by cafes ,go to the theatre or the Minster there will be little hope of that now. The alternative that is being offered is further away and less in number so it is unlikely a space will actually be available on arrival. This feels wholly inconsiderate of people with mobility problems and makes us feel unwelcome in the city we live.</p>	<p>Thank you for your comments on the suitability of the proposed locations of the parking bays.</p>
<p>Having considered these in detail, they mostly look ok. My only concern is the relocation of the Disabled Parking to Duncombe Place. Duncombe Place is a vulnerable location from a counter terrorism perspective as the Minster is the only Priority One target in the North East of England. Whilst I know we have the taxis there, they are recognisable and liveried whereas disabled drivers vehicles will not be. There is therefore risk that a disabled badge could be used as a mechanism for a hostile to bring a vehicle into that area.</p>	<p>Thank you for your comments on the proposed parking and concerns that you have raised about parking near to the Minster.</p>
<p>We wish to object to the proposal for new Blue Badge Parking Bays in St Andrewgate. We live at 47 St Andrewgate and there are 2 proposed bays outside our apartment block. We are OAP's and need regular access to our apartment entrance for unloading heavy shopping and other goods. If blue badge parking is required in the vicinity it should be just around the corner at Bartle Garth where it will not impede access to apartment entrances.</p>	<p>Thank you for your comments on the suitability of the proposed locations of the parking bays.</p>
<p>Having reviewed the proposed changes to blue badge access and the provision of additional blue badge parking, the main concern we have is the addition of blue badge parking on Duncombe Place, this is the main area delivery drivers use to collect order from restaurants on and around Blakes Street and St Helens Place. If the waiting area and loading area been used for Blue Badge holders this may impact the business ability to provide delivery services during hours here Blake St and St Helens square are fully pedestrianised.</p>	<p>Thank you for your comments on the proposal and information on how you see them affecting your business operation. It should be noted that the loading bays on Duncombe Place are not for waiting and the bay should only be used when loading operations are been undertaken.</p>
<p>I am objecting to the siting of the propsed 3rd bay in St Andrewgate outside no 57/9 St. Andrewgate which appears on plans to be the current proposal, on the basis that is will obstruct exitand entrance to my garage. Moving the proposed space a short distance to the east to outside 61 St Andrewgate would resolve any problem for me. Further, the street outside is less than 5mtrs. wide restricting movements on or out of my garage.</p>	<p>Thank you for your comments on the proposals for the spaces, the positioning of the spaces will be vehicle tracked to ensure use of the garages can continue.</p>

<p>I write in response to your consultation letter dated 09/07/2021. My comments are as follows: 1. St Andrewgate - the two spaces next to one another will create difficulties for people having to park in their garages along this immediate stretch of road. This is a busy road with traffic and particularly for cyclists, scooters, mopeds and pedestrians. Parked cars makes seeing others that bit more difficult when exiting or accessing garage spaces. A single parking bay would seem reasonably possible. Two bays is considered one too many at this location. The bay at the end of Bedern seems reasonable. 2. No comments on proposals for Blue Badge parking in Duncombe Place, Deangate, St Saviourgate, Dundas Street or Carmelite Street. 3. No comments on proposals for Duncombe Place although with parking on both sides, there is a potential risk to cyclists using the cycle lane if vehicles turning round have visibility obscured by the number and closeness of parked vehicles. 4. Support no loading restrictions on Aldwark. This stretch of road is seriously abused by carless or inconsiderate people parking there, causing restrictions meaning that others in vehicles might have to mount the pavement to pass parked vehicles. This in turn increases the risk to pedestrians and other highway users. Restrictions need to be rigorously enforced, otherwise they are not worth having.</p>	<p>Thank you for your comments on the proposed parking locations, the bays at St Andrewgate will be tracked to check on vehicle access to the garages.</p>
<p>extra Blue Badge parking at 5 locations on the edge of the footstreets is welcomed, but not seen a substitute compared to what's been lost, either in location or volume -issues with the types of parking space, the design of multi-storey car parks and the quality of surfaces; For my wife the bigger issue is the increase in distances from the parking to key shops, and the inability to find access that is flexible and close. My wife can not walk more than 50m and simply would not be able to cope with the added distances from the parking areas proposed. For many disabled people York would become off-limits, which does seem to be the objective here. I disagree with the proposals entirely and consider the changes ill thought through and discriminatory.</p>	<p>Thank you for your comments and support for the additional parking spaces</p>

Please accept this email as our formal response. The Chapter of York, through its emerging Neighbourhood Plan has a very clear policy to make the Precinct accessible to everyone. The Council's proposal to place formal disabled bays in the area identified on the plan for Deangate will impact the movement of delivery trucks into the Stoneyard. The proposed location also fails to take account of the application for our new Refectory at 2 Deangate which has been the subject of extensive pre-application consultation through the Neighbourhood Plan and planning application. This has very serious implication for the operation of the cathedral both now, and in the future. We also refer to our discussions with City of York Council and the Counter Terrorism Unit regarding plans to secure the East End of York Minster, Minster Yard, College Green and Queen's Path through the restriction of public vehicles onto Deangate and College Street. York Minster is a Tier 1 site. We would very much welcome an opportunity to meet on site to discuss this further and look for an alternative location in the immediate vicinity. To reiterate, we are not objecting to disabled parking spaces and fully support equal access for all of York's residents and visitors but we are very concerned with the proposed location on Deangate and the implications this will have for the safe operation of the Precinct. We very much hope we can work together to find a solution here that works for both the city and cathedral.

Thank you for your comments on the proposal and information on how the proposed bays will be affected by the Minster future plans for the area.

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<p>I wish to register my agreement, in the wider interests of public safety, with the proposals being made in relation to the above recommended changes. I have had the privilege to have held a blue badge for six years, just renewed for a further three. During that time I have always found sufficient blue badge parking spaces in City of York public car parks and at the brilliant York park and ride facilities</p>	<p>Thank you for comments on the proposal.</p>
<p>Thank you for your latest email asking for opinions on foot street restrictions, esp for disabled people. I disagree entirely with the wording of para 3. I do not want to see a return to previous accessibility, nor "greatly" increased access hours for bb vehicles. As an older citizen with balance and sight problems I have welcomed the footstreets extension with relief . The whole point of vehicle restrictions is to allow ALL pedestrians safer space and wider access along streets previously congested with cars, mostly blue badge parked . Many of Yorks footpaths are narrow and uneven neccesitating walking onto the nearby roadway which was impossible due to parked cars, and therefore having to walk in the centre of the roadway ,risking collision with cycles. Pavement encroachment is also a big problem now with chairs and tables spreading across the footpaths and into the roadway. I just hope the sandwich board does not reappear! Footpaths and footstreets should not be cluttered with obstacles but how is this monitored? Also,I cannot understand why bb vehicles are allowed to park indefinitely on double yellow lines, they are surely obstacles obstructing the highway. Otherwise why double yellow? I do believe that the Council have bent backwards to try and compensate disabled users, but a very vocal minority are determined to resist whatever measures are offered. Just because the silent majority are afraid to speak up should not mean we are ignored. I hope these comments will not be.</p>	<p>Thank you for your comments and information on how the temporary restrictions have been met with relief by yourself. Vehicles displaying a BB are entitled to park on double yellow lines for three hours.</p>
<p>I support the Council's proposals to extend the current footstreets permanently. Streets which previously allowed access and parking for vehicles with disabled persons access rights were much less pleasant for pedestrians, and effectively became long onstreet car parks. Good ram gate was particularly badly affected by nose to tail parking which harmed the amenity for pedestrians as well as the character of this historic city street. It also reduced access to shops and so harmed trading. I have joined a group called Walk York in the hope that this would promote the cause of pedestrians in the city centre, but am dismayed to find that it intends to support the reintroduction of onstreet</p>	<p>Thank you for your comments and information on how the temporary restrictions have been met with relief by yourself.</p>

disabled badge parking on the 8 streets from which it has been removed. Please ensure that this does not happen.

I do hope the Council will resist the reported pressure from Blue Badge holders to let them park in Goodramgate during Pedestrian Zone hours. In the first place they may legally park free on double yellow lines in St Andrewgate, which is very close both to Goodramgate and King's Square. I have never seen more than a very few Blue Badge holders there, there is plenty of room. There are also car parks contiguous to the zone in Piccadilly and at the Castle car park, where the charges are trifling compared to the cost of even a tankful of petrol. Moreover the majority of the disabled are not well enough off to run cars—you only have to go on a number 6 bus to see that. Pedestrian zones never work unless it is impossible for cars to enter them, or else they are rigorously enforced, which York's never was. It is the disabled themselves who most need a calm and traffic free environment. Until Goodramgate was blocked off, and it became impossible to drive through the city centre, I myself, not disabled but now elderly, felt very unwelcome in the centre of the city, because it was impossible to walk around without being disturbed by cars which should not have been there. As a result I hardly ever shopped there. But now I have started to shop there again, and to spend money in pubs and restaurants. So to rescind the restrictions would make life worse for everyone, especially the disabled, would increase pollution, and would reduce the prosperity of the city. In any case shops in Goodramgate such as Tesco's are open from 7 a.m. till 11 p.m., so disabled motorists have plenty of opportunity to shop outside zone hours. Please feel free to pass this e-mail on to whoever you wish.

Thank you for your comments on the proposal.

I am employed as a Counter Terrorism Security Advisor and work for the North East Counter Terrorism Police. I oversee counter terrorism protected security in York district and am a permanent member of the CYC Counter Terrorism Task Group.

For some years I have been advising the council and private businesses on Hostile Vehicle Mitigation (HVM) for both the city centre and some outlying venues.

HVM is an effective and proven security measure for protecting crowded places such as the centre of York, many examples of HVM can be seen at other large city and town centres throughout the UK. They have been put in place to protect the public from the various terrorist attack methodologies using vehicles. This includes vehicles that contain explosives as well as everyday vehicles that are used to drive into crowded areas (known as Vehicle as Weapon attacks).

When considering a vehicle access scheme involving the use of security hardware which mitigates or prevents a vehicle gaining access to the designated protected area, it is necessary to create a sterile zone free from all vehicles at times when the area is a crowded place. Entry to such areas must be restricted to emergency response vehicles which can be done during the planning phase of any such scheme.

I am aware that CYC have a well-developed plan to introduce such a vehicle access scheme to the centre of York, it has been subject to consultation and has received advice from the likes of myself as well as my colleagues from CPNI (Centre for the Protection of National Infrastructure) who have advised on other projects nationally.

To have an effective scheme in place it would be necessary to exclude **all vehicles** from access to the sterile area when it is operational ie when it is busy with pedestrians, this unfortunately includes 'blue badge' holders. Terrorists plan attacks meticulously and hold no regard to blue badge holders, they do not follow the everyday rules that you and I would and would see the use of a vehicle displaying a blue badge as an opportunity rather than something that is in place to assist others.

I therefore would advocate that any vehicle having 'blue badge' status should be excluded from entry to the vehicle access zone within the city centre during the times when it is operational.

I understand that the council is consulting to find alternative parking for such vehicles as close to the city centre as is possible and this hopefully will enable parking for 'blue badge' holders and their vehicles.

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<p>Thank you for providing me with this information. The reduction / removal of parking privileges for Disabled drivers is simply a further step in the banning of traffic from central York..a process which has been ongoing for the last 45 years that I have been aware of. The City Council has little regard for residents or for shopkeepers/hoteliors who are not presenting for tourists. I wish you well in this matter. I have already withdrawn from City centre solicitors, accountants and bankers. I no longer look to York as my shopping centre for anything. However, come the day when the tourists fail to arrive ..Covid 20 / 21 /22 .. and the cafes, restaurants and cheapy tourist knick knack sellers run out of income I hope that you will understand that the lack of a working centre is of your own creation and not of ours.</p>	<p>Thank you for your comments on the proposal, I am sorry to hear that these restrictions have made you remove your support/business from the city centre.</p>
<p>I don't agree with removing disabled drivers parking with valid blue badge many of disabled people park in city centre for shopping you will drive these disabled drivers away from York City centre to other areas</p>	<p>Thank you for your comments on the proposal and information on how this will affect the use of the city centre.</p>
<p>What's the point in objecting bout the restrictions on blue badge parking in York your gonna do it anyways hence why I don't bother shopping in York no more as I find it disgraceful and discrimination to disabled people so I take my money to other city's where we are appreciated. Please remove me from your database thank you from one VERY unhappy disabled person with a blue badge</p>	<p>Thank you for your comments, I am sorry to hear that this proposal will stop you from using the City centre.</p>
<p>I find your new parking strategy in the city Centre very unfair for disabled if you a resident and vistor a like. I have informed my other disabled friends to to forget York and visit other cities where there are more friendly and helpful place to visit and share and use the disabled pound. I have visited York on many times since I first visited as a child of eleven in 1969; to see the Minister and my eldest daughter went to the University. I see your assault on disabled drivers and their cars as unjustified and unfriendly. I shall be passing on your proposal to DDA and other disabled organisation.</p>	<p>Thank you for your comments on the proposal. I am sorry to hear that this has tarnished you opinion of York. Thank you for also passing on the proposal to other groups and organisations so we are able to receive a large scope of views.</p>
<p>I feel the way you are treating disabled over terrible I would come to York and spend my money now I shall not. I feel way you have treated disabled over park in the city centre terrible. shall there for via the disabled communities don't visit York!</p>	<p>Thank you for your comments, the proposal was made to try and increase safety in the city centre not discourage anyone from visiting.</p>

<p>I want to just say something about the meetings emails and other means of communication over your plans to change disabled parking. I believe if you're doing all this you know what you're doing is totally wrong, do you know how hard life is when you struggle to walk I no longer can go to my hairdresser or bank I can't meet friends for coffee or go shopping it's sad really because the only thing that makes me disabled is people like you who won't let me use my town I wish you could spend one day with difficulty of walking you maybe wouldn't be doing any of this I know beyond doubt what ever we say you will still go ahead with this scheme please give people like me the courtesy of not blaming the covid situation or terrorism you just think we don't count because one of the councillors is a tree hugging cyclists how nice for him he has the health to ride a bike</p>	<p>Thank you for your comments on the proposal, the Council has engaged with different groups throughout the process to help understand the views of those affected.</p>
<p>hi,that you for the email.i doubt that york city council will change its mind as regards the proposed changes in york city centre.in d agorne it has someone who is an anti car zealot and who is determined to rid the city of them.can t he see what he s doing to the city centre?there is nothing for residents,stores are closing and much of the city centre is desolate and unwelcoming.if you don t want to drink coffee sat in the street then there is nothing for you.residents no longer use the town,instead they shop at vangard,monks cross or designer outlet.maybe the process is now too far along but if d agorne is allowed to continue our city will be destroyed.</p>	<p>Thank you for your comments on the proposal, the process is not too far a long and this consultation is a legal opportunity to put forward views/concerns about the proposal which will be reported back for a decision.</p>
<p>Why do Blue Badge holders have to contact you to object? If it was the other way around and you had to contact to support the proposal, then the result would be completely different! It will be currently easy for you to count non returns as support which is absolutely not the case at all! It smacks of the 'three card trick'.. By not allowing disabled parking at convenient locations in the York City Centre, you are making it a no go zone of disabled shoppers. I will not be able to get to my bank, market, cafes etc etc whilst your attention is on attracting tourists to the city centre and condoning the influx of drunken revellers every weekend, York residents and especially the disabled like me take a very distant second place. Not everyone can ride a bike, scooter or access public transport. Have a heart!</p>	<p>Thank you for your comments on the proposal and information on how it will affect your life and use of the city centre. We are asking all residents to contact with their objections/representation, so we have a clear picture of the thoughts of the residents. We will not be taking any none response as support, anyone in favour would need to contact as well and provide their comments</p>

<p>It is with disbelief that the centre of York is being heavily restricted to disabled people. As being disabled, this decision will prevent me visiting York centre and as with a number of centres around the country find life difficult causing retail outlets closing both large and small family business being closed down. As a result, I can only shop at large retail parks and not York Centre. Also This rule is discriminatory towards disabled individuals. I totally disagree with the ruling. As a resident of York. I pay council tax to York Council as everyone else but with this ruling I do not get the same access as able body individuals. Which idiots in the council thought restricting disabled people their visiting rights to York centre and request. No demand this ruling be overturned</p>	<p>Thank you for your comments on the proposal and information on how it will affect your use of the city centre if it progresses.</p>
<p>I wish to object to the proposed changes to Blue Badge exemptions in the city centre. Both my husband and I have valid badges which have enabled us to park close to amenities such as the Market and M&amp;S, as well as the shops in Goodramgate. Castle gate and Castlegate car park have given us access to Coney Street and adjoining streets We have our bank in Parliament Street which will now be almost impossible to reach. My husband is in a wheel chair which I am obliged to push, in spite of my own mobility issues, so I feel we will be virtually excluded from my native city of which I am a Freeman. Local businesses need all the support they can get, not only from tourists. More and more the elderly and infirm are being forced to shop on line or go to out of town centres. Please think of all the citizens when making these difficult decisions.</p>	<p>Thank you for your comments on the proposal and how it will affect your use of the facilities in the City Centre.</p>
<p>I am writing to OBJECT in the strongest terms to the proposed permanent stopping of blue badge holders parking in pedestrian streets. This was intended to be temporary due to the Covid Pandemic and now it seems that the disabled people in York are to be discriminated against from parking close to city centre shops on a permanent basis. No adequate alternative has been put in place for the loss of this facility. Since this was first put in place I have found it too difficult to shop or get into York as I am a wheelchair user and the restrictions make it too difficult. e.g. The multi storey car park on Piccadilly is very difficult for a wheelchair user to exit the floors and get to the lifts due to the heavy doors which are not automatic and very difficult for a non-abled person to open. Likewise the same issue on returning to the car. Just one example. The small number of additional places designated for Blue Badge Holders is not sufficient or close enough to the shops.</p>	<p>Thank you for your comments on the proposal and information on the difficulties with using Piccadilly car park. The proposal has been put forward with the safety of all users of the centre.</p>

<p>I am writing with great concern about the restriction of Blue Badge holders in the city centre. Preventing access like the proposed plans means many residents will not be able to enjoy their city. Moreover, the plans do not recognise the right to an individual's privacy or independence (for example, offering specialised taxi services means a reliance on when THOSE services can run, adding time to an activity which is already exhausting, and sharing space in a vehicle when medically vulnerable in a pandemic). Not all disabled people are unemployed or without responsibility - they are entitled to the same freedoms (such as running to their own timetable) as able bodied people. A fully pedestrian centre means those with mobility problems cannot park near to, or be dropped off at, many local businesses and services. At a time when York Council should be encouraging use of local shops and businesses, preventing access for disabled people is nonsensical and discriminatory. Adding a handful of parking bays on the outskirts does not solve this: many have a Blue Badge because they are unable to walk more than 50m. Limited bays near to Shopmobility further compounds the issue for those who wish to access the service so they can safely and independently navigate pedestrian areas. The city wishes to become a Human Rights City, but so far is ignoring disabled people entirely in favour of alternative commercial gain (such as additional street licensing for hospitality, which also reduces access for disabled people on pavements and footstreets).</p>	<p>The Proposal do not include an offering of a specialised taxi, this was a short term offer previously offered. The proposals are been considered to help increase the safety of all users of the pedestrian area</p>
<p>As a retailer who has held a business in York City Centre for a substantially long period of time I would like to object to your proposal. Due to the massive impact the Covid virus has had on all walks of life we require as many visitors as possible into the City Centres to help boost the economy. We have many customers who are Blue Badge holders and they spend a large amount with us, it would therefore be a detrimental loss to our business. We need to assist them wherever possible, a lot of them have been in their homes some in total isolation over the last 18 months. The last thing they need is more restrictions placing on them at the moment! We are also now back to paying our Council Rates which should be taken into consideration. Perhaps there could be an alternative option to help the Blue Badge Holders?</p>	<p>The Proposal has been made to increase safety of all users of the pedestrian area, it is hoped that this can be done without any negative impact on businesses within the area. The additional Blue Badge parking on the edge of the Foot streets has been proposed to provide an alternative option to access the pedestrian area.</p>

<p>I refer to your email regarding the disabled parking areas in the City of York. My dad who is 92 enjoyed visiting St Sampson's Church to spend time with his friends and I would park outside and help him out of the car as he has a broken hip and walks with a rollator. I would then walk around York, shopping and then pick him up later on and go for lunch with him. We would do this a couple times a week and have done for 6 or 7 years. I also have a husband who is battling Motor Neurone Disease and relies on disabled parking to get him nearer to the shops and restaurants due to his poor walking and balance. Now that you have removed the parking In the centre of York I can't take my husband or Dad out for a meal and do not go into York for shopping. Looking at the amount of shops that are empty in the City of York I would think you should be encouraging people to visit York whether disabled or not to spend money not impeding them. As a carer it is stressful enough caring for someone and making sure they can move around safely without having to think how or where we can park. I would imagine you are getting the same response from majority of York residents who have chosen to spend their money out of town due to the lack of disabled parking and I don't think you have thought this through.</p>	<p>Thank you for your comment and explanation on how the proposals will affect your future use of the city centre.</p>
<p>I do not support the above consultation. Currently access is restricted, and if you are not allowed in the centre of York at anytime, you are penalising the vulnerable. Many banks and building societies have closed in the surrounding areas of York and not all elderly people have access to the internet and internet banking. If you make it so there is no access to the centre of York, you are forcing them down a road that may not wish to go. I hope you bare this is mind when making your decision.</p>	<p>Thank you for your comment and explanation on how the proposals will affect your future use of the city centre.</p>
<p>We object to the new proposals for city centre parking , my.husband has Parkinson's &amp; is disabled , have we not got the right to go shopping , go to the theatre , enjoy a meal.out , this new proposal is so wrong , is their no compassion</p>	<p>The Proposal has been made to try and increase the safety of users in the pedestrian area as it reduces the conflict between pedestrian and vehicles.</p>
<p>Don't discrimination laws count in York. Is York a Human Rights city? I don't think so. My relatives often visit York (by train). I would pick them up by car, park in York, they would then shop meet up then lunch in York. Not any more.I've informed them how York discriminates and not to visit. Well done York</p>	<p>Thank you for your comments, I am sorry to hear that this proposal will affect you and your parents use of the City.</p>

<p>I am writing to object to the new Blue Badge proposals. I understand that it was a necessary immediate action to take at the beginning of 2020 to change the parking rules for blue badge holders in order to ensure public safety through social distancing. Although that requirement arguably still exists, I am deeply concerned by the council's decision to make these changes permanent. I have mobility issues which limit my capacity to walk. However I equally cannot use a wheelchair, as sitting down with the vibrations of movement puts my back into spasm. Therefore, the ability to park very close to my desired destination is the only way with which I can access town. Under the new proposals I understand that you plan to "introduce Blue Badge parking places in the vicinity of the pedestrian area." It is by only allowing parking "in the vicinity", rather than within the pedestrian area, that you are ensuring that I am unable to access significant proportions of the town centre. I had not planned on writing as I believed that it was just a fact of life that, as a disabled person, I was to have my access limited. However, these plans are deliberately and knowingly removing any level of accessibility to my own town centre that I could have had before the pandemic. It is deeply saddening and I hope that the proposals are amended to consider those of us with mobility issues who can't use a wheelchair and, as such, require proximity to the destination.</p>	<p>Thank you for your comments on the proposals and how they affect your use of the city centre in the future if these proposals are taken forward.</p>
<p>I am writing to object to the new Blue Badge proposals. I understand that it was a necessary immediate action to take at the beginning of 2020 to change the parking rules for blue badge holders in order to ensure public safety through social distancing. Although that requirement arguably still exists, I am deeply concerned by the council's decision to make these changes permanent. I have mobility issues which limit my capacity to walk. However I equally cannot use a wheelchair, as sitting down with the vibrations of movement puts my back into spasm. Therefore, the ability to park very close to my desired destination is the only way with which I can access town. Under the new proposals I understand that you plan to "introduce Blue Badge parking places in the vicinity of the pedestrian area." It is by only allowing parking "in the vicinity", rather than within the pedestrian area, that you are ensuring that I am unable to access significant proportions of the town centre. I had not planned on writing as I believed that it was just a fact of life that, as a disabled person, I was to have my access limited. However, these plans are deliberately and knowingly removing any level of accessibility to my own town centre that I could have had before the pandemic. It is deeply saddening and I hope that the proposals are amended to consider those of us with mobility issues who can't use a wheelchair and, as such, require proximity to the destination.</p>	<p>Thank you for your comments and information on how accessible the proposed parking bays are for</p>
<p>I do not agree with the new blue badge holders parking suggestions. It would dramatically effect my husband and father in laws ability to access york shops and businesses. York would become inaccessible to them. Therefore I object to the new proposal.</p>	<p>Thank you for your comments and information on how you would find it difficult to access the pedestrian area.</p>

<p>I personally think that this is a retrograde step and seeks to discriminate against disabled people, many of whose cannot walk more than a short distance. Whilst I note you comments on increased security and it being seen as a means to increase security this is a very poor argument. If individuals are of a mind to commit such crimes then I doubt they will not have researched it thoroughly and the lack of a blue badge in the window would be the least issue. This is clear and systematic reduction of blue badge access for the disabled who need to use the points for parking close to town shops. Removing this will severely limit people's ability to use the retail Outlets in York and remove revenue from theses businesses.</p>	<p>Thank you for your comments on proposal and how they will affect the economy.</p>
<p>I am objecting on behalf of my mother and mother in law who are both blue badge holders. Firstly we would ask if this proposal is a joke. If it isn't then we would ask how ambulant impaired individuals are supposed to access the centre of York. One of the questions asked in the questionnaire to enable the council to determine if an applicant should be issued with a blue badge is 'how far can you walk'. Both my mother and mother in law would not be able to access the establishments they would wish to from the proposed new parking arrangements thus banning them from the city where they have lived all their lives. This is surely discrimination and to which the council should be ashamed.</p>	<p>Thank you for your comments on the proposal.</p>
<p>At this time of my life I find it insulting that York Council shows no respect for my Motability problems, <b><u>I CANNOT WALK</u></b> so it is pointless me parking in a car park. They only contain cars. No Banks , shops,n Cafes Etc. Fewer Shops, Masses of Tourist. even if <i>can find a bank it is almost Certain that it is not in York</i></p>	<p>Thank you for your comments on the proposal and how they will affect your access to the pedestrian area.</p>
<p>I object strongly to your proposal of banning blue badge holders in the centre of York. this is nothing short of discrimination of a small minority of people.</p>	<p>Thank you for your comments on the proposal.</p>
<p>I am writing in response to the consultation and decision to change access into the city centre. The new regulations will make it impossible for my father to access his bank and any other services he might want to visit. he has very limited mobility and Alzheimer's . parking on the outskirts is not an option as I cannot manage to push him in a wheelchair and his condition prevents him using a mobility scooter. Even a limited access period would be better than your proposals</p>	<p>Thank you for your comments and information on how it will affect your fathers access to the pedestrian area.</p>
<p>Basically I wanted to say that I am really feeling deprived at not being able to go into town. I feel deprived of the access that I had before when using a Blue Badge . I know it's complicated but I urge York City Council to consider this in greater depth than before. Thank you.</p>	<p>Thank you for your comments and information on how the restrictions are affecting you personally and your use of the pedestrian area.</p>

<p>I am an electric wheelchair user, due to having M.S.. I use public transport, adapted taxis when available) and my daughter has an adapted car which she takes me out in, shopping and for meals etc. I am currently in hospital after a bad fall and trying to work through this information. From what I can see, all of this works/doesn't work in different ways dependent on what I am doing and the form of transport I am using. An illustrated example would be, quite recently, a friend and I booked a taxi for a pre booked tea at Patisserie Valerie. ( We usually go in town 2 weekly but following her having a stroke and now using a walking frame, we thought we could go door to door) we did not realise we would have be dropped at the end of Blake Street, which was then too far for her to walk but ok for me in my chair! I feel different types of disabilities need to be addressed, when travelling together.</p>	<p>Thank you for your comments on the proposal and the information on your recent experiences of accessing the pedestrian area.</p>
<p>I raised this question prior to the closing of Disabled Parking on Goodramgate, Does York City Council not want disabled people to come into the city? I personally struggle with even managing to get across a small road, which is why I have been give enhanced rate mobility. I subsequently have only been into York City Centre a very few times. Some years ago I was given a Green Parking permit, which allowed me to park within easy parking distance from the shops and banks. These present restrictions will certainly make me feel even more of a nuisance. I did go to the St John Street Car Park, once, however I was under the impression that a bus would be there every 5 or so minutes, after sitting in my car for over half an hour I had to go somewhere else. I cannot stand for more than 2 minutes without experiencing severe pain, which does not help my quality of life. I cannot travel on the bus route as I cannot bear to be shaken about, plus I cannot stand to wait for a bus, much less walk to the nearest bus stop. Does that mean that my life is worthless. I think so.</p>	<p>Thank you for your comments on the proposal, the proposal is made to increase safety for all user of the pedestrian area but it is helpful to understand how the proposals affect your usage of the area.</p>
<p>I am a York Citizen and a Blue Badge Holder needing to use my Blue Badge for Independent access to York City Centre. I wish to object in the strongest possible terms to the proposals to permanently stop the parking concessions for disabled badge holders on the streets listed in your email. If this proposal is allowed to go ahead I shall be prevented from access into York City Centre. Your new proposals offer very limited street parking for Blue Badge holders and are totally inadequate and in no way replace the former concessions. If this proposal is allowed to go ahead York citizens with mobility difficulties will literally be bard from access to York City Centre.</p>	<p>Thank you for your comments on the proposal and information on how they affect your use of the pedestrian area</p>

<p>Further to your letter dated 9 July 2021 I am writing to you to object to the proposals outlined therein. York City Council appear to be doing everything that they can to make the city centre a "no go" area for private cars, regardless of the restrictions that this will place on the disabled, blind and partially sighted. The proposal to provide additional disabled parking bays in no way compensates or mitigates the loss of access for disabled people. York City Council pays lip service to sustainability, yet these proposals will force those who provide transport for the disabled to travel to other towns in the region where the Blue Badge will enable access to the shops and facilities the disabled require. This cannot be good for the environment. Also I do not see why the needs of businesses that cater almost exclusively for the tourist industry should be allowed to take over public roads in order to enhance their business prospects at the expense of the disabled and other York residents. The Council is adopting a shameful policy.</p>	<p>Thank you for your comments</p>
<p>I respond to the Blue Badge Consultation on behalf of my wife and my daughter who are both in possession to blue badges. My wife is 75 years of age and has difficulty walking and moving, and my daughter is 48 years of age, has three daughters aged 5 – 16, and suffers from M.S. Since the new regulations were introduced, neither have been able to access the City Centre areas as before, and it is totally discriminatory. When I was Executive Member for Transport, I introduced a paper that precluded blue badge holders entering Goodramgate until after 5p.m. That had the effect of no vehicles in Kings Square, Church Street, and St. Sampson Square between 10 a.m. and 5p.m. This was rejected by the Liberal Democrat Group out of hand. There is a paper in existence. I would also suggest that this could be a compromise between Easter and the end of September, although I believe the appropriate finishing time should be 4p.m. Fossgate and Blake Street could be assessed separately, as they have separate issues. What is clear is that the banning of residents and others who are disabled should not extend to 8p.m. I am also concerned regarding the lack of policing of the misuse of blue badges together with those who contravene the access regulations which serves to exacerbate the problem of vehicles in streets where they are banned. It is not only disabled badge holders who clog the city streets. A new regime of enforcement including fixed penalties via wardens or cameras should be considered. Closing of streets until 8p.m. also has far reaching consequences. For instance, my wife and I used to frequent City Centre eating establishments at least twice a week, that is no longer possible. I have been approached by members of societies and other organisations which are on the verge of being disbanded because members can no longer attend meetings. Now that the pandemic regulations have been reduced, the attendance at dinners and functions at the various Guild halls will be reduced. Disabled guests will be unable to access weddings and funerals at city several centre churches. In addition, my granddaughter has had to give up a learning course in the city as her mother cannot access the premises easily. I am</p>	<p>Thank you for your comments, the proposal is only to remove the exemption between 10.30am and 5pm, the additional Temporary hours are not been considered as part of this consultation. I have discussed this matter with the complainer and they totally object to any proposal to extend the duration between 5pm and 8pm.</p>

<p>certain there are many other instances that this wretched policy will affect, and it needs to be consigned to the bin. As this is being billed as a consultation, I would ask that details regarding numbers of responses will be made available, and the comments made. I assume this will go to a decision session, and I would ask that my request to speak be registered at this early stage.</p>	
<p>I wish to object to the proposals for Blue Badge parking as they make things very difficult for disabled people to access York city centre, Personally I was able to shop in Goodramgate on my own parking outside whichever shop I needed to go in without need for my mobility scooter. Now we have to park some distance away and my husband has to be with me to lift my scooter in and out of the car and assemble it. If I wanted to visit any other areas of town we would park in Piccadilly, as I understand it there will be disabled parking bays in Piccadilly in future which I suspect will make it more difficult to find a space to park as more people will be using it. To add insult to injury I have just read in this morning's Press that a new Trading Association is being set up in Goodramgate to encourage visitors and residents, as long as they're not disabled!!, to spend more time in the area. Hardly fair!! I have also read recently that there will be parking bays for mobility scooters, why? I don't think disabled people will be parking their scooters and getting about by some other means.</p>	<p>Thank you for your comments on the proposal. There is already Blue Badge parking available on Piccadilly.</p>
<p>As a Blue Badge holder and the owner of a flat in pedestrian area, I am writing to express my objections to this proposal in the strongest possible terms. The centre of York is home to countless disabled/elderly people who have chosen to live there precisely because it has historically been accessible to all. We did not choose to live in an entirely pedestrianised area: we chose to buy or rent property that fits our particular needs and enables us to access our homes by car when we need to. Removing the Blue Badge exemption to access the streets in the heart of York - which has enabled disabled people to live full lives and to support the city's economy - is moving the goalposts after the event. As such, it is completely abhorrent. Road safety is obviously of prime importance. However, I am not aware of a single instance of a pedestrian in the centre of York being involved in a road traffic accident. I would suggest that pedestrians are at far greater risk from the new e-scooters (or those who ride them). The reference to "increasing the security of the area against the threat of hostile vehicles used in terrorist attacks" is quite simply a red herring. In an age of anti-discrimination, it seems almost inconceivable that York Council would be proposing to discriminate against disabled people and make the centre of York accessible only to able-bodied people (who are, in general, going to be young people). Many of the people whom the Council will be hoping to attract are tourists. While tourists are very welcome here (I run holiday lets, so I can vouch for this), their contribution to the local economy is arguably very different from that of the people who live and work here all the time. We are the people who shop in places such as Barnitts, Tullivers, Boyes and</p>	<p>Thank you for your comments and information on how the proposals will affect your daily life and access to your property and the pedestrian area.</p>

<p>Browns. We are the people who shop in the market and who use the City Screen and the Theatre Royal (venues which will become impossible for disabled people if these proposals go ahead). We are the people who worship at the Minster, St Wilfrid's and St Michael le Belfrey (to name just three). All of these day-to-day activities - which have already been made difficult under the guise of "Covid rules" - would be made impossible for people with physical disabilities.</p>	
<p>wow so you want to prevent a disabled person from accessing the centre of York. You are BULLIES If you carry out the restrictions please remember Disabled green badge means limited mobility, so i can not ever again access york centre.... but of course all the tourists can so why should we pay full poll tax . The disabled bays in york have always been at a premium and too few. remember all the disabled against going GREEN. As i am banned from york ( not able to get into york) Can i please have an exemption from my Poll tax, as £1300 for bins emptying is offensive This goes with all the stupid street closures and a silly guy riding a bike up the riverside with flags stating what he has done not very professional for a second in command York council cowboys</p>	<p>Thank you for your comments and how the proposal will affect you, the green badge is no longer valid or used.</p>
<p>My wife and myself are both disabled people my wife more than myself and during the pandemic with the restrictions you as CYC have put in place have made it extremely difficult for us to access the city and now it looks like you are going to keep it that way, well all we have to say is, if that is what you are planning then you will lose the disabled people shopping in the city, the disabled parking in Goodramgate along Ladies row and down Colliergate is very important for disabled people to access the city centre and to take that away from us in the main shopping times is appalling and very bad judgement on your side, we need those parking spaces at all times so we have good access to the city not just when the shops are shut that is totally useless and if you as a council CANNOT see that the it's time we had a council of people with their EYE'S OPEN.</p>	<p>Thank you for your comments on the proposal and confirmation of how they affect the daily life of you and your wife.</p>
<p>Thank you for your email re consultation about removing access for disabled badge holders in the City Centre. I write on behalf of my mother and object strongly to your proposals. My mother is 99 and cannot walk more than a few yards. Removing these access facilities will prevent her from accessing her banks which, having closed their outlying branches, can only be accessed by driving as close as possible then using a pushed wheelchair (VERY difficult with the cobbled/rustic surfaces). Marked disabled spaces are always difficult to find, even with the extra ones you are adding. These proposals are unacceptable.</p>	<p>Thank you for your comments on the proposal and confirmation of how they affect the daily life of your mother.</p>

<p>I do not agree with the decision made regarding the closure of certain popular streets in York. I personally often got my husband to park in Goodramgate so I could get to shops there. Also Blake Street was another street we used. Finally we occasionally parked either in Kings Square or preferably St Sampson's Square to visit daughter who has a business in Grape Lane. We haven't been able to do that for a long time now. It's the shop owners I feel more sorry for. They seemed to get quite a good few disabled who parked in these areas to do their shopping. The priority now seems to be pedestrians. The disabled are at the bottom of the list. Now we personally have to shop either Monks Cross or Clifton Moor.</p>	<p>Thank you for your comments on the proposal and information on how they affect your use of the pedestrian area</p>
<p>I am writing as I want to strongly disagree to the proposed disability parking in York, or lack of it. I drive a large wheelchair adapted vehicle which is higher than any of the barriers of the carparks that have been suggested. I have been able to find parking previously on the inner roads of York on the double yellows near browns etc which have now been closed. I do object most strongly too this because not only have I not got a suitable vehicle for parking in barrier car parks but it also has a tail lift to get my husband out safely and i need access at the back. I always knew where to park to give me that access to get my husband out safely. Because of his illnesses using public transport is a no so even the shuttle taxi idea is a fail as far as i'm concerned. I feel you have targeted disabled families and said you want a car free zone in York, yet you are allowing pavements where i push my husbands wheelchair to be covered in chairs for cafe users. How is that remotely fair. It is now daunting to think about travelling into York, contending with the congestion because of the various roads you have also deemed necessary to close! Then I can't get parked up and I dont see why my husband should have to suffer not being able to be taken out because i cant park. Please let us use the square near Coney street where the old post office was and McDonalds is. That was perfect to get into town. I can't use shopmobility as I cant get into a multi storey even. I think you have been deliberately unkind and actually as its going to affected all of the blue badge holder I think unethical. If you think this is going to make York a better place to be as a tourist think again as that's all you will have as we all move to places where they actually care about the disabled community. Your alternatives fall far too short. Dropping my husband off and going off to park as one of your suggestions wouldn't work as i cant leave him on his own. So you see my dilema. I know I am not the only one who hates the way you have now prohibited our access and look forward to seeing what you do about it and whether you will actually listen...</p>	<p>Thank you for your comments on the proposal and information on how they will/have affected your access to the city centre. The proposed additional blue badge parking is on street, so you would not be required to access a car park.</p>

<p>On behalf of my severely disabled partner I must protest against the proposals. At present she now has limited access to the city centre. This will disappear completely with the proposals. She will not be alone. Are the plans designed to convert the centre into a museum?. They will surely impact on shop , hotel and restaurant returns. On a related matter her blue badge requires renewal in October. The renewal form is more complicated than the original authorisation. There seems little point in renewing : saves £10 too.</p>	<p>Thank you for your comments on the proposal and information on how it will affect your access to the city centre.</p>
<p>In repose to the email with attached letter dated 9th July 2021, about the decision session to remove parking exemptions for blue badge holders in York. Which I strongly object too. Firstly York central is already not easy for blue badge holders to access and park making it any more difficult for blue badge holders would come across as a very discriminative action towards blue badge holders, including myself. This sends the message to me that disabled people are not welcome in York. I was shocked to hear news that in the meetings discussing this two disabled councilors were banned from the meeting, as they were seen to have a conflict of interest. This is such a shame to hear, as a disabled person I want disabled councilors acting in my behalf as they have an understanding that an able bodied person can not have. In the long run this will eventually put off disabled tourist and force disabled residents away from york. This is very upsetting. This month Gobal Disabled Pride Month, and instead of using this to make the lives of disabled people more accessible and independent York is in fact doing the opposite. As a disabled person I class this as discrimination, as per the Equalty Act 2010.</p>	<p>Thank you for your comments on the proposal and how they will affect your use of the pedestrian area. The proposal has been made to try and increase the safety of all users.</p>
<p>I have been a blue badge user since September 2019. This followed heart problems requiring hospitalisation in August 2019, leaving me with very limited mobility. Perhaps you will understand that immediatly after my initial heart problems, I was unable to go 'out and about'. Prior to my illness I had usually used the bus to travel into and from York which I found very 'user friendly' and then would walk to where I wanted to go. Then in March 2020, before I had 'got going' again, the rules for blue badge users were changed; I believe at the time it was said this was mainly for reasons of health and safety, due to the pandemic. The recent confirmation of the changes that were instituted primarily due to covid, is, to me pure expediency on the part of the Council with little regard for how it might be for those with limited mobility. The location of the parking spaces are difficult to identify when one is not familiar with the street names and in which direction the traffic flows and there are no directions on how to reach the designated parking spaces. Which shops the parking is close to is a real issue and how does one move from one shopping area to another with limited mobility? I have studied the maps of York endlessly and have not come to any conclusion about how I could visit York city centre. I personally have not felt able to travel into the centre for the two years since I had mobility difficulties. I appreciate that I am now in the minority with my personal mobility issues but, in an age of so called 'equal</p>	<p>Thank you for your comments on the proposal and how they will affect your use of the pedestrian area. The proposal has been made to try and increase the safety of all users. The increase in pavement café in the city is due to a change in national legislation, which temporarily remove the requirement for an establishment to apply for planning permission for a pavement cafe and also capped the cost of a licence.</p>

<p>opportunities' I do not feel it is appropriate to exclude some people from the centre of the city due to their disabilities. I pay council tax like everyone else but now feel excluded from my own city; this was the place which we chose to move to, due to its attractions, both old and new. Incidentally I have heard from others who are lucky enough to be able to go into the centre, that hostelrys have now moved out into the streets creating an obstacle course for pedestrians. Is this all because the Council can charge these providers additional rent? You didn't seem to learn the lesson when you placed limitations on the use of the Ouse Bridge and caused havoc - another ill-considered policy at the expense of the public. Whilst the financial support structure of the city is obviously important, so are the needs of the community and those who are infirm. I would ask that you reconsider where your priorities lie.</p>	
<p>I wish the following views to be taken into account with regard to the proposed CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: BRA2137240, Notice effective from 9th July 2021 to 8th August 2021, I am objecting on the following reasons: The proposals have been shown, by the council's own survey, to be discriminating against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). Making the changes permanent, in light of this, means the council is knowingly making a discriminatory decision. I have been provided with a Blue Badge by the national scheme in order to allow me to get closer to the places I need to be. This is a reasonable adjustment which takes into account my disability and helps me to access facilities, businesses etc on a more equal basis. I am a York resident and until the street closures in June 2020 I visited the centre of York to go to shops and businesses including NatWest Bank, The Nut Centre, Lush, Bon Marche, CEX, Thomas the Baker. which are now unavailable to me. As a result of these closures, I consider City of York Council to have disadvantaged me and my family under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that I and others made. The streets on the outskirts of the footstreets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of my human rights and s.149 (the public sector equality duty) of the Equality Act 2010. In addition I would like to complain about the time lapse between the decision (22<sup>nd</sup> June), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July).</p>	<p>Thank you for your comments and information on how the proposals affect your day to day life. The delay on the advertisement of the restriction was due certain legal requirements are were required to be met prior to the advertisement.</p>

I refer to your letter e-mailed to me on 9th July which proposes 'Revoking the exemption on vehicles which display a Valid Disabled Person's Badge from proceeding along Blake Street, Castlegate, Church Street, Colliergate, Goodramgate between its junctions with Deangate and King's Square/Low Petergate, Kings Square, Lendal, St Andrewgate from the highway boundary line on the north east side of Colliergate and north east for 50 metres, and St Helen's Square, York during the pedestrian period (10.30am and 5.00pm every day). This restriction will have an extremely detrimental impact on the physical & mental wellbeing of disabled residents & I ask that this proposal be rejected. The restrictions put in place by York City Council under Covid 19, further restricting disabled people from parking was for the most part tolerated because most of us are in a vulnerable state & would not have ventured into the City Centre at that time in any event. However, to invoke further restrictions on disabled people at that time in order to allow non disabled people to more easily socially distance sent an extremely detrimental message to the disabled people of York. The provision of taxi services from the Park & Rides was also simply non sensical, as at that time there was no vaccine in place, in doors contact with others was restricted to family & then later restricted to those in your 'bubble'. Even at this point, Scientists continue to recommend that the vulnerable socialist outdoors where possible. I mention this for one reason; if the lack of objection to the above earlier restriction or the use of these facilities by disabled people is considered to be a success & is being used as evidence of how successful a more permanent restriction would be, I ask that this be documented to allow these false findings to be discussed more widely & in more detail. I should not have to remind the Council of their duty to promote & provide facilities & rights of access which are inclusive to all members of society - not just the able bodied. The proposals conflict with the Council's obligations to provide an inclusive society which does not discriminate against minorities, & this includes disabled people. To add further justification as to why this proposal should be rejected, the reasons given are either simply not factual or could be quite easily resolved by simple communication. Two reasons are provided, 1 - 'The proposal aims to improve road safety whilst at the same time balancing the needs of businesses and city centre residents'. 2 - 'Removing the exemption increases safety by reducing the number of cars driving in areas where large numbers of pedestrians gather, and increases the security of the area against the threat of hostile vehicles used in terrorist attacks'. It is true that where there are vehicles & humans there is an increased risk, but it is a ridiculous notion to use this as justification when the risk can be so easily reduced by other methods & when the impact would be to exclude the most vulnerable from society & adversely affect their physical & mental health. Restricting the disabled from local activities is also very dangerous culturally. It poses a significant step back in our considerable challenge to integrate people of all abilities & to change cultural attitude to one which openly accepts difference.

Thank you for your comments on the proposal and information on how they would affect your access. With regards the use of pedal cycles in the pedestrian area they do not have an exemption to do so and are travelling illegally, which would be something that the Police would enforce.

Increased communication methods, highlighting disabled access in York, would surely improve the awareness of those visiting the City Centre; increased signage in & around the City Centre, via the Council Website & in Tourist communications. As someone who is challenged physically myself, I have not had a problem in 'getting out of the way' of disabled drivers in York as they drive so slowly. However, I do have a problem with push cycles, skate boarders & scooters who feel they have the right to go everywhere & leave their vehicles anywhere. This poses a much higher risk than a few disabled drivers & yet I see no evidence of managing this risk. There is a quite insulting suggestion that this proposal will increase disabled parking, as a few token spaces will be provided outside of the areas which are proposed to be blocked. Many disabled people have a problem walking more than a few meters but equally need that physical activity, albeit very limited, for their physical & mental wellbeing. These spaces are therefore completely useless to the very people who really need them, unless of course the space just happens to be in close vicinity to their destination. Disabled people need access via car to the areas of York City Centre which are restricted to the able bodied, as this enables them to access to the shops, cafe's, restaurants, pubs, historic sights, seasonal celebrations etc etc etc, i.e. the things which the able bodied take for granted every day as they are able to walk without issue or pain & take public transport. If access is restricted & disabled people are forced to park in specific spaces & they are then required to walk a considerable distance, given their challenges, to reach their destination, those with significant & chronic conditions will be excluded & be further isolated by their disabilities. The other reason for this proposal presumably has been added to 'bulk up' the justification, but has no basis in fact. To view this as fact would be to view every static object as a potential terrorist threat, i.e. shops, cafe's etc, the seasonal cabins in Parliament Street, bins, flower planters....the list would be extensive & certainly could not be removed completely simply to reduce the risk of terrorism. I note that the proposal was raised following engagement sessions in April in relation to Blue Badge facilities. I certainly was not aware of this consultation, as a Blue Badge holder myself, & would ask how disabled people were represented. I close by stating again that to approve this proposal would be against the rights of disabled people & I ask that this proposal is rejected, however if it is not I will have no option but to escalate this further as to do so would discriminate against disabled people in their ability to use the facilities & services which they pay YCC to provide, but more importantly it would discriminate against their need to live a normal life, to integrate socially, utilise facilities in the City Centre all of which will impact both mental & physical well being. From a cultural perspective this would also be huge step back to actively restrict the disabled from York City Centre. I would be grateful for an acknowledgement to my objection & would appreciate updates moving forwards.

I wish the following views to be taken into account with regard to the proposed CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: BRA2137240, Notice effective from 9th July 2021 to 8th August 2021 I am objecting on the following reasons: The proposals have been shown, by the council's own survey, to be discriminating against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). Making the changes permanent, in light of this, means the council is knowingly making a discriminatory decision. I have been provided with a Blue Badge by the national scheme in order to allow me to get closer to the places I need to be. This is a reasonable adjustment which takes into account my disability and helps me to access facilities, businesses etc on a more equal basis. I may not live in York but I live nearby and York was one of my primary shopping and socialising centres until the recent closures. As my nearest city, I have often had to access certain post office services, banking and legal services in York. As a result of these closures, I consider City of York Council to have disadvantaged me and my family under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that I and others made. The streets on the outskirts of the footstreets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of my human rights and s.149 (the public sector equality duty) of the Equality Act 2010. In addition I would like to complain about the time lapse between the decision (22<sup>nd</sup> June), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July).

Thank you for your comments and information on how the proposals affect your day to day life. The delay on the advertisement of the restriction was due certain legal requirements are were required to be met prior to the advertisement.

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<p>I would like to object to the TRO which makes permanent the withdrawal of the exemption for Blue Badge holders to access the Footstreets of York when they are closed to most traffic. I am blind and cannot find my way around York without help (no dog as yet) and this change prevents us blue badge holders from parking close to the services and amenities we need and want to use during the hours of 10.30am and 5pm. We are not even able to be dropped off close to our destinations by a friend or a taxi which, as we do not drive ourselves, has been enabling access to destinations we cannot find on our own. As you are aware the Equality Act of 2010 specifies 3 undertakings that all local authorities should comply with under their Equality Duty: eliminate unlawful discrimination; advance equality of opportunity between people who share a protected characteristic and those who don't foster or encourage good relations between people who share a protected characteristic and those who don't. I consider that by adopting this policy, City of York Council, is discriminating and removing equality of opportunity from those who the Equality Act has defined as having a protected characteristic. Blind and partially sighted people along with all other disabled people should not be disadvantaged in accessing goods and services at a time of their own choosing. These measures are disproportionate in their severity. The negative impact will only serve to isolate many visually impaired and disabled people. This limits a person's independence, self-esteem and sense of worth as they become more dependent on others offering support that was previously not needed and may not be available when required, or even at all. I urge you to reconsider the disproportionate impact this</p>	<p>Thank you for your comments on the proposal and information on how they affect your use of the pedestrian area as well as how the proposal will affect your mental health</p>

<p>decision will have on the more vulnerable members of the community. I ask that you look at alternative ways you can reach your objectives of reducing City centre congestion, without targeting a small group of people who are reliant on you as their elected officials to protect their rights. If these measures were introduced, limiting other groups with protected characteristics there would be a public outcry, yet there is no hierarchical system, each protected characteristic has the same weighting. By rejecting this policy, you will reinstate blind and partially sighted and other disabled people's equality of opportunity to enjoy the same rights of access and inclusion that that you and your families have.</p>	
<p>I write to strongly object re your proposals as above. Blue badges are issued based on people's incapacity and immobility. It does not mean in certain circumstances, geographies or specific streets this incapacity goes away ?? That's like saying Covid has disappeared on Freedom day - 19th July. Ridiculous. What happens if somebody who needs to be in these areas at these times with a Blue badge ? Will they be subject to a fine ? Has common sense yet again gone "out of the window" ? 1. Blue Badge Holders need them as previously stated and thus should be ACCESS ALL AREAS (EXCEPT CROSSINGS/ENTRANCES..) 2. What a waste yet again of rate payers money A. Doing the work around this proposal and B. Producing a detailed 7 page document and posting out. C. Surely and yet again, time resources and money could've been better spent. I am happy to be convinced otherwise but feel at best I will receive a cursory reply.</p>	<p>Thank you for your comments on the proposal.</p>
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<p>As my mobility is very restricted, these proposed new measures will mean that I will not be able to visit the City centre at all. But as we know you'll do whatever you want in spite of asking for Blue Badge holders views.</p>	<p>Thank you for your comments on the proposal and how it will affect your use of the facilities in the City Centre.</p>

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<p>accessible toilets out of reach. This is a breach of my human rights and s.149 (the public sector equality duty) of the Equality Act 2010. In addition I would like to complain about the time lapse between the decision (22<sup>nd</sup> June), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July).</p>	
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<p>I am writing to place an objection to the proposals to changes to Blue Badge parking. I have been fortunate to hold a Blue Badge since my mobility has become worse over the past few years. As a resident of York for almost 70 years I still try to use the businesses in York including dentist, theatre and shops. As the parking stands I am often able to find a parking space in areas around Castlegate or Blake Street depending where in York I needed to be. I am unable to estimate how many parking spaces will be lost with the new proposals. I do however fear that the trips I make to York will become less and less as looking for a space will become more difficult and the parking further away from the centre. There are so many people like me who not only need, but want to partake of the services in the centre of York and the present parking provides us with this opportunity. Once we feel we no longer are able to find a convenient space or have much further to walk then we will become members of the community that use out of town facilities or take to Internet shopping. I feel that the number of spaces that will be lost needs to be given to show exactly how many spaces are to be lost. Have BlueBadge drivers caused any problems in the City? I suspect they are the most careful of drivers and respectful to pedestrians unlike the cyclists. Please add my objection to others you will receive..</p>	<p>Thank you for your comments on the proposals and how they affect your use of the city centre in the future if these proposals are taken forward.</p>
<p>I wish the following views to be taken into account with regard to the proposed CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: RA2137240, Notice effective from 9th July 2021 to 8th August 2021. I am objecting for the following reasons: The proposals have been shown, by the council's own survey, to discriminate against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). Making the changes permanent in light of this means the council is disregarding its own data, ignoring the responses of affected disabled people and, I believe, making a discriminatory decision. I consider that the closures both disadvantage and discriminate against disabled people under requirements on City of York Council as set out in the PSED (s.149, Equality Act 2010). Further I consider that their human rights have been disregarded. I have carefully reviewed statements made by the Council and attended various consultation events. Although I understand and applaud the fact that the Council is trying to improve city centre access for disabled people, I have nowhere seen or heard any reference to (i) the fact that there will always be <i>some</i> disabled people for whom their <i>only</i> way to access the city centre is by car as alternative modes of transport are not suitable and (ii) how this group of disabled people are expected to gain access without BB parking spaces and routes for cars displaying blue badges. As just one example among others, the streets on the outskirts of the footstreets are, for many, simply too far from the centre of York leaving many destinations and some key services, out of reach. I</p>	<p>Thank you for your comments and information on how the proposals affect your day to day life. The delay on the advertisement of the restriction was due certain legal requirements are were required to be met prior to the advertisement.</p>

<p>respectfully request that you stop implementation immediately and attend to this crucial issue. Finally, the timescale for lodging an objection is very short indeed. The decision was made on 22nd June, not published (I believe) until 9th July and Blue Badge holders were not notified of the TRO publication until 16<sup>th</sup> July.</p>	
<p>I write regarding to the proposed CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: BRA2137240, Notice effective from 9th July 2021 to 8th August 2021. I strongly object on the following grounds: The proposals have been shown, by the council's own survey, to be discriminating against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). Making the changes permanent, in light of this, means the council is knowingly making a discriminatory decision. I have been provided with a Blue Badge by the national scheme in order to allow me to get closer to the places I need to be. This is a reasonable adjustment which takes into account my disability and helps me to access facilities, businesses etc on a more equal basis. The effect of road closures in the city centre since June 2020 during the pandemic has been to severely limit or completely remove accessibility to many disabled people. It has been catastrophic. The area that is now restricted and under future consideration contains doctors, dentists and residential properties along with shops, cafes pubs restaurants and other amenities such a public toilets. I am a York resident and I have been personally affected by this change during the pandemic. I previously relied on taxis to drop me directly outside the place I needed to visit as I am unable to walk very far. I am unable to walk from the boundary that vehicles can access under the proposal to the places that I need to go to. During the pandemic I have been unable to visit my optician to collect the new prescription glasses that were made for me, and unable to continue dental treatment as I cannot now access these services in the city centre. The city centre is the nearest places where these services are available to me, and the cost of a taxi to other opticians and dentists is more than double and consequently prohibitive. Additionally, I would enjoy to meet friends in pubs, cafes and restaurants and closing the city centre to vehicles makes this impossible for me. York should be a fair, diverse and inclusive city, but what the council are proposing is blatantly discriminatory. As a result of these closures, I consider City of York Council to have disadvantaged me. The Equality Act 2010 (section 149: Public sector equality duty) refers directly to the council's responsibilities - this proposal breaches those responsibilities and implementation should be stopped immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that I and others made. The roads on the outskirts of the 'footstreets' are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of my human rights</p>	<p>Thank you for your comments and information on how the proposals affect your day to day life. The delay on the advertisement of the restriction was due certain legal requirements are were required to be met prior to the advertisement.</p>

and s.149 (the public sector equality duty) of the Equality Act 2010. There has been no proper consultation whatsoever on *how* disabled people use the city centre to date. Each questionnaire and consultation there has been has been is noticeably specifically structured to actually avoid asking disabled people *how* they use vehicles in the city centre. The council has been gathering evidence only to support the agenda they already have in place, for example to canvas opinion for the newly planned disabled parking spaces at the periphery of the city centre - without explaining to disabled people that these are not an additional measure, but a poor substitute for what they will lost if they agree to them. It is despicable. The council now gives the following justification for the closure of the city centre roads to disabled people: improve road safety; increase security against the threat of vehicles used in terrorist attacks; balance the needs of local businesses and city centre residents: improve the availability of spaces for Blue Badge holders in the vicinity of pedestrian areas: cater for some loading/unloading activities. I refute these points. - There is no evidence of poor road safety in York City Centre. If the council has this evidence, it must be published. At present it is not available publically on the council website, and there is no evidence of historic or current poor road safety in the local media. - The UK terrorism threat level was actually reduced in February of this year. Priti Patel the Home Secretary commented that the move followed a "significant reduction" in the momentum of attacks in Europe. It is bizarre that York City Council would use this reasoning to justify their actions at this time. The justification is weak and inappropriate. - Local businesses benefit from the support and patronage of disabled people, and disabled people are city centre residents. Removing vehicle access from the city, and effectively excluding disabled people, makes the city hostile, unwelcoming, discriminatory and non-diverse. The government is currently trying to get more disabled people into work, and a key aspect of being able to work is being able to get to your place of work. Removing ability to access the city significantly reduces the ability of disabled people to access jobs. One of the council's Key Priorities is 'well paid jobs and an inclusive economy'. Clearly excluding disabled people from the city centre conflicts with this. - I am sure many people will welcome extra spaces, however those with poor mobility and greater needs will not be able to make use of these as they are not central enough. They are not a substitute for proper access. - Indeed, this is the only reason there is any access to the city centre at any time at all - the needs of businesses are considered to be a greater priority than the needs of disabled people. These early and late hours are not helpful to many people who are reliant on carers - because the hours do not correspond with the hours care companies allocate for appointments and social support ie. the middle of the day when carers do not have breakfasts/personal care/tea time duties. Additionally, disabled people should not have their lives marginalised. They should be able to have equal opportunity to access appointments etc. in the city

centre just like any able bodied person. It is appalling that the council's aims for the city centre make no reference to making the city fair, inclusive and diverse place. Furthermore, the grounds the council now provide for closing the city centre roads to disabled people differ and conflict with the grounds that the council provided during the pandemic. During the pandemic the introduction of the bollards was explained as being 'to ensure that residents and visitors can safely access the footstreets during the economic recovery from coronavirus', specifically to: create additional space for pedestrians to adhere to social distancing guidelines; allow queues for businesses that need to manage the numbers of people within their premises; provide opportunities for businesses to be able to expand out in to the highway and public spaces; The council prioritised the needs of able bodied people over disabled people. It seems as if the council have decided upon their goal of closing the city centre to disabled people, and are now hunting about for reasons to continue to justify their decision. This is not an acceptable way of running our city. The council should be supporting and responding to the needs of ALL York residents - not setting their own agendas and pursuing them no matter what. From 19 July 2021 the law dictates that there are no social distancing regulations. There is therefore no requirement for pedestrians to adhere to social distancing guidelines, no need for queues to allow businesses to manage the number of people within their premises, and no need for businesses to expand into the highway. Indeed, under the grounds the council has currently set out, there is no justification whatsoever for the continuation of the emergency changes made in order to manage the pandemic. Access MUST be restored with immediate effect. Any decision not to do so is discriminatory. The council's Statement of Reasons also includes the following statement: 'Council Permits can also be issued in special circumstances pertaining to market access, exceptional personal or cultural needs'. I have sought clarification on this point (specifically, what is the process for applying for these permits, and which body will be responsible for making the decisions?), but the council has not responded. It is important to note that Blue Badges already address special circumstances relating to exceptional personal needs. Requiring disabled people to apply *again* for a further permit is unnecessarily bureaucratic and stressful for the applicants. In addition I would like to complain about the time lapse between the decision (22<sup>nd</sup> June), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July) and the late publication of the Statement of Reasons - which was only done when disabled people complained. Finally, I was disgusted by the council's decision to inform councillors Katie Lomas and Ashley Mason they could not speak in a debate about disabled people accessing the city centre because they are disabled on 15 July 2021. This is an attitude of intolerance and hate that is pervasive and damaging and undermines the wellbeing and lives of disabled people.

As director of economy and place you ought to know that a vibrant inclusive city centre is part of the city's attraction. Your attitude proves that it is not just that the city is medieval, but the attitude of the councillors. The suggestion that people can go online for alternative provision of services – eg with the 'Digital Inclusion'... it utterly laughable. Perhaps all York visitors should do this and visit York virtually? We want to access the city centre not just for shopping but to meet friends, improve emotional wellbeing and enjoy the beautiful medieval city in person. Can you seriously be suggesting we stay home, log on and loose out. I wish the following views to be taken into account with regard to the proposed CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: BRA2137240, Notice effective from 9th July 2021 to 8th August 2021. I am objecting on the following reasons: The proposals have been shown, by the council's own survey, to be discriminating against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). Making the changes permanent, in light of this, means the council is **knowingly making a discriminatory decision**. I have been provided with a Blue Badge by the national scheme in order to allow me to get closer to the places I need to be. This is a reasonable adjustment which takes into account my disability and helps me to access facilities, businesses etc on a more equal basis. I am a York resident and until the street closures in June 2020 I visited the centre of York to go to shops and businesses including Tullivers, Barnetts The Pasty Shop Marks and Spenser and all cafes and the market which is a social space and which are now unavailable to me. As a result of these closures, I consider City of York Council to have disadvantaged me and my family under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that I and others made. The streets on the outskirts of the footstreets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of my human rights and s.149 (the public sector equality duty) of the Equality Act 2010. In addition I would like add that I was not notified as I did not get my blue badge form York so I am not on your contact list.

Thank you for your comments and information on how the proposals affect your day to day life. The delay on the advertisement of the restriction was due certain legal requirements are were required to be met prior to the advertisement.

We write on behalf of a member of our family who is a Blue Badge Holder and who has recently received your letter dated 9 July 2021. We write to object to the proposal to permanently remove access to York city centre by blue badge holders. As you are no doubt aware, blue badge holders are by definition less able and, as those who are more able bodied, on occasion require access to our city centre. Removing right of access to blue badge holders during certain hours of the day is discriminatory. The recipient of your letter, our mother/mother-in-law, aged 90 years, frail, with mobility issues and a blue badge holder, occasionally needs to access services only available in the city centre. She is unable to walk more than 40 metres without difficulties and is unable to use a mobility scooter. Your proposals will in effect bar her from our city centre between 10:30 and 17:00 hours each day. Given her particular needs, it would prove difficult to reach the city centre, carry out and conclude necessary business before 10:30 in the morning. Why should those who are by definition less able be required to perform their business within a specific time frame when some financial institutions do not open for business until 09:30? The suggested additional parking is at some distance from the city centre where banks, building societies, solicitors, etc, are situated. It is more than likely a wheelchair would be required to transport a less able individual to such offices, requiring negotiation of York's narrow streets with frequently uneven paving posing a danger to both occupant and carer. This effectively removes any vestige of independence from one who might be able to alight relatively easily from a vehicle close to an office, bank, etc. On balance, the idea of improving road safety by reducing the number of vehicles in pedestrian areas and increasing security against the possibility of hostile terrorist attacks using vehicles, is outweighed by the real needs of those members of our community who should have a right to be able to access our city centre. We ask that the proposed access arrangements are reconsidered. Please try to imagine the very real difficulties faced by those less able who are desperate to maintain some level of independence and consider how that might be managed in a world where, increasingly, doors - and in this case roads - are closed to them. We look forward to hearing your response.

Thank you for your comments on the proposal and information on how the proposal affect your mother/mother-in-law.

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<p>I wish to wholeheartedly object to the proposals as outlined in your email and attachment reference the meeting held on the 22nd June 2021. Re: City Centre Access Arrangements – Blue Badge Holders At the Decision Session for the Executive Member for Transport (22nd June 2021), there was a proposal to permanently remove the exemption which allows vehicles displaying a Blue Badge (Disabled Person's Badge) to use a number of city centre streets between 10:30am and 5pm for access and parking. The blue badge exemption to access these streets has been temporarily removed since June 2020. These streets are: · Blake Street · Castlegate · Church Street · Colliergate · Goodramgate between its junctions with Deangate and King's Square/Low Petergate · Kings Square · Lendal · St Andrewgate from the highway boundary line on the north east side of Colliergate and north east for 50 metres · St Helen's Square The precise locations are listed on the attached York Traffic Management (Amendment) (No 14/10) Order 2021. Life is extremely hard and at times almost unbearable for disabled people and their carers. The ability to do the simplest of everyday tasks is a tremendous endeavour with whole families having to assist and manage, care and provide for the challenged individuals who are</p>	<p>Thank you for your comments on the proposal. The proposal has no relation to the increase in pavement cafes, they were introduced due to a change to national legislation on the approval of licences to help national economy recovery.</p>

<p>disabled. Just starting the day and getting prepared to exit the front door to carry out vital trips to the bank, shopping, post office visit or indeed meeting up with friends is a huge task. The Blue Badge system allows for disabled people to carry out those tasks that most of us carry out without any concern or a second thought. It allows the disabled to get to the front door so to speak of the venues where they need to visit. A crucial part of their welfare. The proposal to permanently remove the exemption for blue Badge holders access to the streets outlined is not only despicable in its meanness towards the disabled it really is abhorrent. Its shocking to even consider as a compromise or alternative that they can take a shuttle service from a car park into town and back. Imagine having got yourself into your car or mode of transport you then have to discard that and enter another vehicle be ferried into the centre of town, disembark carry out your visit and go through the entire process on your return journey. Have you any idea the physical and mental trauma this places on the disabled? All this so more table and chairs can be positioned in our streets to cater for the hoards of visitors from elsewhere or to cutdown on harmful vehicle emissions maybe? Meanwhile 3rd party road maintenance vehicles loaded with traffic signs or barriers stand parked up with engines idling for hours on end as I have reported previously and witnessed just yesterday. Likewise e-scooters introduced to our crowded streets, correction...if that was where they are supposed to be ridden as so many are seen on our pavements. Let's block off Lowther street and divert the traffic down Monkgate and Lord Mayors Walk to improvement the environment. Traffic jam. More pollution. A total lack of understanding of the complexity and pain disabled have to go through. You are effectively robbing them of their dignity and access to a fundamental aspect of their mobility. Not what I would have expected from a socialist, liberal or democratic lead Council. A disgraceful proposal that should be discarded immediately.</p>	
<p>I wish to object to the proposal to remove the exemption of Blue Badge Holders to access certain streets during pedestrian hours. I hold a Blue Badge, granted because I have severe difficulties in walking. My particular conditions mean that I cannot use a wheelchair or mobility scooter for long enough to be helpful. They also tend to be worse earlier in the day, meaning that I am unable to take advantage of access before 10.30 am, even supposing the facilities I wanted were open that early. The removal of access to certain areas of the city centre will effectively rule me out of being able to get to banks, cafés, shops etc as the walk from the proposed new parking areas will be too far. It seems extraordinary, and somewhat contradictory given the criteria for a Blue Badge on grounds of limited mobility, that the Council feel it is appropriate to move Blue Badge access to what it admits are the edges of the pedestrian area. In conjunction with the similarly unhelpful changes to the charging arrangements at the Piccadilly car park, it is highly unlikely that I will be able to use the city centre facilities, and that being so will shop online, mainly with national and international</p>	<p>Thank you for your comments on the proposal, they are solely proposed on safety grounds and it was not proposed with discrimination in mind. The aim of the consultation is to consider all opinions equally.</p>

<p>firms, rather than being able to support local businesses. I believe I will not be alone in this. I would urge the Council to think again on this issue.</p>	
<p>I wish the following views to be taken into account with regard to the proposed CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: RA2137240, Notice effective from 9th July 2021 to 8th August 2021. I am objecting on the following reasons: The proposals have been shown, by the council's own survey, to be discriminating against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). Making the changes permanent, in light of this, means the council is knowingly making a discriminatory decision. As a result of these closures, I consider City of York Council to have disadvantaged disabled people under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that have been made. The streets on the outskirts of the footstreets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of human rights and s.149 (the public sector equality duty) of the Equality Act 2010. In addition, I would like to complain about the time lapse between the decision (22<sup>nd</sup> June), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July).</p>	<p>Thank you for your comments and information on how the proposals affect your day to day life. The delay on the advertisement of the restriction was due certain legal requirements are were required to be met prior to the advertisement.</p>

I am writing to you regarding the recent TRO banning blue badge holders from entering and parking in the city centre during footstreet hours. Whether that is using their own vehicle or a taxi. I object strongly to this TRO and ask that it is overturned. The process of decision making is flawed, the Councils understanding of their duties under the Equality Act is insufficient and they have not paid due regard to the need to promote equality of opportunity - disabled people will not have equality of opportunity to do ANYTHING in the city centre as they cannot get their vehicles close to where they need to be. Neither do they 'foster or encourage good relations between people who share a protected characteristic and those who do not'. This TRO seeks to segregate people with a protected characteristic from those who do not, and keeps us out of the public eye. We become disabled BY this TRO and that not only affects us, but it affects our friends and family too. This TRO excludes us from restaurants, shops, banks, food festivals, Christmas markets - anything that is happening in our city. That is NOT fostering good relations. I consider that by adopting this policy, City of York Council, is discriminating and removing equality of opportunity from those who the Equality Act has defined as having a protected characteristic. Blind and partially sighted people along with all other disabled people should not be disadvantaged in accessing goods and services at a time of their own choosing. These measures are disproportionate in their severity. The negative impact will only serve to isolate many visually impaired and disabled people. This limits our independence, self-esteem and sense of worth and makes us more dependent on others people for support that we previously didn't need. And what about people who have no-one to support them - they simply cannot go. I urge you to reconsider the disproportionate impact this decision will have on the more vulnerable members of the community. Blue badge parking in the city centre was not a problem pre-Covid - why should it be now? Is it so that you can allow business to use the pavement and highway for their own purposes? These are public spaces and pavements should be a safe space to walk. By rejecting this TRO, you will reinstate blind and partially sighted and other disabled people's equality of opportunity to enjoy the same rights of access and inclusion they had before, and that you and your families have now. Just introduce a walking pace speed limit - that is far more proportionate than banning us. Thank you for reading this, if you would like to speak to me about the above, please do not hesitate to get in touch.

Thank you for your comments on the proposal and information on how they affect your use of the city centre and how the approval of the proposal could have long term effects on residents mental health.

I wish the following views to be taken into account with regard to the proposed **CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: BRA2137240**, Notice effective from 9th July 2021 to 8th August 2021. I am objecting on the following reasons: As a self-propelling, manual wheelchair user, York is already a difficult place to navigate due to the uneven terrain. This is further exacerbated by features such as the City walls, cobbled streets and the bridges. By denying access to park in some of the areas in this proposal, in particular, Blake Street and Lendal, you are effectively removing all access to the one reasonably level part of the city. The proposals have been shown, by the council's own survey, to be discriminating against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). Making the changes permanent, in light of this, means the council is knowingly making a discriminatory decision. I have been provided with a Blue Badge by the national scheme in order to allow me to get closer to the places I need to be. This is a reasonable adjustment which takes into account my disability and helps me to access facilities, businesses, etc., on a more equal basis. I am a York resident and until the street closures in June 2020 I visited the centre of York to go to shops and businesses including my Bank and Building Society, the Post Office, Waterstones, City Screen cinema, Browns Department Store, Gert and Henrys, The Ivy (amongst other places) which are now unavailable to me. As a result of these closures, I consider City of York Council to have disadvantaged me and my family under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that I and others made. The streets on the outskirts of the footstreets are too far from the centre of York and they actually double the distance you have to push to get to the areas of interest, leaving many destinations, including key services such as accessible toilets, out of reach. The other mitigating suggestions put forward, i.e., shuttle buses, taxis, park and ride and shopmobility do not adequately address the needs of self propelling, manual wheelchairusers, especially when two or more of us are travelling together, and we are, therefore, disproportionately disadvantaged by these proposals. This is a breach of my human rights and S149 (the public sector equality duty) of the Equality Act 2010. In addition, I would like to complain about the time lapse between the decision (22<sup>nd</sup> June), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July).

Thank you for your comments and information on how the proposals affect your day to day life. The delay on the advertisement of the restriction was due certain legal requirements are were required to be met prior to the advertisement.

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Thank you for your comments and information on how the proposals affect your day to day life. The delay on the advertisement of the restriction was due certain legal requirements are were required to be met prior to the advertisement.

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<p>I wish the following views to be taken into account with regard to the proposed <b>CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: BRA2137240</b>, Notice effective from 9th July 2021 to 8th August 2021. My objections are as follows: By the council's own survey, the proposals have been shown to be discriminating against Blue Badge holders: 78% of people who hold Blue Badges disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). In light of this, the council is knowingly making a discriminatory decision. I have been provided with a Blue Badge by the national scheme in order to allow me to get closer to the places I need to be. This is a reasonable adjustment which takes into account my disability and helps me to access facilities, businesses, on a more equal basis. I am a York resident and until the street closures in June 2020 I visited the city centre to go to shops and businesses which are now unavailable to me. As a result of these closures, I consider City of York Council to have put me under a disadvantage under the terms of the PSED (Equality Act 2010) and you should stop implementation with immediate effect. Despite claiming to have consulted Blue Badge holders, the Council has chosen to ignore the responses that I and others made. The streets on the outskirts of the foot streets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets, out of reach. This is a breach of my human rights and S149 (the public sector equality duty) of the Equality Act 2010. In addition, I would like to complain about the time lapse between the decision (22<sup>nd</sup> June 2021), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication on 16<sup>th</sup> July 2021.</p>	<p>Thank you for your comments and information on how the proposals affect your day to day life. The delay on the advertisement of the restriction was due certain legal requirements are were required to be met prior to the advertisement.</p>
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closures, I consider City of York Council to have disadvantaged me and my family under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that I and others made. The streets on the outskirts of the footstreets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of my human rights and s.149 (the public sector equality duty) of the Equality Act 2010. In addition I would like to complain about the time lapse between the decision (22<sup>nd</sup> June), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July). The Council will say this closure is to enact action against global warming, and smog. Do not believe them: bike barriers litter York; shared paths on greens are dangerously overgrown while potential shared paths – pavements wide enough for cars – are not turned into shared paths; cycle paths are inconsistent widths, not joined up, or vanish completely. It takes 10 to even 20 mins to detour around a road that took less than 2 mins to travel down; the smog is merely shifted. We now travel 10 miles to collect a disabled adult and go to large shopping centres rather than travel a mile into town. The Council will claim this is for “anti-terrorism”, another fluid, invented claim. What car was used in the horrific Arena bombing? Are backpacks and suitcases soon to be banned? No, this is segregation, eco-fascism, and bigoted exclusion. Why not admit the CC is now for fit, young people only, and at a time crimes against the disabled are rising? This policy is the same as “Whites Only” or “No Irish allowed” but is phrased to subtly constructively exclude. The Council will claim the *right* to enlarge what is already *the largest pedestrianised area in all of England*, putting the shops inside the Disabled Exclusionary Zone beyond the reach of anyone who qualifies for PIP and is therefore unable to walk, even with mobility devices, more than 20 metres. What the Council is claiming the right to do is segregate, create barriers, and exclude. York is clearly not a human rights city.

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duty) of the Equality Act 2010. In addition I would like to complain about the time lapse between the decision (22<sup>nd</sup> June), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July).

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*access to this you, York City Council, have and continue to actively and willingly cause mental damage and emotional distress. You, City of York Council, are now playing a very large part in socially isolating the lives of disabled and elderly people who are already significantly disadvantaged and disenfranchised simply by being old and/or less able than the rest of society! Secondly, you are putting the existence of the St Sampson Centre for the over 65s at risk of closure by limiting access to the building. You have effectively cut off the centre's only clientele. As a result of these closures, I consider City of York Council to have disadvantaged me and my family under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that I and others made. The streets on the outskirts of the footstreets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of my human rights and s.149 (the public sector equality duty) of the Equality Act 2010. In addition I would like to complain about the time lapse between the decision (22<sup>nd</sup> June), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July).*

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<p>disadvantaged me and my family under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that I and others made. The streets on the outskirts of the footstreets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of my human rights and s.149 (the public sector equality duty) of the Equality Act 2010. In addition I would like to complain about the time lapse between the decision (22<sup>nd</sup> June), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July).</p>	
<p>My dad can no longer bank at hsbs because of your abuse to disabled people not having access to the town centre he can no longer go down goodramgate you have stopped him having a quality of life you should be ashamed</p>	<p>Thank you for comments on the proposal and how it affect your dad way of life.</p>
<p>I wish the following views to be taken into account with regard to the proposed CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: RA2137240, Notice effective from 9th July 2021 to 8th August 2021. I am objecting on the following reasons: The proposals have been shown, by the council's own survey, to be discriminating against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). Making the changes permanent, in light of this, means the council is knowingly making a discriminatory decision. As a result of these closures, I consider City of York Council to have disadvantaged disabled people under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that have been made. The streets on the outskirts of the footstreets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of human rights and s.149 (the public sector equality duty) of the Equality Act 2010. In addition, I would like to complain about the time lapse between the decision (22<sup>nd</sup> June), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July).</p>	<p>Thank you for your comments and information on how the proposals affect your day to day life. The delay on the advertisement of the restriction was due certain legal requirements are were required to be met prior to the advertisement.</p>

<p>I am writing, with passion, to ask you to reconsider your plans for a car free footstreet. As a balanced person, I have looked at these proposals, and can clearly see the thought process of this plan is coming from an able bodied person. You obviously have no idea what this ban will mean to my family, or you would never have suggested it. My 4 year old disabled granddaughter, is excluded from so many “normal” activities which is highlighted even more during school holidays, and now her own City wants to exclude her too. This proposal is an outrageous plan for her, 5pm (the proposed time disabled people are allowed out is “Meal, Bath and Bedtime” for a 4 year old, and back home for 10.30 am makes for an extremely difficult home day. You have no idea how this will impact our already difficult lives. If you would like to learn more about how this proposal will effect disabled people, my daughter or I would be more than happy to discuss this with you. My favourite example of exclusion is when the Ballet shop sales assistant asked my Granddaughter “what are you doing here?”. Now my councillors are adopting that attitude too! Please put a stop to this Blue Badge Ban.</p>	<p>Thank you for your comments on the proposal and information on how the proposal affect your granddaughters opportunity to appreciate the historic city that she lives in.</p>
<p>I OBJECT TO THE PROPOSALS BEING MADE AND WISH THE COUNCIL TO BRING BACK PARKING IN GOODRAMGATE, KINGS SQ, OTHERWISE IT MEANS SHOPPING ELSEWARE</p>	<p>Thank you for your comments on the proposal and information on how it will affect your future use of the city centre.</p>
<p>I wish the following views to be taken into account with regard to the proposed CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: BRA2137240, Notice effective from 9th July 2021 to 8th August 2021. I am objecting on the following reasons: The proposals have been shown, by the council’s own survey, to be discriminating against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement “There is parking close enough to allow me access to the city centre” (York Open Data). Making the changes permanent, in light of this, means the council is knowingly making a discriminatory decision. My address may not be in York at the moment (it will be in the next couple of months) but I have friends and immediate family with blue badges there who used to be able to visit the city centre often but due to the recent street closures, now find themselves unable to. As a result of these closures, I consider City of York Council to have disadvantaged my family under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that I and others made. The streets on the outskirts of the footstreets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of my human rights and s.149 (the public sector equality duty) of the Equality Act 2010. In addition I would like to complain about the time lapse between the decision (22<sup>nd</sup> June), apparent</p>	<p>Thank you for your comments and information on how the proposals affect your day to day life. The delay on the advertisement of the restriction was due certain legal requirements are were required to be met prior to the advertisement.</p>

<p>publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July).</p>	
<p>My wife has m.s. and the street closers have meant going to York is now impossible , due to the distance we have to park outside the centre. As getting to a toilet is a priority as anyone with M.S will well know . Having to shield for almost two years has been so hard on my wife and myself as her sole carer , now being totally restricted from visiting and enjoying being part of York. We feel totally rejected and alienated from York , Andy D.Gorne has no idea how alienated he is making people with disabilities . He needs to think there for the grace of God he is not disabled and can walk and cycle , his crusade has no compassion and totally blinded by his own ego .</p>	<p>Thank you for your comments and information on how covid and these proposals have affected you and your wife's mental health.</p>
<p>To all concerned with this proposal. I DISPAIR, Reading the plans for the removal of the Blue Badge Exemption see figures 1&amp; 2 this means that because of my physical condition I will no longer be able to access the city centre . I refer to DDA 1995 and the duties of public authorities to make it unlawful to discriminate against disabled persons. Also with the Barriers mentioned in the access Audit report include "physical barriers", as well as other barriers (sensory and intellectual). I see the proposed removal the present parking spaces e.g. Blake Street, Castlegate , Church Street plus those others mentioned in figures 1&amp;2 as presenting me and many others with physical barriers. The distance to the city centre from the car and then back again. I suggest that you read what areas are inspected during an Access Audit before continuing with these proposals ( Equality Act 2010.), I await your considered response.</p>	<p>Thank you for your comment on the proposals and how they do and will affect your use of the city centre.</p>
<p>I wish the following views to be taken into account with regard to the proposed CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: RA2137240, Notice effective from 9th July 2021 to 8th August 2021. I am objecting on the following reasons: The proposals have been shown, by the council's own survey, to be discriminating against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). Making the changes permanent, in light of this, means the council is knowingly making a discriminatory decision. As a result of these closures, I consider City of York Council to have disadvantaged disabled people under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that have been made. The streets on the outskirts of the footstreets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of human rights and s.149 (the public sector equality duty) of the Equality Act 2010. In addition, I would like to complain about the time lapse</p>	<p>Thank you for your comments and information on how the proposals affect your day to day life. The delay on the advertisement of the restriction was due certain legal requirements are were required to be met prior to the advertisement.</p>

<p>between the decision (22<sup>nd</sup> June), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July).</p>	
<p>I have been a BB user for some years now due to the 2 under lying health conditions I have. I suffer from fatigue a lot and therefore having to walk long distances is very tiring, both at the time and later in the day. Before lock down I used to park at 2 ends of town, in Blake Street and Castle Gate this enabled me to access shops, the bank, restaurants and the cinema. Now I don't know where to park that enables me to do this without walking. I have discovered the Piccadilly multi storey that allows me to one part of town but the other end is out of reach. I cannot understand why Blake Street is no longer available and would strongly ask that this decision is revisited. In recent months I have taken to driving to other towns such as Ripon as I find I can park nearer the shops and bank I use the most.</p>	<p>Thank you for your comments on the proposal and how they affect your access into the city centre.</p>
<p>I wish the following views to be taken into account with regard to the proposed CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: RA2137240, Notice effective from 9th July 2021 to 8th August 2021. I am objecting on the following reasons: The proposals have been shown, by the council's own survey, to be discriminating against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). Making the changes permanent, in light of this, means the council is knowingly making a discriminatory decision. As a result of these closures, I consider City of York Council to have disadvantaged disabled people under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that have been made. The streets on the outskirts of the footstreets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of human rights and s.149 (the public sector equality duty) of the Equality Act 2010. In addition, I would like to complain about the time lapse between the decision (22<sup>nd</sup> June), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July).</p>	<p>Thank you for your comments and information on how the proposals affect your day to day life. The delay on the advertisement of the restriction was due certain legal requirements are were required to be met prior to the advertisement.</p>

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**OBJECTION to CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: BRA2137240.**

We wish the following views to be taken into account with regard to the proposed CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: BRA2137240, Notice effective from 9th July 2021 to 8th August 2021. We are objecting on the following reasons: The proposals have been shown, by the council's own survey, to be discriminating against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). Making the changes permanent, in light of this, means the council is knowingly making a discriminatory decision. Jane has been provided with a Blue Badge for many years by the national scheme in order to allow her to get closer to the places she needs to be. This is a reasonable adjustment which takes into account Jane's disability and helps her to access facilities, businesses etc on a more equal basis. The Blue Badge scheme was designed "to give registered blind people and those with severe mobility handicaps (sic) the ability to park close to the facilities and services they need to use, so as to improve their lifestyle, independence and freedom of choice." You have chosen to stop me doing the things the badge was created for. I have a Motability car paid for from my Personal Independence Payment which in the words of Wikipedia permits "Things that were once difficult to do, such as getting to work, going shopping, doing volunteer work, visiting friends, getting to the doctor, going swimming, giving a family member a lift, or enjoying a driving holiday, became easier. For some, enhanced opportunities for further education and profitable full-time employment became a reality for the first time." Again, you have chosen to disable me. You have also chosen to ignore the fact that the Blue badge holder in a Motability car has been provided with something that is more than a mobility aid (which you've ignored in the first place) but permits me independence, provides physical and mental shelter from actual of perceived threats (and the weather), allows me to store shopping (difficult to carry things in a wheelchair) and primarily manage my own life. I was born in York, have been a wheelchair user for over FIFTY years, and we are York residents, and until the street closures in June 2020 visited the centre of York to go to shops and businesses including our bank the Nationwide Building Society, Skipton Building Society, Lloyds Bank, Barnitts and City Screen which (amongst others) are now unavailable to me. Having been a wheelchair user for over FIFTY years with a degenerative condition my upper limbs are now worn to the extent that I am unable to push the distances you expect, with the result that I have completely lost my independence. My husband has arthritis of the spine (amongst other things) and pain and exhaustion prevents him making up for my increasing fragility, not that he should need to, nor under the

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<p>Equality Act should he be expected to. As a result of these closures, I consider City of York Council to have disadvantaged me and my family under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that I and others made. The streets on the outskirts of the footstreets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of my human rights and s.149 (the public sector equality duty) of the Equality Act 2010. In addition I would like to complain about the time lapse between the decision (22<sup>nd</sup> June), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July).</p>	
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<p>I am 93 years old ..with a Blue badge and suffer various medical conditions including C. O.P.D, Heart Problems (pacemaker fitted) and bad leg circulation. I used to shop in York as the disabled parking was near the shops. With the introduction of the new restrictions I am forced to shop at Monks Cross or Clifton Moor as many other Disabled drivers do. This can be very problematic</p>	<p>Thank you for your comments on the proposal and information on how it has affected your use of the city centre.</p>

<p>when we would like to support the small shops and businesses in the centre of York and I am sure they need our business. For the reasons above I strongly object to the new proposals.</p>	
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<p>Thank you for copy of the document regarding revision of Blue Badge Holders access to our City Centre. I Strongly totally support the request that present restrictions are revoked as soon as possible. As a Badge holder because I have mobility problems. I have not been able to go into town, even for essential purposes. Plesently parking on Dumcombe Place is impossible due to food delivery cars blocing spaces. We need to go the marked spaces, why are no checks made on these vehicles. Why can York Blue Badge Holders have a green card, because we pay community charge but are not allowed in town to access Doctors, Solicitors or or Banks and Building Societies. When one does not have a computer it is essentil we are able to access offices in York City Centre</p>	<p>Thank you for your comments on the matter and information on how the proposal are affect your use of the city centre.</p>

<p>I am writing in response to your letter regarding changes to parking for Blue Badge holders. First of all I must say I was appalled to hear of your treatment of a member who is a Blue Badge holder. This was disgusting discrimination and an insult to all Badge holders in the city. It begs the question do you really want our views or is this just an exercise you have to go through. Perhaps even more would you not want us to hear yours. All this suggests 'done deal' and it is the third time I have experience of this behaviour form the City Council. As a visually iimpaired person I have not been able to cope with all your so called 'temporary arrangements' and have found other more deisabled friendly places to shop. If your temp[orary becomes permanent, so will my shopping elsewhere. This is yet another example of pleaseing the tourists and visitors to York but the quality of life for residents doesn't count. The past year should have shown you the folly of York's economy depending on tourism but it seems you don't want to know.</p>	<p>Thank you for your comments on the proposal and information on how it will affect your use of the city centre.</p>
<p>I would like to object to the Council making the Blue Badge restrictions permanent. I can not walk very far without being in extreme pain. Walking from the outskirts of the city would be hard enough but with shopping bags as well is nigh impossible. I could off load my bags to the car if needed, this does now not happen. I feel very sad. I have not been able to shop in York since the beginning of the parking restrictions. I feel very isolated and that is made worse by not being able to access the city. I also feel as though tourists interest come before mine and I pay council tax! The disabled parking places you want to put in place are just of no use to disabled people who do not use a wheel chair. I could access most of the shops and amenities I needed by parking outside or very near to them eg Goodramgate, Blake St and Castle Street. Please reconsider the proposal</p>	<p>Thank you for your comments on the proposal and information on how the proposal affect your use of the city centre.</p>
<p>I am a York resident, and during the pandemic have not visited the city centre. However, being unable to park right in the centre of the city is key to my visiting there. When the system was still in place, I had a green badge, allowing me access to the footstreets. I am a wheelchair user, and an assistance dog user. I also have 3 children, the eldest of whom is 8 and the youngest 3. I have 2 days to work this. I can use my wheelchair buggy. This and my chair are almost 3 metres long. I cannot ascend or descend a kerb, and with the dog am almost 1.5 m wide. I am sure you can imagine the difficulty. My other option is to have my toddler on my knee. This means I must move slowly and struggle with crossing points as the knobbles for visually impaired people are problematic. My 3 year old is heavy. Even to access some of the places I would like to from the proposed new bays, assuming I could find space, does not work. I drive a small minibus which is difficult to park at the best of times. I wish you to know that the proposed changes will make my access to the city centre more difficult and more complicated. I have until recently parked on St Sampsons Square. I can't use public transport. These changes will mean I am unlikely to visit the city</p>	<p>Thank you for your comments on the proposals and information on how the changes will affect your ability to access the city centre.</p>

<p>centre, which is a shame. Could not the green badge system be revisited?</p>	
<p>I wish the following views to be taken into account with regard to the proposed CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: BRA2137240, Notice effective from 9th July 2021 to 8th August 2021. I am objecting on the following reasons: The proposals have been shown, by the council's own survey, to be discriminating against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). Making the changes permanent, in light of this, means the council is knowingly making a discriminatory decision. I have been provided with a Blue Badge by the National scheme in order to allow me to get closer to the places I need to be. This is a reasonable adjustment which takes into account my disability and helps me to access facilities, businesses etc on a more equal basis. I am a York resident and until the street closures in June 2020 I visited the centre of York to go to shops and businesses including cinema, theatre and restaurants which are now unavailable to me. As a result of these closures, I consider City of York Council to have disadvantaged many people under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that I know others have made. The streets on the outskirts of the footstreets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of human rights of a part of our society and s.149 (the public sector equality duty) of the Equality Act 2010. In addition I would like to complain about the time lapse between the decision (22nd June), apparent publication 9th July, and notifying Blue Badge holders of the TRO publication (16th July).</p>	<p>Thank you for your comments and information on how the proposals affect your day to day life. The delay on the advertisement of the restriction was due certain legal requirements are were required to be met prior to the advertisement.</p>

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I wish the following views to be taken into account with regard to the proposed CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: BRA2137240, Notice effective from 9th July 2021 to 8th August 2021. I am objecting on the following reasons: The proposals have been shown, by the council's own survey, to be discriminating against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). Making the changes permanent, in light of this, means the council is knowingly making a discriminatory decision. York is already, by the nature of its historical architecture, a difficult city to access for disabled people. This includes both tourist attractions and facilities for local residents. The Blue Badge scheme allows people to get closer to places they need to be; this is a reasonable adjustment that allows people to access facilities, businesses etc on a more equal basis. This should also be considered in the context of York's historical architecture, which means that even relatively short distances take far more effort for a disabled person and their family/carers to negotiate. This includes features such as cobbled, narrow pavements, and pavements with difficult cross slopes / cambers. In this type of environment, it is even more imperative that disabled people are given the opportunity to begin the journey from their vehicle closer to their destination. As a result of these closures, I consider City of York Council to have disadvantaged disabled people and their families under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that have been made. The streets on the outskirts of the footstreets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of human rights and s.149 (the public sector equality duty) of the Equality Act 2010. In addition I would like to complain about the time lapse between the decision (22nd June), apparent publication 9th July, and notifying Blue Badge holders of the TRO publication (16th July).

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I do not support the proposals and object to them for the following reasons. The proposals will mean I will be unable to access large areas of the city and this will greatly affect my quality of life and my physical, emotional and mental health. The 9 parking street you propose removing will substantially curtail my access to the city centre. The suggested replacement street, while welcome have insufficient parking spaces for the large number of disabled residents trying to park in York city Centre and do not provide as close access. Duncombe Place will be used by out of town disabled visitors to the Dean Court Hotel and the Minster leaving insufficient parking there for disabled York residents. I have tried parking in those replacement streets during the pandemic and found them insufficient in number, often having to return home without finding a parking space. considering the large numbers of disabled residents and disabled visitors and tourists the on street parking is insufficient in number. I find multi-storey car parks very difficult to use, the shopmobility car park is difficult to manoeuvre on exit. The loss of the central castle car park will be a great hardship. Replaced by a multi-storey car park much further away and making access to the city centre impossible for myself and many others. I wish to retain my independence as long as possible, therefore it is sad to think I would no longer be able to visit the food shops (Marks & Spencer particularly), shops, cafes, restaurants, banks, bookshops, post office and independent film cinema, i used to very much enjoy going to. these decisions will have a devastatingly negative effect on my life. The decisions you are making now will curtail my freedom and life choices for the rest of my life. I hope and trust that you will give consideration to the points to which I have drawn your attention. I feel that it is a basic human right to have access to the city one lives in. I hope you can put yourselves in the position of disabled residents in York, and disabled visitors and tourists and realise that if you were in their position (or became disabled later in your life) that you also would wish to retain access to your city centre.

Thank you for your comments on the proposal and information on how they have affected your physical, emotional and mental health.

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<p>I am writing to register my objection to York City Council's application to make the changes to Blue Badge exemption permanent, as proposed in the CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO14/101) ORDER 2021. I live 10 miles from York and I used to visit the city centre regularly for shopping, entertainment and socialising with family and friends. As a Blue Badge holder, I used to be able to park close enough to the venue that I was visiting to make it accessible to me. The changes made as part of the measures put in place for Covid-19 mean that I, and many other disabled people, am no longer able to visit the city centre as I cannot park close enough to where I want to go. As such, I have not visited the city centre since March 2020. I use crutches to aid my walking and become short of breath when walking short distances. The alternatives put forward by York City Council rule out parking close enough to shops and restaurants to enable access. The condition that I have developed 4 years ago and severely reduced my mobility. I was provided with a Blue Badge by the national scheme to allow me to park close to places I needed to be and getting it was a lifeline in enabling me to return to visiting places that had become inaccessible. As well as many disabled people being unable to visit the city centre, many of those that do find it difficult or impossible to manoeuvre around the obstacles resulting from the many pavement cafes in the city centre. I believe that York City Council have ignored responses to their own consultations with Blue Badge holders and have not taken into account the equal rights of disabled people and the wide range of disabilities for which a Blue Badge is provided. The streets where they are increasing Blue Badge parking options are too far from the centre of York, leaving many destinations out of reach. As a result of these road closures, I consider that City of York Council have disadvantaged me and my family under the terms of the PSED (Equality Act 2010) and the implementation of these changes should be stopped immediately.</p>	<p>Thank you for your comments on the proposal and information on how these proposals will affect your use of the city centre.</p>
<p>I am a blue badge holder in York. I haven't been into York city centre to shop since the start of the pandemic. When restrictions were lifted I have had to shop around the outskirts ( monk's cross, vanguard, Clifton moor ...or online) where I know I will be able to park near the shop in a blue badge bay as I would be in excruciating pain if I had to walk any distance through town to reach a shop I was aiming for with current parking restrictions for blue badge holders. Please reconsider, as a York resident I would love to be able to shop in my own town..</p>	<p>Thank you for your comments on the proposal and information on how it will affect your use of the city centre.</p>

<p>On behalf of my wife and fellow Blue Badge recipients I strongly object against the City of York Council proposal. Whilst disabled parking spaces are to be located on the periphery of the city centre. This action will cause stress and anxiety as well removing the principles of Blue Badge. It would not be unreasonable for decision makers to put themselves in the place of a Disabled Person to fully appreciate the situation of the planned proposal. The withdrawal of disabled parking to the city centre is not only in conflict with CYC Human Rights but also an infringement of national policy. It will not only affect our residents but visitors to our city. The principle of Blue Badge provisions is to assist disabled users with mobility. Currently disabled parking provisions in streets has a cut off time of 10:30am. Ideally, we need to review this in line with our older population. Trust the Council will reconsider their proposal and prevent an overall ban to the city centre.</p>	<p>Thank you for your comments on the proposal.</p>
<p>I wish the following views to be taken into account with regard to the proposed CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: BRA2137240, Notice effective from 9th July 2021 to 8th August 2021. I am objecting on the following reasons: The proposals have been shown, by the council's own survey, to be discriminating against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). Making the changes permanent, in light of this, means the council is knowingly making a discriminatory decision. As a result of these closures, I consider City of York Council to have disadvantaged disabled people under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that have been made. The streets on the outskirts of the footstreets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of human rights and s.149 (the public sector equality duty) of the Equality Act 2010. In addition I would like to complain about the time lapse between the decision (22<sup>nd</sup> June), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July).</p>	<p>Thank you for your comments and information on how the proposals affect your day to day life. The delay on the advertisement of the restriction was due certain legal requirements are were required to be met prior to the advertisement.</p>

I could start off with the templated letter I have been advised to put my name to. My guess is that you will have had a lot of these and not read the most important bit which is my own personal opinion, view and experience of living with someone with a disability that severely affects their mobility. After that, I will include the template that you have most likely seen many times to date of late: I wish the following views to be taken into account with regard to the proposed CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: BRA2137240, Notice effective from 9th July 2021 to 8th August 2021. From what I can see of the change in blue badge parking to date and the proposed further changes, the plans are nothing short of an outrage and hugely discriminating to the disabled which includes my partner (Secondary Progressive MS). My partner cannot walk more than 40 metres or so before she is exhausted meaning for her to retain her independence (go into York to get her hair cut, socialise etc), she needs good access that gets her close enough to wherever she needs to be to walk the remainder. The tightening of access so far has meant there are certain areas she can no longer get to, you've effectively cut off parts of the city to her and the new plans will further do this. I can't even drop her off myself nearby as I would also not be allowed as a motorist within the city which York aims to eliminate. The idea of sharing loading bays with the disabled is also ill thought through and unfair. Why should a disabled person feel the anxiety and jeopardy of worrying if they are going to get a space or not because a van might be there stopping them being able to park? I understand that many of the people using these loading bays are Deliveroo drivers and the like simply hanging around waiting to collect a takeaway order. People continue to park in disabled bays at shops, supermarkets etc because they are lazy and don't care and that's with the spots being designated - Now someone thinks sharing spots will work? Who is coming up with these ideas? Since when did York become so anti-disabled? When did York start treating the disabled as second class or even third class citizens? I cannot fathom how these ideas have even gotten off the ground - Either through outright ignorance to the needs of the disabled or a wilful, nasty and deliberate attempt to sweep those with disabilities under the carpet. How this hasn't gone national yet I am unsure. It is getting to the point where my partner and I no longer wish to be residents of York and considering moving to another city as the council is hellbent on prioritising other things at the expense of the disabled such as "increase security against the threat of vehicles used in terrorist attacks"! As a local employer, I am also aghast - We want to promote equal opportunity and rights, we want to attract the best talent, but you make it harder for my business and other businesses to do that when you continue to remove the ability for disabled people to access the city. Since when did York become so mean? I might be wrong but I don't believe any disabled people whose mobility is affected is part of the decision making process, you even ejected to disabled council

Thank you for your comments and information on how the proposals affect your day to day life. We are aware of the issue with the delivery drivers and the council civil enforcement officers are trying to enforce the restrictions as best as possible. The delay on the advertisement of the restriction was due certain legal requirements are were required to be met prior to the advertisement.

<p>members from having a voice and input on this! - I would go so far as to say from the decisions being made, that no one involved has any connection (either themselves or close family) to disabled people because if they did, they wouldn't be so tone deaf and narrow minded in the decision making. I firmly object to what York City Council has done to date in regards to disabled access and what they are planning on doing. In addition to the above, I further object on the following reasons: The proposals have been shown, by the council's own survey, to be discriminating against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). Making the changes permanent, in light of this, means the council is knowingly making a discriminatory decision. As a result of these closures, I consider City of York Council to have disadvantaged disabled people under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that have been made. The streets on the outskirts of the footstreets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of human rights and s.149 (the public sector equality duty) of the Equality Act 2010. In addition I would like to complain about the time lapse between the decision (22nd June), apparent publication 9th July, and notifying Blue Badge holders of the TRO publication (16th July).</p>	
<p>I am submitting my opposition to you, the council, regarding the removal of blue badge holders being allowed to park in the city centre. <b>MY CONDITIONS - FIBROMYALGIA AND CHRONIC FATIGUE SYNDROME</b> - (a brief description) This is a condition of chronic, unrelenting and constant pain, which affects every part of my body, with cramps, muscle spasms, skeletal weakness, causing tiredness, and enhancement of symptom's with every step I take, literally. These are highly complex conditions, that impact massively on my daily life, you never can predict how you will be from one day to the next, my mobility is poor, and I rely on walking aids. <b>ANXIETY AND DEPRESSION</b> - These conditions also affect my daily life, they work hand in hand with my fibromyalgia and chronic fatigue. I also have diabetes. All of these conditions mean I have to take a multitude of medications to help me get from morning through to bed time, and those medications bring with them side effects, specifically toilet needs'. Window's of opportunity to go in to the city centre are far and few between. My conditions', symptoms' and medications all have to be just so, in harmony, it is only when that happens', that a judgement can be made to have a short trip in to town, short meaning a couple of hour's, with a friend/carer to support and assist me. The desire and want, for me to go in to the city is 'pencilled' on the calendar, occasionally I make it, but mostly it doesn't happen. I would say, probably 6 to 8 times a year, at most this will happen. Before the changes made due to covid, my trip to town would be</p>	<p>Thank you for your comments on the proposal and information on how the proposal will affect not only your use of the city centre but also your physical and mental health .</p>

<p>driving into Goodramgate, parking outside Boyes to purchase myself underwear. I would then drive down to kings square, park there, and go to the cafe on the market for a coffee, shambles side, with my friend/carer. Another time I may need to go in to my building society in Feasegate, parking in st. samsons square, then having a coffee at the Silver street side of the market. The pub opposite Boyes has a toilet, the shambles side of the market is opposite a pub/bar where I can access a toilet, and the coffee place on Silver street has the public toilet opposite. One other venture in to town is at christmas for a hot chocolate at the tent on parliament street, they have their own toilets. These trips afford me a little independence, enjoyment and social inclusion, a few times a year, the toilets afford me some assurance of dignity whilst out. My car is my legs, and my blue badge allows me to park where I need to, to do what I need to, in the time frame I have. Buses' are not a viable option for me, because of my physical and mental health needs, the scooter/wheelchair scheme is not a viable option for me, because of my physical and mental health needs. As a disabled citizen of York, the city I grew up in, the plans' the council are making, I feel, are discriminating people such as I that use walking aids', that just need to be extremely close to where they need to be, instead of enabling me, and others', you are actually disabling us, by suggesting the use of wheelchairs' and scooters', not taking into consideration medications that have side effects that mean a need for a toilet quickly when out, and I feel ostracised and socially excluded from the city centre, and this is greatly unfair. It may only be half a dozen times, for a couple of hours a year that I could manage this, at most, it means so much to me to at least be afforded an equal opportunity to access the city centre, when able. Who ever reads this, consider for a moment, how you would feel in my shoes'.</p>	
<p>My husband and I, want to object to your proposals to make the changes to blue badge parking (or the lack of it) a permanent arrangement. We have objected by a complaint directly to our MP and our local councillor and have completed the questionnaires you sent out but apparently to no avail so far, despite many people also objecting. I can see that in answer to people telling you the alternative parking spaces are too far from the city centre you simply say 'thank you for your comment' which clearly does not address the problem. We believe this was never intended to be a temporary arrangement for COVID safety and that COVID has been used as an excuse for what you had every intention of doing already because you are trying to achieve a 'cafe culture' as they have abroad. It is ironic because when I was in Barcelona, it was very clear that they do everything they can to help disabled people to access the whole city. The proof it wasn't meant to be temporary is Castlegate where cafes extended into the street many months ago which would not have happened if the arrangement was temporary. We believe that you are in breach of equal and human rights for disabled people and my husband has been directly affected in the following ways. We used to park on Blake Street so we could go to Betty's or another cafe close by. This was a treat my husband really enjoyed as did I. Unfortunately, he can only walk about 40 yards if that before he needs to rest. He can then carry on a little way but not far because he has had bypass operations on both legs, he has severe angina and COPD having worked in coal mines for 26 years. It is over a</p>	<p>Thank you for your comments on the proposals and information on how they have affected your husbands use of the city and his mental health. The increase In pavement cafes is not due to the Council wish for a cafe culture. The legislation required to apply and approve a pavement cafe was changed by government and this has made the application process easier and quicker, which has led to an increase in applications.</p>

year since he has been able to access the city centre and it has had a very detrimental effect on his mental health and he is stuck in the house much more than he used to be and gets depressed as a result. If he feels well enough he drives us to Wetherby where town centre parking is very disabled friendly. However, he doesn't always feel up to driving that far and I can't drive so he has to stay home. He also needs to be able to get to Specsavers sometimes and used to park on Castlegate. As that is no longer an option he ended up having a major angina attack through having to walk from the Castle car park despite taking his time. Once again, I can't take him as I don't drive and we don't have anyone we can ask. In mitigation you are proposing alternative parking on Carmelite Street, Dundas Street, St Saviourgate and St Andrewgate. These are all too far for him to walk into town so are no help at all. You have also mentioned Duncombe Place outside the hotel but we could already park there so that is not additional alternative blue badge parking is it? The other parking spots across the road only replace 3 parking spots and they are still quite a distance away from Betty's. Clearly, other council car parks are also too far away. I think you need to understand that this issue is not about parking as such, it is about distance from city centre facilities and the inability of disabled people to access them. You say that you want to fully understand. It's perfectly simple. Many disabled people can only walk very short distances so parking spaces outside the centre are useless to them and do not mitigate what we have lost even remotely so the proposals are a severe infringement on disability rights and equality. To put it into some kind of context, perhaps you should look at the number of blue badges currently issued by City of York Council then look at the number of parking spaces you have taken away and then you should be able to see that the new proposals and their location are completely insufficient and why your response to our objections is so very inadequate and why it does not begin to make up for the parking we have lost. In addition to the above reasons for our objections, you are affecting businesses in York in a detrimental manner as they are losing a lot of custom both from disabled residents and also, disabled visitors who will probably be reluctant to return when they realise they can't access where they want to go. We would also be interested to know how much it is costing York residents to pay for the people in charge of all the barricades you have put in place. A substantial amount obviously. Please reconsider these proposals and open York City Centre to ALL residents, not just able bodied ones.

I write to give my opinion on the changes as detailed in the letter I received on 15th July 2021, dated 9th July 2021. Firstly, Whilst I am not completely opposed to removing some traffic from the town centre, I do believe you have completely underestimated the needs of those who hold Blue Badges or simply underestimated the number of people who hold one. There is absolutely no doubt that we have lost many more parking spaces than you are proposing to give us as I will detail as follows. From the junction of Monkgate/Goodramgate around into King's Square and down to Whip-Ma-Whop-Ma-Gate, we have lost a minimum of twenty-five parking spaces. Blake Street, St Helen's and Lendal gave us another minimum of fifteen spaces. Before 10:30 and after 17:00 we also had the entirety of the road from Blake Street to Parliament Street, as well as High Petergate which also gave us another approximately thirty-five spaces. The parking spaces at the top of Goodramgate, in King's Square and down towards Whip-Ma-Whop-Ma-Gate were a lifeline to those of us in wheelchairs but more especially to those who were unable to walk far and losing those has meant that those unable to walk far, now have to walk more than twice as far, irrespective of where they may be able to park. Additionally, all of us need a smaller distance as we are generally not able to cross the city, do all of our shopping in one attempt and then return to the vehicle. Please remember that as Blue Badge Holders, we often do not have the use of two hands to carry things and those of us with walkers requiring two hands or wheelchair users like myself have limited space in which to place/carry shopping. We are not capable of carrying multiple bags or bulky shopping from store to store as your more able-bodied patrons may be. For us, it is often the case that we must return to our vehicle multiple times or visit the town centre on multiple days. The latter is often not a possibility due to the illnesses which make us eligible for the Blue Badge. The former, means our shopping takes a considerable amount of time, more than for those of your able-bodied patrons and brings me to my second point. I decided that in order to accurately respond to your letter, I needed to test your proposed parking places and legislation relating to these. Unfortunately, once again, you underestimated the needs of Blue Badge Holders. Not only are the parking spaces further away from where we wish to shop but you now limit us to three hours parking. If I might ask, did you make these assessments by asking Blue Badge Holders to go into town, do their shopping in full as they normally would have done previously or, as I suspect, someone, not a Blue Badge Holder decided that since we are now only allowed three hours in the supermarket car parks we could manage shopping in town in the same time limit. This suspicion is based upon your treatment of two Local Councillors who are also Blue Badge Holders. You tried to have them refused entry into the meeting on June 22nd 2021 on the discriminatory basis that they were Blue Badge Holders. If this is how you treat Local Councillors, it bodes very poorly for we residents holding Blue Badges. For the above reason, I doubt you will take any notice of any objections and simply do what you wish to do and not balance the needs of residents and visitors to York, as you have always done. I have, however, Copied Rachael Maskell into this email in the hopes that should you do exactly as I predict, she will take this matter to Parliament when it reopens after the Summer and make legislative changes from there which will more successfully balance the needs of residents and businesses. In your letter you only mention "balancing the needs of

Thank you for your comments on the proposals and how they have affected your use of the city centre since the temporary restrictions. The three hour limit on the bays is the same as the limit on parking on double yellow lines with a blue badge.

businesses and city centre residents." This merely shows your contempt for residents who do not live in the "city centre" and looks as though you simply do not care about those residents. Finally, you make the excited and ludicrous claim that the disabled could use the buses in York to get in and out of town. Unfortunately, the same problems remain. The distance from bus stops to the shops, the amount of inclining streets in town, the amount a person could carry if using a walking stick, walker or wheelchair are all prevalent issues, however we get into and out of town. Additional problems relating to public transport include a lack of space, other passengers refusing to move further down the bus or stand so that those who need a seat may sit and pushchairs blocking the single wheelchair space which is very difficult to get into if the bus is crowded. When I am forced to use public transport, I often manage to bump into people or run over the shopping whilst attempting to squeeze into the wheelchair space. Some of those I have bumped into in my wheelchair have complained to the driver that I have hurt them and on one occasion insisted that I had deliberately done so. The driver, of course, did nothing as there was little he could do except order me off the bus and then I would have raised the discrimination card. I have had to watch three or more buses drive past me at bus stops simply because the bus was full or there was a pushchair in the wheelchair space. Until this problem is dealt with, those holding Blue Badges will not be able to feel they can take public transport anywhere. So, I have a counter proposal for you. Return Goodramgate and King's Square to us with unlimited parking time. Additionally, Duncombe Place could be a good option in lieu of Blake Street but all parking spaces must have unlimited parking times for Blue Badge Holders. Limiting us to three hours is simply telling us you do not actually want us to visit the town centre and I have not done so since you put the changes in place and introduced your most ridiculous scheme ever, the taxi service from Monkgate Carpark to St Andrewgate. Please do NOT bring that or anything similar back. I doubt you will have read thus far but on the slim chance that you have, I would like to think that you could find a way to achieve the balance you say you want whilst not discriminating against the Blue Badge Holders of the United Kingdom of Great Britain and Northern Ireland.

<p>I object to the proposals. The city centre has already become a no go area for me except when I want to visit a bar or restaurant. On the one hand the Council wrings its hands about a dying city centre ( or at least a lack of useful shops) and on the other has a hostile policy towards cars that bring shoppers. Shame on you for destroying our city centre and it will become your lasting legacy when you leave office.</p>	<p>I am sorry that you feel that way about the proposal, the restrictions have been proposed to improve safety of all users</p>
<p>I am writing to object to the proposed closure of various roads to disabled drivers on the following grounds;- 1. The proposal itself shows a total lack of understanding of the needs of blue badge holders. 2. The proposal provides insufficient parking places and are too far away from City Centre shops for blue badge holders. Effectively, Disabled residents will be excluded from the City Centre 3. Although the proposal seems to have regard to those who can walk a little it totally disregards the needs of those in wheelchairs. I suggest that those making the decision try to park outside Monk Bar and then see how much effort is needed to move a wheelchair into the City Centre....unless the Council are going to provide motorised wheelchairs for everyone?</p>	<p>The proposals have been made to try and balance the requirements of safety of users in the pedestrian area and access for blue badge users.</p>
<p>I do not agree with the proposed restrictions on blue badge parking as my partner has limited walking ability how does making blue badge parking further away from the city centre benefit her. She will not visit York City anymore because of her limitations. I think it is ridiculous stopping blue badge parking from entering the city centre. And the council thinking that people with blue badge are not limited with abilities completely stupid in my opinion.</p>	<p>Thank you for your comments and information on how the proposals will restrict your use of the city centre.</p>
<p>I strongly object to the council's plans to continue barring disabled peoples' access to the city centre. I feel I am being discriminated against. I pay council tax like everyone else &amp; don't believe that you should be removing services we have paid for. I await your response.</p>	<p>The proposals have not been made to discriminate against anyone, it has bene proposed to increase safety of users in the pedestrian area, due to how busy the area can be during the pedestrian hours.</p>
<p>I definitely disapprove of these restrictions, namely Goodramgate, Blake St &amp; Castlegate. Do you realise how difficult it is for those of us who are disabled to access City centre banks, shops ? The new proposals are joke. Those are very limited areas. Even if you just leave us Goodramgate it would be a help as it is a longish street. Please think again</p>	<p>Thank you for your comments and suggestion on an alternative approach.</p>
<p>I think these proposals are far too restrictive, I can only walk a very short distance and parking in Blake street was critical for my access into the centre. If I can't get parked in Duncombe place I need to go home as I cannot walk from Bootham Row.</p>	<p>Thank you for your comments and information on how the proposals will restrict your use of the city centre.</p>

<p>You are completely discriminating against people with limited ability in favour of a cafe culture for tourist. This is against the law on discrimination as you are failing to provide access to people who do not have normal physical attributes. It is a absolute disgrace than none of you were elected to carry out this across the board restriction for people who are disabled and obviously care more about tourist than people who pay council tax, shame on you.</p>	<p>The restrictions are proposed to improve the safety of the users of the pedestrian area by removal additional conflict from vehicle movements within the area</p>
<p>There appears to be no regard to the causes of disability when the highway regulators in York make or intend to make decisions. What is it that now makes the disabled in York capable of transversing distances they couldn't before?Is the provision of parking at greater distances intended to satisfy the bureaucratic requirements of the regulators or to help residents of York?I strongly object to this proposal.</p>	<p>Thank you for your comments about the location/distance of the parking areas and how this will affect access</p>
<p>My wife and I would like to object to these proposals for the following reasons:- My wife can only walk short distances with the aid of a walker and proposed new disabled parking places are further out of the city centre which would make the city centre, for my wife, out of her reach. She is unable to have the use of a wheelchair because as I have a long term back problem I am unable to push her. If I may give an example, recently we moved house and one of the many things we had to do was change our address at the Nationwide branch in Parliament Street but they wanted my wife to go into the branch to change her account details in person. Had the disabled parking in St Sampsons Square been available this would not have been a problem. My wife could not go to the Nationwide branch. It took sometime and many telephone calls to get her details changed.</p>	<p>Thank you for your comments and additional information on how the restrictions will affect your use of the city centre. It should be noted that Blue Badge vehicle access has not been allowed on St Sampson's Square during the pedestrian hours since 5th November 2018.</p>
<p>I very much object to people with disabilities being effectively excluded from our city centre! Despite claims to the contrary a breakdown of the original survey shows disabled residents do not agree with the closures. The proposed provisions are entirely unhelpful and inappropriate. The fact there was an attempt to exclude councillors with disabilities from discussing the issue showed how ableist the Lib Dem/Green council are, a dispensation is not an admission that the exclusion was wrong and sets precedent for the exclusion of councillors with disabilities from discussing issues relevant to disability. They need to leave it as it was and make more effort to increase accessibility not make already inadequate provision worse.</p>	<p>Thank you for your comments</p>

<p>I would like to ascertain whether Blue Badge holders can access and park in the mentioned streets prior to 10.30pm and after 5 pm, and that this will continue to be allowed? I am disabled and rely heavily on 2 sticks, so am unable to carry purchases any distance at all. Someone in a wheelchair can carry a certain amount, but I can't, so 'nearby street parking' is not helpful for me. I fully understand how crowded York gets, particularly in summer, and as long as I can access say, Barnitt's in Colliergate and the Post Office opposite, by 10 am (the new PO is inaccessible to me) and that this would continue to be the case, I am relatively OK with the restrictions. Will the part of Parliament Street opposite M&amp;S still be open early, and after 5, too? Some of us who have been extremely self-isolating haven't been able to get into York for a year and a half, so I'm not sure of the current situation. But I would like to 'have a life' again, after Covid, however far away that may still be, and would not like to think that access has been made impossible 'under cover of Covid'. Thank you for considering these points: I hope you can respond to specific questions. I would appreciate a phone call, because it is impossible to speak to someone from my end.</p>	<p>Blue badge holder are able to park in the named streets and Parliament Street will also be accessible prior to 10.30 and after 5pm.</p>
<p>I strongly object your council have closed enough streets already making the bulue badge nearly useless now</p>	<p>The Blue Badge does not only allow parking within the pedestrian area and is not provided to provide access to the pedestrian area.</p>
<p>Believe we are discriminating agisnt the weaker residents of York, Will not be able to get to the shops in town. He pays his rates and should be able to go into town</p>	<p>thank you for your comments and how they will affect your ability to access the pedestrian area.</p>
<p>I am writing to object to the above plans to exclude blue badge holders from parking in key parts of the city. This is discrimination against disabled people as the new parking options are too far from key services in the city eg banks, post offices as well as shops</p>	<p>thank you for your comments and information on how the proposals will restrict your use of the city centre.</p>
<p>I wish for it to be noted that I do not support the proposals outlined in the previous email. I do not believe the proposed designated parking zones go far enough in providing support to York's disabled people</p>	<p>Thank you for your comments and information about the locations of the bays</p>

I'm against the closure of roads for blue badge holders in York. I am a disabled person who needs to travel into the city to do my banking and do the post office. I Don't have a power wheelchair because I have nowhere to charge it at home I can't even get my manual wheelchair through the gate without folding it up. If just one route was open would make it easier for me and others to get things done what everyone else takes for granted. If Blake Street, Davygate, round to Church Street then into Colliergate would let me and others access Coney Street, Parliament Street, the market and top end of Petergate. I suffer loads of pain in hands and feet could get to places before if very short distance to where I needed to be I use taxis to get there. This closure means I can't manage any distance to where I need to get. Taking away my rights as a disabled person. I don't have a parking problem myself because I don't use a car only taxis. Yes I have ended up in hospital by trying to do things myself. People have suggested why don't I do online banking because I don't trust online banking I have physical and mental health issues. I've been out once in nearly 4 months when my nephew had a day of work. What about pensioners who go to St. Sampsons centre have their numbers dropped because people can't get there. Before the blue badge closure came in but traffic had to be out by a certain time before the roads closed. I got into town really early but the bank and one of the shops I needed didn't open until later hence I was stuck in town had to get myself to where taxi could pick me up. Meaning much more time in town than expected to be got so tired was laid up for next couple days. Just to have the roads open mentioned above would make life so much easier. One other road that from my side of town would be good to open is Goodramgate from there get to St. Sampsons Square Meaning again access to the centre the market and Parliament Street.

The proposed route through the city takes in streets that have already been approved to have the exemption removed and not under consideration as part of this proposal. The resident has raised concerns about the times of the pedestrian hours due to opening hours of banks & shops, meaning that they are not accessible outside the pedestrian area.

<p>I am writing to object to the changes to the blue badge regulations. The proposed/ current changes are very restrictive to those disabled people who struggle to get in and out of cars (either due to severe joint pain/ other pain conditions or who use mobility aids such as wheelchairs, walking frames etc) as well as those with neurological conditions such as autism. Both groups struggle with the further distance the closing of this streets causes, and the council solution of free taxis does not adequately consider their needs. For those with severe mobility issues, you are causing extra pain and fatigue with this choice, and for the others, they may not tolerate the strange environment of a taxi. Whilst I am usually able to go into town prior to 10.30, this excludes me from later events in town and using the restaurants, festivals and markets that start after that point. I'm also aware that some individuals are not comfortable in taxis due to previous trauma (this is not a criticism of taxi drivers)- being in a confined space with a stranger should be a choice, not forced by the council, and this will predominantly affect disabled women. Often, when I am at my most unwell, parking adjacent to the shop and doing what I need to will wipe me out for the rest of the day/ week. I would anticipate many others with Blue badges are in the same position, and all of your solutions put extra strain on our walking capacity (walking from the new spaces), additional physical strain from getting in and out of an additional vehicle, or additional psychological strain from interacting with a taxi driver. Disability shrinks peoples' lives and your changes are shrinking them further.</p>	<p>The proposals been considered do not offer any taxi option this was a previous initiative that is not under consideration. The resident does raise some concerns about access to restaurants and city centre events due to the proposals.</p>
<p>Blue badge holders should not be stopped from using City Centre its discrimination against us</p>	<p>Thank you for your comments</p>
<p>We object to the changes proposed. You are discriminating against disabled people that want to access the city. We are York people and feel let down by a city that we were proud to call home. Really not sure what is to be gained from this other than alienating people that are less able. <u>SHAME</u> on you City of York Council.</p>	<p>Thank you for your comments</p>

<p>I strongly oppose the cancellation of access for blue badge holders to York City centre. I have several friends who now have been discriminated against due to the closure of the city centre. These persons are not capable of walking more than 100-150 metres and certainly cannot use a bus, bicycle or the death trap scooters and bikes. The access to the cafes in St Helens Square is now not possible for them which for several was a treat to look forward too. For myself as I am a permanent mobility scooter user and if there are any proposal in the future to restrict access to Shopmobility I would strongly oppose those as I would if there are any proposal now or in the future to ban mobility scooters from the city centre in favour of pedestrians. I recognise that the aim of the council is to turn York into the tourist centre of the North East regardless of residents views or needs. Roll on the 22 July when we may be able to deal with a more sympathetic council.</p>	<p>thank you for your comments on the matter, there are no plans to remove mobility scooters, the proposals are only to remove vehicle to increase the safety of all users within the pedestrian area.</p>
<p>I wish to register my objection to the proposed changes on access to the pedestrian areas for Blue Badge holders. First of all the proposals do not state what problem exists with the current arrangements and why they can not be continued. Any changes implemented as temporary measures for Covid where rushed and can not be the basis for a way forward. The arrangements for Blue Badge access to the pedestrian areas has operated for a number of years and worked well without, as far as I am aware, any complaints. The council's own research shows significant issues with the proposals: - alternative measures put in place were not seen as an adequate replacement for parking spaces lost due to the changes - the shuttle service and single drop off from Monk Bar was unpopular, viewed as inadequate, and was removed after Christmas 2020 -extra Blue Badge parking at 5 locations on the edge of the footstreets is welcomed, but not seen a substitute compared to what's been lost, either in location or volume -issues with the types of parking space, the design of multi-storey car parks and the quality of surfaces; For my wife the bigger issue is the increase in distances from the parking to key shops, and the inability to find access that is flexible and close. My wife can not walk more than 50m and simply would not be able to cope with the added distances from the parking areas proposed. For many disabled people York would become off-limits, which does seem to be the objective here. I disagree with the proposals entirely and consider the changes ill thought through and discriminatory.</p>	<p>Thank you for your comments on the matter, the proposals have not been made to try and discriminate against any individual and are only been considered as a means to increase the safety of users of the pedestrian area.</p>

<p>We can no longer come into York anymore due to restrictions on disabled parking. This will no doubt make it even worse. I have M.S and I am in a wheelchair. My husband needs to be able to park centrally as I suffer with nerve pain when going over bumpy ground cobbles etc plus I have a weak bladder so we need to plan accordingly. We have lived in York 23 years and provision for disabled has just got worse and worse. Believe me it's not much fun being in a wheelchair and restrictions like these and truly upsetting and disappointing. Please get someone onboard who fully understands the frustrations of trying to come into the city centre. I would love to support our city but this is making me sad and angry. Please try to understand. Making it easier for disabled can't be that difficult most people would accept that we need that bit of extra care which could make a whole world of difference to our already restricted life. Please don't just ignore my email let me know what is happening.</p>	<p>Thank you for your comments and information on how the proposals will restrict your use of the city centre.</p>
<p>As I hold a blue badge &amp; find it difficult to walk through Fibromyalgia heart disease &amp; arthritis. I find this disgusting taking our rights as true citizens who have lived in York all my life not to be able to access centre anymore &amp; you've made us a stand out inconvenience to York crippling us disabled people!! We have got our badges for a purpose, so now your making York not accessible to anyone unless your a tourist! Should hang your heads in shame.. it's our town to! We have been through medicals to get our badges. It's as if all you who don't have the need for them are taking away our rights! Hope you won't need one one day! That meeting you had you should hang your heads in shame banning disabled members</p>	<p>Thank you for your comments and information on how the proposals will restrict your use of the city centre.</p>
<p>Owing to my medical condition, I've largely been shielding since 23<sup>rd</sup> March 2020. On those rare occasions I have ventured out, my freedom to visit York safely has largely been constrained by the pedestrianisation of large areas, which I accept under these exceptional circumstances. By upholding these parking restrictions indefinitely, particularly in the areas of St Helens Square and Castlegate, you are effectively restricting my access to the East and West of the City, which I consider to be discriminatory. No public transport accesses either area, and the clear message appears to be "no disabled persons welcome in the City of York". I strongly oppose these proposals, and consider the number of compensatory disabled parking bays to be wholly inadequate.</p>	<p>Thank you for your comments and information on how the proposals will restrict your use of the city centre.</p>

<p>I wish to express my opposition to any reduction in parking and access restrictions that reduce the ability of access for disabled people of streets and ability to park near to shops and businesses they need access to. I do not know who makes up the group that came up with this idea, but I can only guess they are not severely disabled with limited mobility, still wishing to maintain their independence, and live independently. And to use terrorism as an excuse is almost laughable. York should be looking to increase disabled access and parking in the city centre. All locals know that the authorities are only interested in fleecing the tourist cash cow to the detriment of residents particularly those that live on the outskirts of the city as I do. If the concern is that too many tourists are using Blue Badges to park in the city centre, I'm sure the council can easily come up with a free scheme to allow city centre blue badge parking for residents only and provide appropriate parking for tourists on the outskirts with specially adapted buses to bring these people into the city centre. Help keep our city centre accessible to local blue badge holders!</p>	<p>Thank you for your comments and proposal to keep the city centre available for local blue badge holders.</p>
<p>Although I am a Blue badge holder, I feel that the newly proposed ban on disabled individuals entering and parking within defined area within the City of York is a mean act by the city council. I have not seen any figures produced to show the numbers of Blue badge cars entering and parking within in the city centre which would suggest that it is a danger or a hazard. What has brought on this mean-spirited attitude? Although the proposed change would not affect me directly, there are individuals more disabled than myself who probably rely on being able to get into town to conduct their business, and probably on a regular basis, either medical or personal. Who proposed this change and why?</p>	<p>The restrictions are proposed to improve the safety of the users of the pedestrian area by removal additional conflict from vehicle movements within the area</p>

<p>i am objecting to your new parking restrictions.i am severely disabled and can only walk 50 yards before i have to stop and sit down.the new places for disabled means i have to walk a greater distance.you are being very biased against the disabled as you are allowing more cafes and bars to put tables and chairs out</p>	<p>The approval for additional bars/restaurants to put out tables/chairs is due to a change in National Legislation which has made it easier for Bars/Restaurants to apply for the use of the highway.</p>
<p>I strongly disagree with the ban you are applying to York city centre streets. Some of these streets I used to park in, because they are close to certain shops and cafes/ resteraunts. I have very limited walking ability and find the "extra" blue badge spaces in your plan are too far away for me to walk. I don't understand your thinking about pavement cafes as when the cooler weather arrives, who is going to use them. I wait for you to have a change of mind ,but I am not optimistic</p>	<p>Thank you for your comments on the proposal and how the proposal for the pedestrian area and bays will affect your use of the area.</p>
<p>WHAT AN ABSOLUTE JOKE, YOU SHOULD BE ASHAMED OF YOURSELVES</p>	<p>Thank you for your comments</p>
<p>These rules are unfair to the disabled. If the changes was a nation change and fully open to debate would be ok but to make it local is like dividing local residents.</p>	<p>Thank you for your comments</p>
<p>I am writing to object to the new Blue Badge proposals. I understand that it was a necessary immediate action to take at the beginning of 2020 to change the parking rules for blue badge holders in order to ensure public safety through social distancing. Although that requirement arguably still exists, I am deeply concerned by the council's decision to make these changes permanent. I have mobility issues which limit my capacity to walk. However I equally cannot use a wheelchair, as sitting down with the vibrations of movement puts my back into spasm. Therefore, the ability to park very close to my desired destination is the only way with which I can access town. Under the new proposals I understand that you plan to "introduce Blue Badge parking places in the vicinity of the pedestrian area." It is by only allowing parking "in the vicinity", rather than within the pedestrian area, that you are ensuring that I am unable to access significant proportions of the town centre. I had not planned on</p>	<p>Thank you for your comments and how the proposal will affect your use of pedestrian area.</p>

<p>writing as I believed that it was just a fact of life that, as a disabled person, I was to have my access limited. However, these plans are deliberately and knowingly removing any level of accessibility to my own town centre that I could have had before the pandemic. It is deeply saddening and I hope that the proposals are amended to consider those of us with mobility issues who can't use a wheelchair and, as such, require proximity to the destination.</p>	
<p>what you are doing is going to make life for people with disabilities that much harder to access york city centre. I have a carer for 3 hours a day so I am limited with where I can go as it takes an hour to get ready and go into town goodramgate is so good for parking as it is very rare you cant find a space. having parking dotted around york with only a few spaces each area is not going to work for most of us as it is going to take so much time to go around the one-way system to try and find a space yorks facilities are meant to be accessible for everyone, not just able-bodied people. surely you must have realised from your first attempt where you wanted us to go to the car park off lord mayors walk and then get a taxi into the centre of york that you needed disabled people to trial any plans first before going ahead with any new ideas we fill the forms you send us and then do the opposite to what we need. I have been told you don't even have anyone with disabilities in your team Why can't you have a meeting with us so that we can talk to you face to face instead of sending forms out because right now it feels to us with disabilities that you have already decided what you are going to do and the forms are sent to make it look like you have consulted with us before making a decision. Life is hard enough with a disability without you making it harder by your lack of care and judgement and would hope you will reconsider your decision on this matter .</p>	<p>Thank you for your comments, the Council has had meetings/workshops with different disability groups and residents to discuss the proposals.</p>

<p>I know that your proposals for changes to where Blue Badge holders will be allowed to park can and will make accessing the town centre much more difficult for the disabled people who qualify to have them. I urge you to reconsider your proposed changes and leave things very much alone. Please use some common sense and try putting yourself or your loved ones in the position you are proposing for the disabled residents and visitors to York City.</p>	<p>Thank you for your comments on the proposals and difficulties that you will incur with the proposal.</p>
<p>I note with sadness that York's blue badge holders and disabled in general are once again being treated like second class citizens by their elected council. The proposed scheme may look good to those of you with all your facilities but appears a white wash of responsibilities for those not so fortunate. Far from giving any thing to alleviate the hardship of the removal of access to City Centre streets things are made worse by an inconsiderate and thoughtless replacement, you have removed access to the main entertainment and shopping areas and replaced a large number of available parking places with a disjointed token number of places dotted about the outskirts of the centre. The placement of the parking places means that drivers must select a place suitable for their needs and go there, what happens if the three places are full ?, do they set off to another block of THREE parking places nearby or do they wait hoping a space will come free before an enforcement officer appears and moves them on in any case. Things are bad enough for disabled people but to deprive them of the right to access THEIR whole city makes things even worse and I ask is York Council ashamed of it's disabled and wants to keep them out of the view of the visitors they want to encourage, some of whom are also disabled!!</p>	<p>The proposal is not proposed to increase safety of all users of the pedestrian area by reducing vehicle movements within the pedestrian area. The parking areas are located in different areas around the pedestrian area to try and provide access to the pedestrian area.</p>

I object to the changes you propose because being a wheelchair user I already face problems when visiting York without further restrictions. I.e., If the money wasted on superfluous and repeated signs (signage!) was spent on levelling the footpaths and pedestrian areas, then it 'maybe' feasible to consider restricting the blue badge parking BUT at this moment in time if the Blue Badge parking is situated away from the centre of York it makes it painfully more difficult for disabled people to visit York in a wheelchair. I would suggest the person instigating this move have access to a wheelchair and during the busy period sit in it and try to negotiate the uneven pavements, the city car parks with dangerous surfaces to wheelchair users as well as normal pedestrians and keep in mind that disabled people can also be suffering pain with every bump in the pavement/road. To withdraw parking facilities for Blue Badge users in the City is making a visit to York, and all the profits that it brings, a very painful operation – in some cases absolutely not worth the discomfort. The correct order of things would be: Check the total amount of signs, use the money saved by reducing those that are inappropriate or duplicated. This would stop the highways dept., looking a fool – and spend the money to repair road and footpaths making them fit for wheelchair users (Blue Badge users). Also, almost as important as road and footpaths is checking just who is disabled who use the Blue Badge parking areas and maybe have wardens with enough authority to issue tickets to them. When I visit York I am obliged to sit in the car, although I have a Blue Badge, because of pain caused by the road and pavement surfaces – there I can watch people parking with complete disregard to the notices for disabled parking. Try the wheelchair outing, as suggested and realise you are fit and healthy, not in pain and less than healthy if you are a Blue Badge holder. A person assisting with a wheelchair has the problem of negotiating around missing surfaces, pedestrians, moving traffic and endless other difficulties. The above are my objections,

Thank you for your comments on the proposal and information on how your access to the city centre is restricted/affected with or without the proposal in place.

<p>stop picking on the weak and infirm just to satisfy your cyclist chums these people can not walk very far so the need to park closer is very important they voted you in to help them not destroy their lives</p>	<p>Thank you for your comments</p>
<p>An additional thought came to mind- If terrorism is a feature you are putting forward for your proposals re Blue Badges – what about decking for outside catering, tables, chairs, plants on pavements and barriers – would it not be sense to stop these, as I understand an explosive device can be as small as a cigarette packet, WHAT MORE CONVENIENT PLACE THAN TABLES, CHAIRS AND DECKING TO SECRETE THEM? Maybe a little more thought, yes !!?</p>	<p>Thank you for your comments</p>
<p>I'd like to oppose the changes to the new way in which you want to discriminate against disabled people in the city. What your doing is ableist &amp; unfair. There are not enough spaces as it is for disabled people to park since the last changes the council made now you want to make it even harder. I understand you want to protect the city from terrorism &amp; allow more room for people to get about but York is an old style city most of the shops are not even accessible to the disabled in chairs. It's bad enough that we have had to deal with a global pandemic which has left many of us shut inside to save our lives &amp; now we can</p>	<p>Thank you for your comments and views on the proposal. The proposal has been made to try and increase safety of all users of the pedestrian area and your comments will be considered.</p>

venture out you want to make it harder! This is unacceptable most of the supermarkets & bigger stores block their disabled parking these days to create their one way system meaning we can't park as close to the store entrances or exits which is what our badges are designed for & yet most of the spaces you want to take away are the ones where parking is needed the most as it's closer to the shops most people like to go too including the disabled. We have disabled people with & without aids to help them as not all disabilities are visible but as human beings despite not being able to see many disabilities you can still see us we are just as important in the community as a healthy non disabled person so I urge you to stop being critical of those of us that need help & instead offer help as by taking it away your no better than this pandemic & keeping us from living a fully independent life just like any other normal person. So yes I totally OPPOSE the decision to lesson & change the new rules for disabled blue badge holders.

I do not agree with the new blue badge holders parking suggestions. It would dramatically effect my ability to access york shops and businesses. York would become inaccessible to me. Blue badge parking spaces are always full in carparks such as Clifford's Tower and not policed regularly for non badge holders. Therefore I object to the new proposal.

Thank you for your comments and how the proposal will affect your access to the pedestrian area.

<p>I feel as disabled person ,you are discriminating us who disabled and obviously don't want us in the city. As a York resident for 56years this is the worst proposal the York council has ever made</p>	<p>Thank you for your comments.</p>
<p>I have been disabled since 19, and have never had the chance to walk around York as a drunk after visiting a club, I've never had a chance to visit a club- not that I ever wanted to but that chance was taken from me. There is nothing fun about having a disability, I'm a hermit, too embarrassed to go out other than to walk my dog with a mobility scooter. I have worked full time and been a productive member of society, so why is it that disabled people are targeted while able bodied people think a parking space somewhere in the vicinity will make us shut up? If you want to ban cars, at least tarmac the entire city centre so scooters can go in without the discomfort and resulting bruises from being thrown around all over. Since lockdown, the city centre has been packed, making it almost impossible to move through with a scooter- I suggest this is looked into given covid rates are only increasing.</p>	<p>Thank you for your comments, information about your life and suggestion for improvement to the road service.</p>
<p>I am objecting on the following reasons: The proposals have been shown, by the council's own survey, to be discriminating against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). Making the changes permanent, in light of this, means the council is knowingly making a discriminatory decision. As a result of these closures, I consider City of York Council to have disadvantaged disabled people under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that have been made. The streets on the outskirts of the footstreets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of human rights and s.149 (the public sector equality duty) of the Equality Act 2010. In addition I would like to complain about the time lapse between the decision (22<sup>nd</sup> June), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July).</p>	<p>Thank you for your comments on the proposal, the delay between the publication of the legal notification and the decision session was due to the requirement to create the legal notification.</p>

<p>I am writing to you to with my grounds for objecting to the removal of blue badges from York City centre because disabled people will not be able to access the city centre and this is discrimination.</p>	<p>Thank you for your comments on the proposal</p>
<p>You are making a big mistake. The majority of blue badge holders self included would find it very difficult to manoeuvre onto and off a park and ride bus. The visit into town is difficult anyway and very few would attempt it. The spaces which were for blue badge holders meant on the whole a stress free visit to York. I was horrified that members of the York council who have some kind of disability were banned from taking part in discussions on the subject. This is discrimination of a severe kind and shocking to discover in a cosmopolitan city in York. I hope that this will never occur again,</p>	<p>Thank you for your comments on the proposal</p>
<p>I strongly disagree with the proposal it has cut off the town to people that cannot walk long distances</p>	<p>Thank you for your comments on the proposal</p>
<p>I am writing to complain about the proposed permanent restrictions to parking for Blue Badge Holders, having quite recently acquired one which I'm very grateful for. I feel that you are driving yet more people to avoid shopping in York &amp; forcing disabled badge holders to shop elsewhere where</p>	<p>Thank you for your comments on the proposal. Blue Badge parking outside of pedestrian areas is still available on Yellow Lines, the proposal only</p>

<p>better facilities are in place. A lot of elderly &amp;/or disabled people would find it very difficult to get into York &amp; do what they have to do before 10.30am &amp; after 5pm places like banks are often closed. The blue badge availability in car parks is too far away from the actual centre &amp; I think that more spaces should be made available than the ones which you are suggesting. Does this also mean that blue badge parking on double yellow lines in places like St. Sampson's Square will also not be allowed? I tried parking in Haxby lately &amp; found very few places &amp; the ones which were available were so badly marked that other people without blue badges were using them. I did find 1 opposite the church but it wasn't very clearly marked &amp; the other 2 cars parked there didn't have blue badges displayed! Please think again about what you are proposing to do!</p>	<p>removes the exemption on vehicles displaying a blue badge.</p>
<p>I am most concerned about the withdrawal of footstreet access to York city centre for blue badge holders. This will discriminate against the elderly and disabled. Please could you use your authority in local government to ensure this group of people have equal access to the city centre. Thank you.</p>	<p>Thank you for your comments on the proposal</p>
<p>I am writing to object to the proposal to in effect bar disabled people from accessing large areas of York city centre. The reason for my opposition is as follows. City of York Council appear, as evidenced in these proposals, to be oblivious of the effect of serious mobility issues as well as other more unseen disabilities on the people who access many of these areas through necessity rather than for leisure purposes. It seems that rather than a residential city with occupants who rely on being able to access these areas the council would like to convert York into the ultimate tourist destination, not for its residents but for visitors, some of whom undoubtedly take in the history and culture of this walled city but also those who arrive in their droves to abuse the place and are only intent on roaming the streets in ever more extreme states of inebriation. I</p>	<p>Thank you for your comments on the proposal and concerns raised about other issues related to the pedestrian area.</p>

would like the Council to take the concerns of the residents into consideration and to look after the people who live in the city rather than having their eye on marketing the city as a stag and hen party destination of choice, which it seems intent on doing. More than ever York centre is a destination for visitors rather than residents and this will further remove it from the minds of the people who live here. Each small individual change having a cumulative effect of the overall perception of the city centre to those who are here all year not only summer weekends and school holidays. This constant barrage of change and attempted change to the centre is of great concern, we are not and never will be Copenhagen, the city is not built in a way that it can be converted into an expanse of featureless flat spaces with wonderful pedestrian access, it is a historic walled city and as such was not built with this in mind - for reasons which should be quite obvious. This proposed change becomes even more ridiculous on a backdrop where battery powered scooters are now being ridden all over the city by people with little consideration for pedestrians. I have witnessed numerous indiscretions by riders of these contraptions showing the lack of care they have for those around them and it is a matter of time before someone is injured by one. Switching from road to pavement to cross junctions, weaving around on main roads with faster moving heavy traffic and general loutish behaviour goes unchecked as there is no one policing these individuals. Yet those few, whose voices are the quietest, whose access to the city is already limited by their physical issues, are now expected to be pushed further aside. This is to cater for the numerous decked areas that have sprouted up in the city, currently blocking streets previously open to vehicles for those who do not have to deal with day to day life in this city. Its a shame to see that the council are using the generic "Terrorist Threat" excuses for these proposals. It has nothing to do with any genuine expectation of any terror attack and is being used to instil yet more fear into a population that have been fed fear in one form or another for years and is probably seen as the best way to push this through. Additional blue badge bays are always welcome and although the proposals do not cater for many additional spaces they would be welcomed but not at the expense of being able to access the areas highlighted during opening hours for those who need it the most.

Please find below my response and comments to the Blue Badge parking proposals and plans the Council are intending to invoke in radicalising Disability parking in York. I have already completed my comments on the "on-line" proposals. 1. Firstly I believe that CYC is discriminating against disabled drivers for not adequately providing sufficient city centre disabled parking bays, solely for the use of Blue Badge holders (BBH's). 2. Shared parking with loading is not an acceptable medium for BBH's. My experience has already shown that this aspect of shared parking with "loading" is abused by take-away drivers waiting for their next order whilst parked in Duncombe place. This is also not adequately managed by the CYC parking inspectorate, either by the wardens or by CCTV. 3. The new proposals assume that every BBH will have access to a computer or an adequate hand held device to show them where disabled parking is available and within what times it is available in the city. Carpark road signage will inform visitors of available spaces. available Disabled space are not equally made known. It is getting to the point that when a disabled driver needs city centre access they will almost need to book an appointment to do so! With limited spaces available it means BBH's need to tour round to find an available parking bay. 4. In the CYC proposals, one of the reasons for this overhaul of city centre parking is the threat of terrorism. This is a complete and utter nonsense, because the same parking restrictions do not apply at night, and or outside the daily time zone restrictions. Does the CYC honestly believe that terrorist acts do not occur outside the traffic restricted times? *(as an ex-council employee for H&S I actually wrote, in conjunction with the Home Office, the first CYC policy and procedure on terrorist acts, "**Bombs, Protecting People and Property**". It would be obvious to me that a review of this policy and procedure should risk assess the risks disabled BBH parking is to the city, not just "carte blanche" make statements that all BBH parking is in line with reducing terrorism risks!)* If the CYC has retained such a policy and procedure into 2021, it should explain that it has done, publish the findings and show the inclusion, and how it has been arrived at, to the BBH's and the residents of York. 5. Knowing the number of CYC registered Blue Badge Holders and the likelihood of the estimated (seasonal) visiting of BBH's, it should be a relatively simple task to establish that the CYC has an adequate number of parking spaces available for every BBH and a simple map to show where all disabled bays are located. This coupled with adequate road signage would improve matters wholeheartedly. The current proposals are an absolute minimum of parking spaces in the city center for BBH's,

Thank you for your comments on the matter. There is only bay that is proposed as shared BB/Loading and we are currently working with the civil enforcement officers to ensure the restrictions are enforced. The amendment to the TRO removes the ability to drive in the Pedestrian area it does not affect any parking. CYC have been in communication with different disability groups over the last year discussing the proposals for parking around the city centre.

especially when a lot of these spaces are shared spaces with loading. 6. How can BBH's be assured that the CYC's proposals are and will be within the legal requirements for disabled drivers with a Blue Badge, when so many times in the past CYC has been found to be acting outside the law in transport planning (closing roads, bridges etc and wrongfully imposing fines). 7. Where will the CYC plans for disabled parking leave BBH's who can at the moment legitimately park on yellow lines for short periods of times? There has been no mention of this in the proposals. 8. How much is CYC consulting with the York Disability Group, who it is understood from news reports that a delegated objection to the CYC's proposals have gone to the Government's Secretary of Transport? 9. I believe that Disabled people and BBH's have enough to deal with in their lives, without having to justify their need to come and go into the City and have restrictions put on them with the limited parking these proposals will undoubtedly put on them. Day by day, week by week, I for one as a BBH, find the City of York less appealing to visit, because of the restrictions I find for BBH's parking, as it is currently. 10. It is understood that all parking issues should and must be managed. CYC have a duty to do this. However, any such management, or proposal must not by law discriminate disability. Also, CYC must not use other issues as an excuse to justify its actions without formal written assessment to prove justification, and its publication. All such assessment must be reasonably practicable, and the risk managed accordingly. Unfortunately, in my experience this is where Councilors lack the experience and knowledge but also appear to ignore the knowledge and experience of those who have it! Finally, Thank you for allowing me to be a part of this consultation. I know my comments are all critical, but it is hoped that they are read in a constructive way to allow for better and more parking facilities in the City of York for disabled Blue Badge Holders. I hope that before any long term plans and proposals are put into place the CYC will look more closely at the requirements for BBH's, listen to what they have to say and consult with a much wider and experienced audience of those who are more qualified in knowing the needs.

I object strongly to the proposed changes to the parking changes for Blue Badge Holders, you are forcing people who can walk limited distances be it with mobility aids into wheelchairs or mobility scooters if you go ahead with these changes.

Thank you for your comments on the proposal

We note with interest the contradictory tone with this communication compared to the communication sent June 2020 headed 'Let's be York' – 'Help York reopen' in response to Covid-19. That communication was about keeping traffic out of town so that social distancing could be improved and that some businesses could continue by expanding on to pavements etc. The tone was of a temporary nature and I looked forward to the status quo being resumed eventually. Now we see the **real agenda** as this proposal is to permanently remove the Blue Badge holders 'Exemption' to park on yellow lines in the City Centre now and whenever the pandemic is over. **Shame on those responsible. Finally.** So finally most of the proposed parking spaces are a distance from places in town and if this is not improved then our love affair with York will be over. The hidden agenda is to remove all Blue Badge holders from the City Centre with Covid-19 as an available and timely excuse. If this is not satisfactorily resolved we will boycott York along with other Blue Badge holders. **Far from opening York these proposals will help to close more shops, restaurants and encourage banks to locate elsewhere.**

Thank you for your comments on the proposal. Blue Badge parking outside of pedestrian areas is still available on Yellow Lines, the proposal only removes the exemption on vehicles displaying a blue badge.

I would like to submit my objections regarding the Traffic Management Amendment on blue badge parking in York during pedestrian hours. My daughter has an Autism diagnosis and it is vital that I am able to park close by any area I visit to prevent risk of harm to my child in the event she has a meltdown. When in a heightened state my daughter needs quick access to our vehicle to prevent escalation of anxiety and distress, as well as to reduce risk from crossing roads, getting lost, and being overwhelmed by having to walk longer distances through crowds. I hope this provides sufficient evidence for my reason for objection.

Thank you for your comments on the proposal along with information on how they affect your daughter's lifestyle/mental wellbeing and ability to access the city centre.

<p>I am objecting to the proposals as I believe that this is unfair to disabled people</p>	<p>Thank you for your comment.</p>
<p>I was sad to hear that the Council last year removed the right that blue badge holders had to drive in certain pedestrianised streets during the day to facilitate their access to the city centre. The requirement to make this kind of reasonable adjustment to remove barriers disabled people face to their participation in everyday life was introduced in the Disability Discrimination Act 1995 and while the pandemic placed restrictions on us all last year, I know disabled people who felt the turning back of the clock sorely. I am really shocked now to hear that the Council plans to make the removal of the exemption for blue badge holders permanent with a TRO. This will significantly affect disabled people's access to services and amenities and hence the quality of their daily lives and their sense of belonging in the York community. This seems to me a serious retrograde step inconsistent with the duties introduced for the public sector under the Equality Act 2010 which I am sure you are aware of which require local authorities to advance equality of opportunity and encourage good relations between disabled and non-disabled people. I sincerely urge the Council to reconsider this TRO.</p>	<p>Thank you for your comments on the proposal.</p>

I wish the following views to be taken into account with regard to the proposed CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: BRA2137240, Notice effective from 9th July 2021 to 8th August 2021. I am objecting on the following reasons: The proposals have been shown, by the council's own survey, to be discriminating against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). Making the changes permanent, in light of this, means the council is knowingly making a discriminatory decision. It also demonstrates that the Council does not seem to care about some of the disabled residents who experience significant challenges in carrying out normal day to day activities arising from their impairments. I have been provided with a Blue Badge by the national scheme in order to allow me to get closer to the places I need to be. This is a reasonable adjustment which takes into account my disability and helps me to access facilities, businesses etc on a more equal basis. I am a York resident and until the street closures in June 2020 I visited the centre of York to go to shops and businesses including Blake Street, Lendal and Castle gate, which are now unavailable to me. As a result of these closures, I consider City of York Council to have disadvantaged me and my family under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that I and others made. The streets on the outskirts of the footstreets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of my human rights and s.149 (the public sector equality duty) of the Equality Act 2010. In addition I would like to complain about the time lapse between the decision (22<sup>nd</sup> June), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July).

Thank you for your comments and information on how the proposals affect your day to day life. The delay on the advertisement of the restriction was due certain legal requirements are were required to be met prior to the advertisement.

I do object to the proposed further restrictions for blue badge parking in the City. It really does not serve to say that there will be some extra blue badge spaces in a few locations. These mostly are far from the shops, and anyone with any heavy/cumbersome object to carry, or needing to go to more than one shop, needs to be close to their vehicle. The 'extra spaces' will in no way compensate for the number of access places allowed now using the streets (which gives freedom of choice to be near the place of need), and will result in frustrated journeys with people returning home having had to tour round, without accomplishing anything, having been unable to find a parking space. I live alone and use a combination of wheelchair and 2 crutches. Trying to carry any shopping and getting about York to conduct business affairs is therefore difficult unless I can leave my car near where I need to be. I suggest that before voting for this proposal, council members live themselves using a wheelchair or 2 crutches to see how very difficult these extra restrictions will make conducting business, shopping and keeping city centre appointments for those with mobility problems. I trust the Council will realize just how restricting this would be to the lives of those less able, not to mention the reputation of the City in the opinion of the country - not all tourists are able-bodied and they need to feel welcomed here just as do the resident tax payers. The test of any society is the way it treats those less fortunate than the average.

Thank you for your comments and information on how the proposal will affect your ability to undertake activities in the pedestrian area.

<p>I am a wheelchair/mobility scooter user and resident. Today I got a bus into town for the first time largely due to increased difficulty with blue badge parking in York. I was trying to do the I Spy trail with my child but it was a hugely stressful experience due to lack of dropped curbs and pavement cafés. I love outside cafés but the ones in York are positioned in a way that means wheelchair users have to turn around, not easy on a narrow pavement, and go back, while desperately looking for a dropped curb. It was a nightmare and brought me to tears. I met obstructions at every turn. You just cannot continue like this. If you have pavement cafés then there should be a ramp at both sides of it for wheelchairs. This is not difficult. This should be mandatory. Today I felt so excluded and so unwelcome in my own city. My poor child just wanted to do the I Spy trail that other children with able bodies parents can enjoy. Your utter lack of accessibility planning and lack of regard for disabled people is devastating for me and my child, who goes to a CYC school. If you do not act and put ramps in place around pavement cafés I will have to take this further. CYCs recent track record with disabled people is utterly appalling and you need so sort it out. I look forward to you taking action and not making lame excuses</p>	<p>Thank you for your comments on the proposal, the Council is currently in the process of looking at installing additional dropped kerbs in the pedestrian area.</p>
<p>I object to the closure of Goodramgate and Castlegate to Blue Badge holders. The new idea of more spaces in Lord Mayor's Walk are nonsense. It is too far from City Centre for disabled people to walk. Castlegate, a through road is no longer as such, and all because of pavement cafes for outdoor eating ( of which we already have an abundance in York) What is the sense of all of this? it is hard enough for us to deal with day to day difficulties with our health, you have taken away the simple [pleasure of going into our City to access the shops &amp; banks</p>	<p>Thank you for your comments on the proposal. The proposed parking on Lord Mayors Walk was not progressed to the statutory consultation stage. Castlegate has always been a pedestrian street and the restrictions were amended in line with the other pedestrian streets in the city and the businesses have used the opportunity provided through the Business &amp; Planning Act to apply for a licence.</p>

I wish the following views to be taken into account with regard to the proposed CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: BRA2137240, Notice effective from 9th July 2021 to 8th August 2021. I am objecting on the following reasons: As a self-propelling, manual wheelchair user, York is already a difficult place to navigate due to the uneven terrain. This is further exacerbated by features such as the City walls, cobbled streets and the bridges. By denying access to park in some of the areas in this proposal, in particular, Blake Street and Lendal, you are effectively removing all access to the one reasonably level part of the city. The proposals have been shown, by the council's own survey, to be discriminating against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). Making the changes permanent, in light of this, means the council is knowingly making a discriminatory decision. I have been provided with a Blue Badge by the national scheme in order to allow me to get closer to the places I need to be. This is a reasonable adjustment which takes into account my disability and helps me to access facilities, businesses, etc., on a more equal basis. I am a York resident and until the street closures in June 2020 I visited the centre of York to go to shops and businesses including my Optition, Bank and Building Society, the Post Office, Waterstones, City Screen cinema, Browns Department Store, Gert and Henrys, The Ivy (amongst other places) which are now unavailable to me. As a result of these closures, I consider City of York Council to have disadvantaged me and my family under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that I and others made. The streets on the outskirts of the footstreets are too far from the centre of York and they actually double the distance you have to push to get to the areas of interest, leaving many destinations, including key services such as accessible toilets, out of reach. The other mitigating suggestions put forward, i.e., shuttle buses, taxis, park and ride and shopmobility do not adequately address the needs of self propelling, manual wheelchair users, especially when two or more of us are travelling together, and we are, therefore, disproportionately disadvantaged by these proposals. This is a breach of my human rights and S149 (the public sector equality duty) of the Equality Act 2010. In addition, I would like to complain about the time lapse

Thank you for your comments and information on how the proposals affect your day to day life. The delay on the advertisement of the restriction was due certain legal requirements are were required to be met prior to the advertisement.

<p>between the decision (22nd June), apparent publication 9th July, and notifying Blue Badge holders of the TRO publication (16th July).</p>	
<p>As a Blue Badge holder with severely restricted mobility, I wish to register my vehement objection to the removal of disabled parking privileges from the centre of York. This amounts to nothing less than a disability hate crime, proclaiming that neither we nor our custom are welcome in the city centre. The condescending offer of Blue Badge parking spaces further removed from the centre simply adds insult to injury. Which part of the phrase "limited mobility" do you people have trouble understanding? I myself have had cerebral palsy in my legs from early childhood yet for the bulk of my life managed to walk without support, albeit inelegantly. Then in November 2013 I tripped and fell heavily on an uncarpeted floor, fracturing my left femur. Following ill-chosen surgical intervention I have never managed to regain my previous independence. I can only proceed laboriously on two crutches, making a humiliating public spectacle of myself in the process. I have been a member of City Screen for many years and will remain so till at least August 2022 thanks to subscription extensions compensating for its closure during lockdown. But if unable to park in Lendal or Blake Street, this venue is completely inaccessible to me. The same parking sites also allowed me access to other Coney Street businesses, such as Boots (where I take hearing tests), W.H. Smith, HMV and Waterstones. Similarly, being able to park at the top of Goodramgate had previously enabled my patronage of the Shambles Market, Thomas The Baker on King's Square, The Works on Church Street, Boots The Opticians on Parliament Street, Drake's Fish &amp; Chips and Poundland on High Petergate - all of which are now denied me. The original suspension of disabled parking in June 2020 (without consultation or electoral mandate) was transparently hypocritical and opportunistic, a pre-emptive strike in preparation for the long advertised ambition to completely pedestrianise the city centre (pedestrian = "person who can walk") and thereby accelerate its decline into a tacky tourist trap where the able-bodied can buy their Harry Potter crap without being disturbed by the sight of the less fortunate. The conceit that this is being done to hamper terrorism is</p>	<p>Thank you for your comments on the proposal and information on how they restrict your access to the facilities in the city centre.</p>

<p>particularly laughable. Every schoolday afternoon both Nunnery Lane and Blossom Street are thronged by homeward pupils presenting easy targets for any motorized terrorist. Do you propose closing off those thoroughfares? In summary, this is a smug, mean and spiteful policy of which the citizens of York should be thoroughly ashamed.</p>	
<p>I wish the following views to be taken into account with regard to the proposed CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: RA2137240, Notice effective from 9th July 2021 to 8th August 2021. I am objecting on the following reasons: The proposals have been shown, by the council's own survey, to be discriminating against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). Making the changes permanent, in light of this, means the council is knowingly making a discriminatory decision. As a result of these closures, I consider City of York Council to have disadvantaged disabled people under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately. Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that have been made. The streets on the outskirts of the footstreets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of human rights and s.149 (the public sector equality duty) of the Equality Act 2010. In addition, I would like to complain about the time lapse between the decision (22<sup>nd</sup> June), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July). Now, when I visit my mother or parents in law in York I can't go into town with them to shop and we don't have access to the restaurants either. It's easier to go to another city. It makes no sense to restrict people from the town that they live in because they are disabled, it's inhumane, humiliating, thoughtless, and elitist. I'm from York and was planning to move back this</p>	<p>Thank you for your comments and information on how the proposals affect your day to day life. The delay on the advertisement of the restriction was due certain legal requirements are were required to be met prior to the advertisement.</p>

<p>year after building a career in London, but now I don't know why my partner and I would want to spend our hard earned cash in such a regressive city that eliminates disabled people.</p>	
<p>I wish to object, in the strongest possible terms, to the proposed revocation of exemption on vehicles which display a Disabled Person's Badge on Blake Street, Castlegate, Church Street, Colliergate, part of Goodramgate, Kings Square, Lendal, part of St. Andrewgate, and St. Helen's Square. The additional Blue Badge parking would go nowhere near ameliorating the drastic reduction of access which the closing of the major city-centre streets named above would involve. Far from reducing access to the city centre, the Council should instead be looking for ways not only to preserve but also to extend the current arrangements. These proposals fly in the face of all the legislation (some of it very recent) which has been brought in in recognition of the absolute ethical and moral requirement of local councils that they assist their citizens to lead lives which, as nearly as possible, approximate to normal. Your notification dated 9.7.21 clearly implies that the use of the city-centre streets by Blue Badge holders has resulted in road traffic accidents, but supplies no data to support this claim, and the two further assertions that this draconian proposal will be of help to "businesses and city-centre residents" have no credibility whatsoever; city-centre residents have their own designated parking spaces, and as for privileging the needs of businesses over the far more urgent needs of disabled people, this attitude cannot be justified or excused.</p>	<p>Thank you for your comments on the proposal.</p>

I would like to strongly complain about YCC decision to stop blue badge holders from entering York. I think that you are discriminating against the disabled.

Thank you for your comments

I am writing to strongly oppose the proposed arrangements to permanently remove the access arrangements for blue badge holders from the city centre streets. I can no longer take my 84 year old mum into town for a lovely meal out or a little shop. She cannot walk from any of the blue badge spaces. Only parking in the middle of York enabled her access to the lovely restaurants in St Helens Square. It is a cruel decision to prevent her and many others access through disability. Might I suggest that before making such a permanent change that the persons who proposed and those who support such arrangements should undertake the following practical exercise. Firstly, they should drive to the closest parking points to St Helens Square for blue badge holders. At that point, they should exit their cars and ensure that their legs are tied very tightly together with a strong band, so that they can only do very tiny steps. They should then hold a stick and a shopping bag, using the stick to walk. They should then try to walk into the centre of York from the blue badge spaces, being so restricted. If they manage to get to the centre of York, they should then enter at least two shops and then, still restricted, return to their cars. Only after completing this exercise, will they have any idea of the physical difficulties many blue badge holders such as my mother face. I am assuming that they would be pain free in carrying out the

Thank you for your comments and information on the difficulty affecting your mother from accessing the city centre with the proposed restrictions.

<p>exercise but my mum is in considerable pain so, if they want to have any idea of the pain she is in, they could add a very heavy rucksack to their backs and add some ankle weights. If after completing this exercise they think it is still ok to remove the blue badge spaces then no doubt they will press on with the ridiculous and excluding idea. Please confirm whether you have received and given thought to my suggestion.</p>	
<p>We would like to formally object to the proposed TRO and extension to the footstreet project being made permanent as it stands. We find the exclusion of blue badge holders from driving or being driven through the footstreets is prohibitive and is in breach of the Equality Act (2010). By introducing this TRO, City of York Council would be failing its Equality Duty by directly discriminating, against blind and partially sighted and other disabled people, who are classified as having a protected characteristic under the law. The Equality Act is clear and states that measures should: Remove or minimise disadvantages suffered by people due to their protected characteristics.; Take steps to meet the needs of people from protected groups where these are different from the needs of other people.; Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low. We believe that City of York Council's intention to implement this TRO, risks contravening the above criteria as laid out in the Equality Act (2010). Blind and severely sight impaired people qualify for a blue badge under the government scheme. A blue badge holder may use their badge when travelling with friends, family or in a taxi to be dropped off at locations they are familiar with, allowing them to be independent and able to participate and contribute to their local community. By preventing blind and severely sight impaired people from using their blue badges from 10:30am to 5pm in the footstreet area, the council reduces their independence. Additional support could be required to guide a person from an unfamiliar location to attend appointments, meetings, social gatherings, or cultural events. By becoming dependent on others to provide that support is a direct disadvantage to a visually impaired person denying them from having an equality of opportunity and discourages them from actively engaging in public life where their participation is disproportionately low and is underrepresented. This is further compounded during winter months, which many blind and partially sighted people find disorientating with the additional health and safety risks associated with dark nights and inclement weather. We propose that: 1.City of York Council postpones the TRO proposal and seeks alternative</p>	<p>thank you for your comments on the proposal and recommendations for future actions</p>

solutions to achieve its outcomes. 2. We request that accessibility to the city centre is restored to its previous provision prior to the COVID emergency measures being implemented. 3. That the council to adopt the 3 pledges that have been shared with the Executive Member for Transport on several occasions under the Sight Loss Councils national campaign #streetsforall. 4. That the Council acts as a Human Rights City and fulfils its Equality Duty along with its duty of care to the most vulnerable residents in the community. Freedom of movement is one of the most basic of human rights; by allowing blind and partially people to access goods and services, without the prejudice or restrictive measures, ensures that CYC are complying with the Equality Act and are following their Equality Duty as a responsive public body. You may not have considered the ramifications that this TRO would invoke or that your reasonable adjustments of relocating parking bays on the outskirts of the footstreets fail to compensate for the loss of existing parking provision. We hope you will consider these recommendations to be reasonable and will debate them as part of your decision-making process.

Please be advised that I object most strongly to the proposed changes to York City centre access for Blue Badge holders for the following reasons as below, and not inane particle order: 1. blue badge holder are granted their blue badge because of some sort on infirmity, which restricts or impairs the persons movement or needs assistance of a wheel chair or other types of mobility aids. 2. the temporary removal of street access (as listed in your letter was primarily to assist in "social distancing". An example is Kings Square, where street entertainers regularly attract large crowds that stand shoulder to shoulder. 3. whilst restricting disable car parking in a number of street for what's been termed "pedestrian safety", the City of York Council has done nothing to restrict cyclist within the same area, ad these are just as dangerous as they are a silent vehicle. 4. Whilst restricting Blue Badge access to York City centre, you have allowed a number of "Electric Scooter bays" to be commisioned even mushrooming! The Scooters, again a silent vehicle, present a danger to all pedestrians and primarily are used

Thank you for your comments on the proposals. Cyclists and Scooter are not permitted to ride in the pedestrian area and any that do are committing an offence enforceable by the Police.

by younger members of society who are able to walk and travel by bus. Many of the users of these scooters are University Students and do not care where they ride them, on the road, on the footpath and in the city centre. These are a danger to all and the users are the next generation that will suffer from obesity! 5. The closure of many of the street in June 2020, especially Castlegate, Goodramgate and St Helen's Square, was for the benefit of traders, who due to "lockdown" were suffering a loss of revenue. As the country starts to recover and get back to normal, these measures are no longer required and the street should now be returned to normal traffic use. 6. When the Blue Badge exemption to access certain streets was introduced you introduced a "Taxi Service" from Monk Bar was as you know a disaster! an ill thought out plan just like the current proposals! 7. I am aware of any discussions/consultations, online or offline surveys or meetings with disabled people etc. that have purported to have taken place during the summer and autumn of 2020. So I feel that the conclusions you have arrived at are those where you may have framed the questions to get the answers that support your intended changes. 8. The proposed new disabled Parking spaces means that disadvantaged persons are to be more disadvantaged as you are moving the parking further out of town, and therefore making the access to the city centre less easy. 9. The proposed new "Disabled Parking Bays" are considerably less than those you are proposing to remove. In fact the new bays represent just one 50% of those you are removing. Is this proposal of a non-caring council or the whim of a planner? These proposals severely disadvantage Blue Badge Holders. 10. At the Decision Session of the Executive Member for Transport on June 22nd 2021, how many of the Executive were Blue Badge Holders. If none were Blue Badge Holder then the decision I suggest is clearly biased against a fair judgement. I therefore strongly object to the proposed City Centre Access Arrangements - Blue Badge Holders and suggest that these proposals are not implemented, and the Executive Members for Transport think again.

Thank you for your letter dated 16th July 2021 regarding the above subject. I have read the letter and feel that the following should be addressed: 1. The proposals appear to be taking disabled individuals even further from the centre of York. I for one am unable to walk long distances and in some of the cases uphill. (Therefore this becomes a case of disability discrimination). 2. As a long term resident of York I am being discriminated against when I pay full council tax to this council and yet being unable to access the city fully. Thereby excluding me from the city I provide services for. 3. This is also a very ageist plan. 4. I feel very strongly that this Council no longer serves the individuals who live here and have issues with Disability, Age and who forget who is paying the bills to fund the Council dreams for tourists to folk to York. Please do not forget that I and other individuals live here.

Thank you for your comments on the proposal

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Thank you for your comments on the proposal and I am sorry that this has led you to your current opinion of the council.

<p>reach. Alternative means of transport may be suitable for some Blue Badge holder but not for all. This is a breach of human rights (UN Disability Rights Convention) and s.149 (the public sector equality duty) of the Equality Act 2010. In addition I would like to complain about the time lapse between the decision (22<sup>nd</sup> June), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July). I further wish to state that although I am currently not directly affected by the closure of city centre, I am a deaf person and witnessing the whole process has diminished my confidence in the Council and their decision-making process as I feel that it demonstrates a lack of respect for deaf and disabled people's dignity and status as full and equal citizens.</p>	
<p>I don't think it's fair that disabled people are not allowed to park their car in town. They can't walk from Betty's to their car. Thank you for listening.</p>	<p>Thank you for your comments on the proposal.</p>
<p>Thank you for the detailed information about the proposed changes to limit parking and access in York City Centre for Blue Badge holders. And thanks for inviting comments and</p>	<p>Thank you for your comments on the proposal. It should be noted that cycling is not permitted within the</p>

questions for clarification on this disappointing decision. Like many octogenarians the proposals will affect my access to areas of the city. Depending upon clarification of aspects of the proposals my use of some facilities may become limited, so I shall be grateful for your help in fully understanding the extent to the way in which my access may be restricted. Streets that I have found valuable for occasional limited parking when shopping, but now identified as pedestrianised and exclude traffic between 10.30 and 5pm are; Blake Street, Castlegate, Colliergate, Goodramgate, Fossegate, Deangate and High Petergate. My understanding is that access to these pedestrianised streets, including disabled parking, remains permissible before the 10.30am application of the pedestrian limitation? If so that could resolve some of my walking limitations by enabling early access to retail and banking facilities. It would be helpful to know whether I have interpreted the details correctly with reference to Blake Street and Fossegate? (However. Blake Street's limitations may be partly offset by the proposal to add further parking bays to Duncombe Place). With reference to High Petergate, Figure 7 in the documents appears to show a blue line that implies some parking, but no reference is made in the text indicating such proposal. Is this simply the continuing availability of existing disabled parking? Concerning Deangate the text states that it is closed to motor traffic at all times. However, Figure 5 indicates the intention of establishing several bays for Blue Badge parking. Can you please clarify this? I recognise the difficult decisions facing the council in ensuring adequate appropriately located disabled parking facilities, in an old city that was not constructed for motor vehicle use. While welcoming the attempt to ease the impact of new pedestrianisation limitations, I wonder if introducing a few new Blue Badge parking bays, will be adequate? On what basis has this decision been made, and will the total availability for Blue Badge holders be sufficient to meet local residents needs, plus the significant numbers of tourists? While the number of visitors with blue badges cannot be forecast, it would be interesting, please, to know the number of York residents in both Inner City and Outer York Constituencies issued with Blue Badges. Also the total number of disabled parking places available in the city, including when the new additions are available. Thank you in anticipation of your help. The council's wish to improve the circumstances of city centre residents, and road safety for all people, by limiting motor access to city centre streets during peak periods is understandable. I wonder if the proposals will achieve these objectives? Is the same level of concern being shown to disabled

pedestrian area and cycling in the area is a traffic offence.

pedestrians while increasing permission allowing retailers to extend tables and chairs across footpaths ( and even onto the road in some cases!) does pose a hazard to those with mobility or vision difficulties. It is surprising that the absence of any intention to limit this indicates such hazards appears not to be of equal concern to limiting access to pedestrian areas for Blue Badge users. In the event of an accident in circumstances where retail facilities have spread on to the pavement, would the council, the retailer, or both be responsible for meeting insurance or compensation costs? The decision to restrict Blue Badge access while approving a pilot scheme for TIER E scooters, inevitably raises questions about pedestrian safety being applied at different levels in policy making. Although E scooters are said to have speed limited to 12.5 mph, this may potentially render a serious accident. While cars may travel at higher speeds, the limits set in the inner city, plus the weight of traffic on many roads means they frequently are restricted to considerably lower than the 20/30mph norms. TIER website indicates scooters are limited to the same rules as bicycles. This suggests they are free to travel on the inner city streets where cyclists are permitted after 10.30am, therefore posing some risk to pedestrians. The fact that they are also allowed to transport a passenger may be interpreted as posing greater risk than cyclists. The fact that the scooters provide a helmet also implies a degree of risk is associated with their use. It is reassuring that TIER require the person hiring a scooter to either have provisional or full driving licences. Does the process of hiring ensure, to the satisfaction of the Police, that this is always so? If pedestrians see scooter riders breaking the law and wish to report it to the Police, is there a visible registration number to enable this? A particular issues in relation to some cyclists is the tendency to travel the wrong way down inner city streets. While it is hoped scooter riders will not follow suit, such practices can easily become the norm. And, of course, cyclists cannot easily be reported as they are not required to carry identity registration. It is pleasing to note that E scooters are required to have insurance, but it is interesting to note no reference is made to having Road Tax, in the same manner as motor cycles. Where traffic markings at Lights enable cyclists to wait ahead of motor vehicles, will E Scooters be allowed the same right of way, on the basis that they are being afforded the same right of access to pedestrian areas? While recognising E Scooters are presently allowed as a pilot scheme, recently extended for a further 6 months, I raise the above questions to highlight what seems like a privilege granted to one form of motorised transport, while others with

disability, and recognised need for access, are having access to the city's major retail sector reduced. The council's commendable intention to increase security against the threat of motorised vehicles being used in terrorist attacks comes under question. Approval of the pilot scheme allowing TIER E scooters access to the city centre seems counter to this intention. Individuals with terrorist objectives can easily and quickly enter the centre causing significant threat and damage if wearing suicide belts. Such attacks have been known to take high death tolls of several hundred people. Careful reconsideration should be given to this matter if the council's intends security risks to be reduced. There seems little doubt that the council have decided to proceed with proposed limitation for Blue Badge holders. A process which initially was indicated as a temporary measure to support retailers in re-establishing their business opportunities after the very difficult period faced during the Covid 19 pandemic. It is fascinating to recall that in a long life I remember the introduction of legislation requiring business premises to make adaptations facilitating access for people with disabilities. Now I observe a local authority planning to limit access to the city's central retail area where many such premises are located. It is not my wish to raise the above matters as a complaint, or objection, thus causing much admin work to busy council staff. My intention is to highlight what appear to me as inconsistencies in the formulation of stated policy objectives, concerning resident and pedestrian safety and the reduction of risk in possible terrorist activity. I have no expectation that the council will alter their proposals concerning Blue Badge holders access to the pedestrian area and that we shall have to adapt our lives to access the services we need within the city centre, while physically able cyclists, now joined by E scooter riders, remain free to pose a degree of hazard to pedestrians, as they dodge around the tables and chairs set out to attract their custom. My hope and prayer is that there is care and consideration for others from all, to ensure there are no serious accidents. Apologies for responding at such length but it seemed important to draw attention to the way one Blue Badge holder observes inconsistencies in the council's proposals. Thank you for taking care to contact and consult those of us adversely affected, and inviting our comments.

I write to object to the proposal to permanently remove the Blue Badge Exemption to access the (named) Foot streets in the city centre on the grounds that it is outright discrimination and that it prevents me from engaging in the life of the city I have lived in for most of my life. **My disability:** I am left –hemiplegic, as a result of a stroke in 2004. I cannot walk unaided. I can only walk with the aid of an orthosis on my left leg, and a rollator (wheeled walking frame). Due to my left arm being paralysed I am very afraid of falling because I can't put both arms out to protect myself, and can't get back up again. I rely entirely on my right arm for everything, including walking because I use my right hand to push my frame. I find walking very difficult and quite frightening/ exhausting especially around a lot of people, or if having to use road crossings, so it has always been helpful to park close to my destinations. These proposals will prevent me from continuing to do that in the city centre. **My Objections, including a Suggestion (point 7), and a Question (point 8):** 1. When I am prevented from parking in St. Sampson's Square I am denied access to Barclays Bank and the Nationwide Building Society, where I keep all the money that I plough back into the local economy, including by way of Council Tax. 2. If I am prevented from parking in St. Helen's Square I am denied access to shops and leisure facilities in Coney Street, including the City Screen Cinema, which is a great venue for me because of its accessibility. I like to go there not only to watch films but to use the café to meet friends. (Blue Badge parking in front of the cinema would be welcome, by the way!). 3. Equally, if I cannot access or park in the Swinegate and King's Square areas I am unable to access the many bars and restaurants in those vicinities that my friends and I enjoy visiting. Believe it or not, disabled people also enjoy going out for lunch, drinks, AND coffee. Why should it be the privilege of the able-bodied only? 4. If the bars and restaurants of York were to place 'No Disabled' signs in their windows in the style of "No Blacks, No Irish, No Dogs" of the past there would be an uproar, but CYC is in fact doing this surreptitiously with the use of bollards instead of signs to turn us away. 5. If this clandestine attempt to rid the city centre of disabled people is just the tip of the iceberg, then I wonder when we can expect the public consultation to decide on the location of the concentration camps? 6. The new parking spaces that have been suggested as alternative locations are all ludicrously far away from any of the places in town that I would need or choose to visit so do not provide an adequate alternative. Unless CYC now dictates where disabled people spend their time and money? 7. **MY SUGGESTION:** If the anti-terror measures must remain for

Thank you for your comments on the proposal and information on how access to the city centre helped you regain your life and mental health. The proposal been considered is only to amend the permanent restrictions that are in place, the evening restrictions are covered by a temporary traffic regulation order, which is in place until September 2022 and are not currently been considered for permanent approval.

the safety of all, surely reasonable adjustments should be offered for those with disabilities? My suggestion is that CYC authorises selected taxi firms to enter the restricted zones to drop off disabled passengers (local or visiting) in specific streets. The taxis would be free to use, but subsidised by Council Tax payments from said disabled local people. Otherwise, why should we continue to pay Council Tax when we are getting nothing in return except a slap in the face? 8. **My QUESTION:** will we be able to use the restricted streets and park on them after 5pm? The proposal mentions that they will be prohibited between 10.30am-5pm, but rules for the evenings are not mentioned. I would appreciate it if someone could let me know whether I am allowed to drive into and park on the streets named in the proposal in the evenings. I did email two council employees back in June with questions about access and parking because I was planning my staycation in York, but was ignored by both of them, which of course made me feel even more excluded, so I would appreciate a response to this so that I don't have to incur any unnecessary fines. **Me, and the importance of engaging in City Life:** After my stroke in 2004, when I was 31 years old, I struggled for a long time to regain my identity and to re-engage with employment and the community, because of my poor mobility and the low self confidence that was a consequence of the sudden impairments, but with hard work and determination I made progress and eventually found my true self again. This process was partly facilitated by being able to go out to the theatre and cinema, and bars and restaurants again. Enjoying all aspects of the cultural life of the city helped to give me my identity back, as did finally getting back to work - in 2015 I started a job I still love. I work for the NHS with Converge at York St. John University, supporting people with Mental Health Illness to engage in learning and the community as part of their recovery. In my role (pre-pandemic) I would often meet my students in town for coffee and meetings if they felt unable to meet on campus at YSJ. So my desire to access the city centre is not all about my own need for a social and cultural life, it is also so that I can support other people to have that life too. I am a 48 year old working, independent woman who contributes to the local economy and enjoys the city. Being part of it all again helped me to reclaim my identity after the trauma of stroke at a young age, and I don't want to lose what I have regained.

We, the undersigned, would like to formally object to the proposed footstreet extensions which are in breach of equality law. As City of York Council's consultations have shown, the temporary extensions have discriminated, disproportionately, against disabled people. From the survey September 2020 ([York Open Data](#)), 156 out of 201 (78%) people who are **Blue Badge holders** disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre". The Equality Act ([Equality and Human Rights Commission](#)) explains that having due regard for advancing equality involves: i) Removing or minimising disadvantages suffered by people due to their protected characteristics; ii) Taking steps to meet the needs of people from protected groups where these are different from the needs of other people; iii) Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low. Far from minimising disadvantages suffered by disabled people, City of York Council's decision to make the footstreet extensions permanent increases them. The steps being taken to improve access to the city centre are slow in coming and, as we have stated previously, are still going to result in some disabled people being excluded from the city centre permanently. We continue to hear from people affected by the changes. The devastating impact it has on their day to day life, their quality of living, feeling of belonging and social lives has been horrific to hear about. The people who have contacted us represent all ages, from younger people wanting to meet their friends to older people wanting to access support or get to the central Post Office to access services only available to people simply wanting to shop in familiar places. Whilst we do our best to represent these voices through consultations, this inevitably creates a degree of emotional distancing for City of York Council as you do not get to hear directly the heartfelt stories that we

Thank you for your comments on the proposal, we have received many response from resident about how the proposal have and will affect their use of the pedestrian area. The proposal by the Civic Trust is no different to how the pedestrian area worked before the temporary restrictions were put in place. All the streets listed in the proposal are already within the pedestrian area and vehicles displaying a Blue Badge are allowed access to those streets within the pedestrian area.

hear. Reducing traffic in the city centre and retaining accessibility are not in opposition. For example, York Civic Trust ([York Press, 8th June 2021](#)) have, in their suggestions for the Transport Plan, said that the council should extend the pedestrian area, whilst allowing access for disabled people through a permit scheme. A solution which would reconcile both the need to reduce traffic in the city centre without excluding disabled people. The Council's official line has been that these measures to extend the footstreets were temporary and put in place to "allow social distancing and to allow businesses to continue to operate during the pandemic" ([Equalities Impact Assessment ongoing extension of the city centre footstreets](#) (11th November 2020)). However, it appears to many of our members that the council has used this to introduce the changes they had wanted to make anyway, and in the process disregard the rights of many disabled people to access the city centre. In effect, the Council appears to have used the pandemic to create a sort of trojan horse to bring in permanent measures by stealth. York is a Human Rights City and as such should be welcoming, and accessible, to all residents and visitors regardless of their identity or background. Recently the York Human Rights City Network released [a statement](#) concluding that a human rights approach has not been adopted in developing the current plans for the footstreets. They reaffirmed that "as a matter of legal obligation, the dignity and respect of disabled people, and the impact of the access policies on disabled people's rights must be considered in any 'balancing' of needs; such an assessment needs to occur with the full involvement of disabled people.". Further they made clear recommendations, including that City of York Council "acts in full compliance with its international and domestic legal obligations". More specifically, that 1. CYC should immediately freeze plans to make the current situation permanent through the Footstreet Scheme, pending an inclusive assessment – see (4). 2.

<p>CYC should explicitly acknowledge that some city-centre Blue Badge parking will need to be reinstated to meet the needs of their disabled residents who cannot use alternatives. 3. CYC should explicitly acknowledge the <b>free</b> labour DPOs have invested in gathering rich data around this topic, completing the relevant surveys, and attending multiple hours of consultation zoom meetings where they have already shared their data and recommendations. 4. CYC should set up a working group, including DPOs as equal partners, to collectively assess the Footstreet Scheme and consider how to balance the rights of York's disabled citizens with other considerations. YHRCN extends an offer to facilitate this working group to mitigate the tensions now surrounding this issue. 5. We recommend that CYC take a human rights approach and use PANEL principles (Participation, Accountability, Non-Discrimination and Equality) to guide decision making now and in the future. This ensures that human rights are put at the centre of policy and practice.</p>	
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I'm contacting you as I disagree with the amendments you are wanting to impose for Blue Badge holders in York city centre. It can be difficult enough to navigate the historic Streets in York. The availability of parking within the city makes it easier for those of us who can't walk far and have difficulties getting into the city to carry out essential banking, prescription collections etc. We also do enjoy Leisure time to meet friends and family. Reducing the access is going to isolate people further which will be of a significant detrimental effect to many including carers. As well as affecting my and others Human Rights it will also be Indirect Discrimination - 'A rule or way of doing something that affects me and others like me". The Council is already making it difficult for disabled people to get around the City due to all the pavement cafes. I fully appreciate that the outside seating with the pandemic and businesses really need all the help they can get. In doing this we now have a situation where we are unable to park, unable to use footpaths correctly as they have been blocked with tables and chairs. There are insufficient drop kerbs to get down. When faced with this situation you have to turn around, if there's enough turning room for a wheelchair/walkert/rolly/frame, all the way back to where you started at the beginning of the path to access a dropped kerb. If you are unable to do this it becomes a really difficult sometimes embarrassing and awkward situation for ALL involved. People on the tables and chairs have to get up and move their own table and chairs, without the help of the staff to allow you to pass. As a disabled person you are made to feel like you are in the wrong for using a footpath! The clue is in the name, FOOTPATH, Has anyone at City of York Council thought this through properly? Also you have to try your utmost to get around the tables and chairs on the roads. When you have finally done that you can't get onto a footpath to continue your journey because there are no dropped kerbs mid pavement to rejoin the footpath. I feel that York City Centre has become an unwelcoming and dangerous place for disabled residents and visitors alike. In my opinion the City of York Council have no regard for people with disabilities. We are being treated as second class citizens that don't matter. Equality, what equalit? I do hope that you rethink your proposals, otherwise you as a Council will be setting us as a City back years. Do you want this decision to be the The Councils lasting Legacy. " WELCOME TO YORK", (but not if you're disabled.

Thank you for your comments on the proposal and information on how your access to the pedestrian area has been affected during the temporary restrictions. The legislation required to apply and approve a pavement cafe was changed by government and this has made the application process easier and quicker, which has led to an increase in applications. The council has also recently approved the installation of some additional dropped kerbs within the city centre and works on this will begin soon.

To:

Neil Ferris, Director of Economy and Place, City of York Council,  
West Offices, Station Rise, York, YO1 6GA

Email: [highway.regulation@york.gov.uk](mailto:highway.regulation@york.gov.uk)

From:

<First and Last name>

<Full postal address>

<Email address>

<Phone number>

I wish the following views to be taken into account with regard to the proposed CITY OF YORK COUNCIL NOTICE OF PROPOSALS THE YORK TRAFFIC MANAGEMENT (AMENDMENT) (NO 14/101 ORDER 2021, Notice ID: BRA2137240, Notice effective from 9th July 2021 to 8th August 2021

I am objecting on the following reasons:

The proposals have been shown, by the council's own survey, to be discriminating against Blue Badge holders: 78% of people who are Blue Badge holders disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre" (York Open Data). Making the changes permanent, in light of this, means the council is knowingly making a discriminatory decision.

I have been provided with a Blue Badge by the national scheme in order to allow me to get closer to the places I need to be. This is a reasonable adjustment which takes into account my disability and helps me to access facilities, businesses etc on a more equal basis.

I may not live in York but I live nearby and York was one of my primary shopping and socialising centres until the recent closures. As my nearest city, I have often had to access certain post office services, banking and legal services in York.

As a result of these closures, I consider City of York Council to have disadvantaged me and my family under the terms of the PSED (Equality Act 2010) and you should stop implementation immediately.

Despite claiming to have consulted Blue Badge holders the Council has chosen to ignore the responses that I and others made. The streets on the outskirts of the footstreets are too far from the centre of York, leaving many destinations, including key services such as accessible toilets out of reach. This is a breach of my human rights and s.149 (the public sector equality duty) of the Equality Act 2010.

In addition I would like to complain about the time lapse between the decision (22<sup>nd</sup> June), apparent publication 9<sup>th</sup> July, and notifying Blue Badge holders of the TRO publication (16<sup>th</sup> July).

Yours faithfully,

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We, the undersigned, would like to formally object to the proposed footstreet extensions which are in breach of equality law. As City of York Council's consultations have shown, the temporary extensions have discriminated, disproportionately, against disabled people.

From the survey September 2020<sup>1</sup>, 156 out of 201 (78%) people who are **Blue Badge holders** disagreed or strongly disagreed with the statement "There is parking close enough to allow me access to the city centre"

The Equality Act<sup>2</sup> explains that having due regard for advancing equality involves:

- Removing or minimising disadvantages suffered by people due to their protected characteristics.
- Taking steps to meet the needs of people from protected groups where these are different from the needs of other people.
- Encouraging people from protected groups to participate in public life or in other activities where their participation is disproportionately low.

Far from minimising disadvantages suffered by disabled people, City of York Council's decision to make the footstreet extensions permanent increases them. The steps being taken to improve access to the city centre are slow in coming and, as we have stated previously, are still going to result in some disabled people being excluded from the city centre permanently.

We continue to hear from people affected by the changes. The devastating impact it has on their day to day life, their quality of living, feeling of belonging and social lives has been horrific to hear about. The people who have contacted us represent all ages, from younger people wanting to meet their friends to older people wanting to access support or get to the central Post Office to access services only available to people simply wanting to shop in familiar places. Whilst we do our best to represent these voices through consultations, this inevitably creates a degree of emotional distancing for City of York Council as you do not get to hear directly the heartfelt stories that we hear.

Reducing traffic in the city centre and retaining accessibility are not in opposition. For example, York Civic Trust<sup>3</sup> have, in their suggestions for the Transport Plan, said that the council should extend the pedestrian area, whilst allowing access for disabled people through a permit scheme. A solution which would reconcile both the need to reduce traffic in the city centre without excluding disabled people.

The Council's official line has been that these measures to extend the footstreets were temporary and put in place to "allow social distancing and to allow businesses to continue to operate during the pandemic<sup>4</sup>." However, it appears to many of our members that the council has used this to introduce the changes they had wanted to make anyway, and in the process disregard the rights of many disabled people to access the city centre. In effect, the Council

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<sup>1</sup> [York Open Data](#)

<sup>2</sup> [Equality and Human Rights Commission](#)

<sup>3</sup> [York Press, 8th June 2021](#)

<sup>4</sup> [Equalities Impact Assessment ongoing extension of the city centre footstreets](#) (11th November 2020)

appears to have used the pandemic to create a sort of trojan horse to bring in permanent measures by stealth.

York is a Human Rights City and as such should be welcoming, and accessible, to all residents and visitors regardless of their identity or background. Recently the York Human Rights City Network released [a statement](#) concluding that a human rights approach has not been adopted in developing the current plans for the footstreets. They reaffirmed that “as a matter of legal obligation, the dignity and respect of disabled people, and the impact of the access policies on disabled people’s rights must be considered in any 'balancing' of needs; such an assessment needs to occur with the full involvement of disabled people.”

Further they made clear recommendations, including that City of York Council “acts in full compliance with its international and domestic legal obligations”. More specifically, that

1. CYC should immediately freeze plans to make the current situation permanent through the Footstreet Scheme, pending an inclusive assessment - see (4).
2. CYC should explicitly acknowledge that some city-centre Blue Badge parking will need to be reinstated to meet the needs of their disabled residents who cannot use alternatives.
3. CYC should explicitly acknowledge the **free** labour DPOs have invested in gathering rich data around this topic, completing the relevant surveys, and attending multiple hours of consultation zoom meetings where they have already shared their data and recommendations.
4. CYC should set up a working group, including DPOs as equal partners, to collectively assess the Footstreet Scheme and consider how to balance the rights of York’s disabled citizens with other considerations. YHRCN extends an offer to facilitate this working group to mitigate the tensions now surrounding this issue.
5. We recommend that CYC take a human rights approach and use PANEL principles (Participation, Accountability, Non-Discrimination and Equality) to guide decision making now and in the future. This ensures that human rights are put at the centre of policy and practice.

We also refer you to our many previous statements - which you have seemingly ignored - and the results of consultations to learn more about our objections.

Regards

[York Disability Rights Forum](#)

[York Accessibility Action](#)

[The York M.E. Community](#)

[York Access Hub](#)

York Equal Access Campaign

York Labour Group of Councillors

Stephanie Holdsworth, 47 Diamond Street, York YO31 8LH

Carlos Eduardo Arellano Silva, York student

Amira, York resident

Caroline Hayward, York resident

In addition to the signatories, these comments were made publicly on the [YDRF blog](#). All comments submitted were approved and are included verbatim.

**ASSOCIAZIONE PREMIO ELEANOR WORTHINGTON-ODV**

JULY 31, 2021 AT 11:45 AM

I totally endorse this document

**CLAIRE BEVAN**

AUGUST 3, 2021 AT 11:33 AM

I absolutely agree, the restrictions on Blue Badge holders accessing the city centre in their vehicles is discriminatory!

**NATASHA RAWNSLEY**

AUGUST 3, 2021 AT 5:14 PM

Since I became disabled access to the city for me has been difficult (I cannot cycle or walk to a bus stop any longer) I am now limited to where I can get to in my car.

Not being able to get into the city centre means that I can no longer visit, shop or meet friends in my home town!

**ROSALIND MAIR**

AUGUST 3, 2021 AT 5:33 PM

I support this objection to the foot streets proposals for the reasons given.

**CAROLINE GRANTHAM-THORN**

AUGUST 3, 2021 AT 7:23 PM

I agree the blue badge restrictions now in place are an act of discrimination against being able to park closer in town for disabled people. This needs to be addressed and the access of parking be allowed once more.

**NANCY**

AUGUST 3, 2021 AT 7:43 PM

I have a business on Fossgate & my disabled customers have been prevented from getting to me – not only is it completely wrong that the council have done this, it has had a detrimental effect on businesses too.

**CHARLOTTE PHILLIPS**

AUGUST 3, 2021 AT 8:37 PM

I agree. Access is a human right

**ROBERT NEWMAN**

AUGUST 3, 2021 AT 10:36 PM

I used to go all the time to York, often a couple of times a week and it is an 80 mile round trip, since they did this I have been three times, each time was an utter trek as I could not park anywhere within a reasonable distance of the city centre and it was a nightmare getting round, some of the closed streets the cafes have blocked the pavements forcing my wheelchair onto the cobblestones and other access issues, I think tie the councillors into wheelchairs and send them up and down the cobblestones until they agree to vote against, I bet these wimps would last about 30 seconds before they decide to vote against

**ANTONIA CROWTHER**

AUGUST 4, 2021 AT 12:12 AM

This is obviously dreadful discrimination and the Council must find a way of allowing Blue Badge holders into the centre again and not making them feel like second-class citizens.

**ANGELA ELLIS-SKELTON**

AUGUST 4, 2021 AT 1:19 AM

I agree disabled people /blue badge holders need access. Stop killing the city centre. Access

Should be available to all.

**JULIE DEVINE**

AUGUST 4, 2021 AT 5:51 AM

Disabled people are being treated like 4th rate citizens who are not worthy by York City Council. Do they know how much effort it takes to keep transferring from wheelchair to car for example....especially in pouring rain or snow? Shocking behaviour....all because of money and tourism

**KAREN WILSON**

AUGUST 4, 2021 AT 8:20 AM

Their next step will be rounding us up and gassing us.

**PETER YORK**

AUGUST 4, 2021 AT 9:29 AM

The appalling LibDem council is clearly guilty of gross discrimination and breach of human rights. Unfortunately the bungled North Yorkshire council reorganisation did not abolish them as they so well deserved.

**JULIET ABSON**

AUGUST 4, 2021 AT 9:49 AM

I am a regular visitor to York and I have found the restrictions to access difficult and confusing. I support York residents in their fight over this issue.

**PETER WRIGHT**

AUGUST 4, 2021 AT 7:12 PM

It's discrimination at its finest by our wonderful out of touch council .  
Appalling!!!

**LYNNE DOLAN**

AUGUST 4, 2021 AT 7:20 PM

We used to go into York most weeks and enjoyed visiting Betty's for lunch. Parking on Blake Street made this possible. My husband has not been into

York for over a year since Blake Street has been blocked off. It's hardly ever busy enough to warrant being closed either as there is plenty of space for everyone.

**SUE BILLANY**

AUGUST 4, 2021 AT 7:28 PM

I think access to the city centre needs to be available to all people

**FIONA LOMBARD**

AUGUST 5, 2021 AT 7:21 AM

It's a nightmare now, unless you have a long range electric scooter there's no way of getting into York. Manual assistant or self propelled wheelchairs can't get any where near, it's an exhausting slog along rough and uneven ground with very few drop kerbs. I damaged my wheelchair trying last week.

**PETE KILBANE**

AUGUST 9, 2021 AT 10:33 PM

The York Labour Group of Councillors support you.

**ROY MCGREGOR**

AUGUST 13, 2021 AT 11:07 AM

Although admirably trying to support small cafés etc in the social distancing situation, the anti-car brigade on CYC have taken it all to extremes. Streets like Fossgate and Church Street are an obstacle course, there is no standardisation in using road or pavement, it alternates and sometimes it's both.

In all of this, the blind pedestrian should not be forgotten, even with a guide dog he / she must have problems. So, seriously, has the council sought and implemented the opinions of these disadvantaged groups?

Add into the equation the potential and growing menace of e-cyclists – another anti-car measure and York is the only place in Britain to have such a large ‘trial’ – and the chances of casualties are growing daily.

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York Civic Trust

**Transport Advisory Group  
Consultation on blue badge parking  
The Trust's response  
6<sup>th</sup> August 2021**

We are responding to the Council's consultation on changes to blue badge parking and access in the city centre.

We welcome the Council's decision to make permanent the temporary extensions to the footstreet area to include Blake St, St Helen's Square, Lendal, Goodramgate, Church St, King's Square, Colliergate and Castlegate. We would prefer to have seen Fossgate included, and encourage the Council to take action soon to resolve the future use of this street. However, it is essential, in the interests of equality, that those who are adversely affected by these restrictions are provided with appropriate alternatives.

In our proposed strategy on improving walking, submitted in April 2021 as part of our invited input to the Council's next Local Transport Plan, we addressed this issue as follows:

"We would like to see the recent extensions to the footstreet network retained, with priority given to providing a continuous surface on streets which still have kerbs. To avoid pavement damage, an appropriate low weight limit should be applied for all access to the area. Access needs to be retained for those who are most disabled, and we recommend the introduction of a green disability badge to allow them to pass automatically enforced access points, and with parking provided where it does not disrupt pedestrian movement. We suggest that the Council investigate the possibility of a small electric vehicle to permit those who are less disabled to access all parts of the area. We would like to see groups of seats provided at least every 50m throughout the area, and the Council promote the Take a Seat initiative to extend the provision of toilet facilities. We propose that a clearly demarcated cycle route be provided east-west and north-south through the city centre on suitably wide streets, and that the same design be adopted in Minster Yard. In addition, cargo bikes, but not couriers, might be permitted in other wider footstreets. Enforcement action should focus on removing vehicles not permitted to access or park within the footstreet network. If the Council does pursue its proposed anti-terrorism measures, they should be located around the periphery of the extended footstreet network."

It is in this context that we are responding to the current consultation.

The key issue in the consultation is the proposal permanently to ban blue badge parking during footstreet hours (1030 to 1700) in all the streets listed above, and to replace them by designated additional blue badge parking in Duncombe Place, Deangate, St Andrewgate, St Saviourgate, Carmelite St and Dundas St. No indication is given of the total number of spaces which would thus be provided; we estimate it to be around 25, or which seven would be shared with loading and are thus unlikely to be available for much of the day. Equally, no indication is given of the number of spaces lost, or the additional distance required between the new and pre-existing spaces. Our own estimates are as follows:

- For the spaces lost in and around St Helen's Square, the only relevant spaces will be three in Duncombe Place and a further seven shared with loading; they are some 200m from St Helen's Square.
- For the spaces lost in Goodramgate, Church St, King's Square and Colliergate, there are some 15 spaces provided; some of these are within 100m of the lost spaces, but seven are over 300m away and require disabled users to cross Stonebow.
- For the spaces lost in Castlegate, it appears that no attempt has been made to offer any alternative provision.

As the (undated) review for the Council by Disabled Motoring UK makes clear, those with disabilities are not a homogenous group of users. Some can walk or wheel themselves for longer distances, provided that hazards are removed; others are unable to move for more than a few metres without resting. As the Chartered Institution of Highways and Transportation recommends in its Guidelines for Reducing Mobility Handicaps, the maximum distance which disabled users are required to walk or move without a rest should be 50m for stick users, 100m for ambulatory disabled users without a walking aid, and 150m for the visually impaired and those in wheelchairs. At the same time the Guidelines note that up to 20% of people with the most severe mobility handicaps will not be accommodated even by this level of provision. It is clear to us that virtually none of the Council's proposed replacement blue badge parking spaces satisfy these requirements, even as far as to allow disabled users to reach the spaces in which they previously parked. **On this basis we recommend that the proposals should be rejected as being inadequate in meeting the needs of designated blue badge users, and deferred until effective alternatives are available.**

We fully accept that it will be difficult to find a sufficient number of replacement spaces within these distances of the footstreet network. As we see it, the only appropriate approach is to offer a range of alternatives, and check through an Access Audit that between them they meet the range of needs of disabled users. We envisage these including:

1. a possible exemption for blue badge users up to, say, 1200;
2. a green disability badge to allow those who are most severely disabled to pass automatically enforced access points;
3. all parking provided for (1) and (2) restricted to designated bays where it does not disrupt pedestrian movement;
4. appropriately designed designated spaces in public car parks further away, with clearly marked and designed access routes;
5. a small, low-speed electric shuttle bus between a pair of these car parks, serving the core of the city centre;

6. a 10mph (or ideally lower) speed limit imposed on all users of the footstreets at all times of day;
7. permitting designated disabled cyclists to use the wider footstreets throughout the day;
8. an enhanced shopmobility scheme, bearing in mind that the current one in the Coppergate car park is judged unacceptable by many disabled users;
9. groups of seats provided at least every 50m throughout the footstreet area to satisfy the CIHT recommendations;
10. promotion of the Take a Seat initiative to extend the provision of toilet facilities.

We note that many of these recommendations are included in the report commissioned by the Council from Disabled Motoring UK. We also note that they recommend the appointment of an Access Officer and the commissioning of an audit of accessibility. We are concerned that no attempt appears to have been made to respond to any of their recommendations.

In conclusion, we strongly endorse the Council's decision to extend the footstreet network, given the benefits which it offers to pedestrians and to city centre economy and environment. We would like to see the Council commit to providing a continuous surface on streets which still have kerbs, and to implementing an appropriate low weight limit for all access to the area. However, these benefits should not be gained at the expense of those who are most disabled, and in many cases most disadvantaged.

**To this end, we recommend that the proposed restrictions on blue badge access should be deferred until a Disability Access Officer has been appointed, disability awareness training provided to all relevant Council staff, an effective accessibility audit conducted, the range of solutions listed above appraised, and clear evidence presented that those no longer able to use blue badge spaces are being offered effective alternatives.**

We would be happy to assist the Council in implementing these recommendations.

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## Human Rights Report on Blue Badge Exclusion in York, October 2021

### York Human Rights City Network

#### Background

In June 2020, the footstreet area in central York was extended (temporarily) in terms of surface covered to create space for social distancing and for café licences and in terms of time by increasing the hours of operation to 8:00 pm. The City of York Council (CYC) made a temporary Traffic Regulation Order (TRO), removing the Blue Badge exemption from Blake Street, Lendal, Goodramgate, Church Street and Castlegate and making changes to Fossgate. In February 2021, CYC released a statement detailing plans to make these changes permanent.

Several arguments have been put forward for restricting access to the city centre. In addition to the pandemic, these now include supporting the local economy, the need for enhanced counter-terrorism measures, and environmental benefits. Blue Badge holders have argued that any measures should not further restrict their city centre access in a discriminatory manner. Despite various consultations from April to June 2021, fundamental differences of opinion and perceptions that evidence from the consultations has on occasion been used selectively or inaccurately have caused controversy. The issue of access has become highly polarised, with a resulting breakdown in trust between the CYC and disabled groups. The Council have delayed their final decision until November 2021 to conduct further consultation.

The Human Rights and Equalities Board (HBEB), a CYC-led body, has asked the York Human Rights City Network (YHRCN), a civil society coalition, to provide guidance on how the Council can best respect the human rights of all when taking these complex decisions. In a July 2021 statement the YHRCN observed that a human rights approach had not been adopted in developing the current plans, and that the disproportionate impact of the plans on some of York's disabled citizens had not been adequately considered.

#### Relevant human rights and equalities provisions in international and UK law

Looking at this issue through a human rights lens adds value in three ways.

First, **human rights law makes clear that majority preferences cannot simply override those of minority groups**, thereby resulting in systemic discrimination against individuals with protected characteristics, such as disability.

At the international level, this core understanding is encapsulated by the UN Convention on the Rights of Persons with Disabilities (UNCRPD), a human rights treaty, which the UK agreed to abide by in 2009. As a result, the treaty binds national and local authorities, including city councils. Three of the eight general principles of the UNCRPD are particularly relevant to the situation in York:

- **Non-discrimination**, whereby “disabled people must never be treated less favourably than others, excluded from or denied access to services, education, work or social life on the basis of their disability.”
- **Accessibility**, which requires that “disabled people can access buildings, housing, services, information, leisure ... on an equal basis to non-disabled people.”
- **Participation and inclusion**, requiring that “disabled people’s full and effective participation and inclusion in society must be supported.”

Integrating these principles at the domestic level, the Equality Act 2010 and the Human Rights Act 1998 provide protection to disabled persons’ rights in the UK.

Second, **human rights can be used to frame a debate such as this where there are genuine concerns on each side of the argument.** On the one hand there is the right to non-discriminatory access to the city centre of all individuals, including disabled persons; on the other, the right to security (pursued through anti-terrorism measures), to a healthy environment, and the desire to support economic recovery (the right to a decent standard of living). Any weighing of these human rights claims and public interests must take into account the central place of non-discrimination in finding a solution.

The centrality of equality and non-discrimination is supported by domestic law provisions. Article 8 of the **Human Rights Act 1998**, read in conjunction with Article 14, guarantees the right of disabled persons, *inter alia*, to respect for their private life in a non-discriminatory manner – this includes the right to participate in essential economic, social, cultural and leisure activities, to physical and mental health and autonomy. Whilst the right can be subject to limitations, these must not be disproportionate to the goals pursued.

Importantly, the **Equality Act 2010** places a duty on public authorities to make reasonable adjustments in order for disabled persons to be able to exercise their rights. Wherever “a provision, criterion or practice ... puts a disabled person at a substantial disadvantage in relation to a relevant matter in comparison with persons who are not disabled”, authorities must “take such steps as it is reasonable to have to take to avoid the disadvantage.” Such steps are subject to means, or available resources.

Finally, the Public Sector Equality Duty (PSED) entailed in the Equality Act 2010 requires authorities “to have due regard to the need ... to eliminate discrimination, harassment, victimisation and ... to advance equality of opportunity between persons who share a relevant protected characteristic and those who do not share it”. Case law clarifies that public authorities must, for example, have “due regard” to the impact on elderly or disabled people when imposing parking restrictions.

Whilst the duty to have “due regard” is not an obligation of results, the court noted that the level of regard required will be very high where a decision may affect large numbers of individuals sharing a protected characteristic. Depending on the nature and extent of the impact, effects on even a small number of persons may also require a high level of consideration to be given by local authorities.

For the CYC to comply with the PSED, it should be able to demonstrate that “adequate and accurate equality evidence” has been collated, properly understood, and analysed (5.17). Courts have held that without evidence of “a structured attempt to focus on the details of equality issues”, a public authority is likely to be in difficulty, should the decision face judicial review (para. 61; see also EHRC, 5.37).

The Equalities Impact Assessments (EIAs) of 9 June 2020 and of 11 November 2020, respectively, fail to identify in the Human Rights section the impact on 4.16 Right to respect for private and family life, home and correspondence and 4.18 Right not to be subject to discrimination. This omission is in contradiction with the previous section of the respective EIAs on Equalities, which do identify a negative or a mixed impact in respect to 4.2 Disability and 4.10. Carers. What this means is that the data has not been adequately understood and analysed. One cannot divorce the assessment of the impact under the Equality Act 2010 from the impact under the Human Rights Act 1998 - rights are interdependent and so are impacts on rights.

In the 10 June 2021 EIA a similar approach is taken: "No human rights have been identified as impacted". Again, this is contradictory to the impacts identified on disabled persons under the Equalities section, specifically on Blue Badge holders. Clearly, their right to a private life taken alone and in conjunction with their right to non-discrimination is impacted. Section 6.1, detailing recommendations and conclusions of the assessment, fails to engage with the following instruction: "**Important:** If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column."

In short, while the CYC has conducted EIAs in relation to city centre access, and Blue Badge access specifically, the data gathered has not been properly understood and analysed.

Third, **human rights engender participation of affected individuals and groups in decision-making processes and encourages co-production of solutions** for situations such as the one in York.

Technical guidance clarifies that public authorities' compliance with the PSED cannot be achieved in the absence of having a full understanding of the potential equality impacts of their intended actions (5.15-5.20). This is particularly relevant at a local level, where proximity can either result in facilitating understanding of each other's needs and the building of jointly satisfactory solutions, or on the contrary, entrenching stereotypes and fuelling hate incidents in the city. The co-production of reasonable adjustments for accessing York city centre between CYC and disabled persons could provide an opportunity for deep listening and represent a learning exercise for the wider York community. This may in turn build shared understandings, engender participatory processes, and foster good relations between persons who share a relevant protected characteristic and persons who do not share it – the latter, indeed, represents the third limb of the PSED.

## **Experience from other cities**

### **Chester**

Chester was the first British city to win the coveted European Access City Award in 2017 for its commitment to ensuring that the historic city continues to become more accessible for all. Blue Badge holders have access to the centre through the use of Automatic Number Plate Recognition (ANPR) at barriers. This technology reads a car's number plate and compares it to a list without the need for human intervention. Visiting Blue Badge holders apply in advance to be added to the list.

In addition, wheelchair users have several access points to the city walls and the 13th Century elevated walkways. There are seven Changing Places toilets and the Council has committed to creating more with any new renovation in the city. All of the city's public buses are fully accessible. Council policy requires all of its licensed taxis to be suitable for wheelchairs. They must also include additional features, such as induction loops and colour-contrasted grab handles.

Dial West Cheshire (DWC) is a Chester-based disabled people's organisation. It runs a disability rights centre, a Shopmobility service and an access group. DWC felt the city winning the European access Award showed other councils "the importance of involving disabled people in plans and planning" and then listening to what they say.

The council employs a Senior Access Officer and followed DWC advice to set up a corporate disability access forum made up of 16 disability organisations to examine strategic issues, challenge architects and developers about access plans and ensure access is central to the conversation. This has given disabled people "the opportunity to be heard" and provides a working model of co-production.

Finally, with the accessible overnight tourism market worth £3bn in England as a whole (and day visits bringing that figure up to £12.1bn, according to Visit England), it is clear that there is a strong economic argument for investing in accessibility. The "purple pound" generally is worth £212bn a year.

### **Bath**

From November 2020 to January 2021 Bath and North East Somerset Council held a public consultation on making Bath more secure by creating permanent access restrictions to the city centre. The proposed scheme removed disabled parking in the city centre and access for delivery services including food, parcels and other goods to properties within the "strengthened zone".

Local groups including The Abbey Residents Association (TARA) spoke out against the proposals and called for a rethink so taxis would be able to operate freely in the secure zone, Blue Badge holders would continue to be able to park or be dropped off, and there would be an easy way to get parcels or groceries delivered without a complex bureaucratic process.

In recognition of the impact on Blue Badges holders and the need for reasonable adjustments, the Council commissioned an independent report from Atkins (a design, engineering and project management consultancy company) to identify a package of measures to that could address the

concerns raised by the disabled community and those with mobility issues. Atkins conducted stakeholder interviews to inform their report.

The Accessibility Study advised that when considering the risks associated with terrorism, there was a need to weigh these concerns with the public interest in equitable access. It states:

“the accumulative result of barriers and hurdles preventing people from gaining feasible access to destinations enjoyed by others can significantly affect people’s wellbeing ... if quantified, the accumulative effect of ‘slow disasters’ affecting multiple individuals who are not within public attention, could outweigh the detrimental effect of ‘rapid disasters’ ... It is key that [security] staff know their duty is to literally and metaphorically ‘remove barriers’ to enable those coming to the city for legitimate reasons to gain access as much as it is to ‘place barriers’ and hinder those seeking access for illegitimate reasons.”

In July 2021 council leader Kevin Guy reassured residents that the Council had taken their feedback into account. The new proposed measures allowed Blue Badge holders, their carers and taxis transporting them to park on previously excluded streets. Improvements to public toilets, the launch of a free electric shuttle bus for Blue Badge holders and older people, street seating, dropped curbs, extra Blue Badge parking outside the centre, improvements to Shopmobility, and dedicated cycle paths for bikes and e-scooters are also being considered. The new Traffic Regulation Orders are currently undergoing public consultation.

### **Conclusions and recommendations for York**

Drawing on this review of relevant law and practice, the York Human Rights City Network sets out below recommendations for the short term and longer term. It is important that the CYC considers the implications of the ‘slow disaster’ of further discriminating against an already disadvantaged group, and the implications for trust and public relations in the city, alongside the implications of ‘rapid disasters’, such as the threat of terrorist attacks. In the short term:

1. The CYC should seek to co-produce an accessibility plan to the city centre with Blue Badge holders. Current restrictions on Blue Badge access should be lifted and any decisions on city centre access placed on hold to allow the process of co-production to take place. This needs to go beyond conventional consultation, to include listening to the views of disability groups in the context of developing jointly agreed solutions to the current challenges, as well as devising procedures to prevent such a situation occurring again in the future.

In the longer term:

2. The CYC should appoint an Access Officer to advise it on access issues and ensuring inclusivity in decision-making. The Access Officer should also be a liaison person for local disabled citizens and groups. This position would be ideal for a qualified Access Auditor with lived experience of disability.
3. The CYC should consider establishing a Disability Access Forum, comprising disability organisations. Its role would be to provide strategic advice on access issues, and assess the access implications of plans for the city. Both the Access Officer and the Disability Access Forum would embed a co-production approach to accessibility for the future.
4. The failure to properly understand and analyse the data in the Equality Impact Assessments illustrates the need for training within the CYC on equalities and human rights. Training for the CYC, members of the Disability Access Forum and others could provide an opportunity to “foster good relations between persons who share a relevant protected characteristic and persons who do not share it”. The development of a new Human Rights and Equalities Impact Assessment tool within the CYC provides a good opportunity to provide such training, and integrate analysis of equalities and human rights.

## **Officer Comments on the Human Rights Report on Blue Badge Exclusion in York, October 2021 by the York Human Rights City Network**

**03/11/2021**

### **The Report**

The report by the York Human Rights City Network does not acknowledge the full history of engagement and consultation on this issue. The council's understanding of the impact of removing Blue Badge Access to the footstreets has been built through a series of consultation and engagement exercises over the last four years – ever since the council was asked to consider installing counter-terrorism measures designed to protect the city from attack by vehicles.

We have followed our 'My' approach to engagement which includes some key principles:

- Open, honest conversations which clearly articulate why and what we are consulting over
- Exploration of the impacts of proposals, using the insight to inform plans
- Surfacing alternative perspectives and trying to bring people together to understand each other and explore opportunities for change.
- 
- This has included a series of accessible workshops, surveys and ongoing conversations with disabled residents and Disabled People's Organisations.

This has allowed officers to develop a deep understanding of the impacts of removing blue badge exemptions for the footstreets. These impacts have been set out to Elected Members in the decisions to date and in the public open brief which was agreed by York Disability Rights Forum as an accurate reflection of the impacts of the initial COVID-related restrictions on disabled people, and in particular Blue Badge Holders. This has previously been published at Executive, and is being updated following the latest engagement exercises ahead of the next set of decisions about ongoing arrangements. Therefore we would refute that the data has not been analysed properly and that the impacts have not been understood.

Officers do understand the impacts This was borne out at scrutiny on the 25<sup>th</sup> of October 2021 where officers set out the impacts and then members heard personal testimony that illustrated the lived experience

of the issues set out in the open briefs published last year and as part of the city centre access consultations this summer.

Officers in preparing the final recommendations have considered both the Equalities Act which sets out the the Public Sector Equalities Duty as well as the relevant human rights principles. The council has done so both in terms of the reason for the change (that is, the positive duty placed on the Council by the European Convention of Human Rights and the relevance of Article 2, The Right to Life, which places a positive duty on the state (i.e. public bodies) to protect life) and the impacts of the change on some people with legally protected characteristics (for example disability, age, pregnancy and maternity()). Executive will also need to balance these issues in making any decisions.

On the critique of the Equalities Impact Assessment

What officers would acknowledge is that whilst the impacts were not cross referenced into the human rights section of an Equality Impact Assessment the impacts were understood. As identified above the impacts for Human Rights are mixed.

On lessons from elsewhere

Officers have been in discussion with Bath and Chester Councils in the development of the proposals. As was acknowledged at the scrutiny meetings on the 25<sup>th</sup> October 2021 some of the information relating to these case studies within the report is inaccurate

- Chester's entry via barriers is not through ANPR (automated number plate recognition) – this is done manually through a staffed barrier. ANPR is used in the city's Pay on Exit car parks.
- Bath has consulted over plans to re-introduce Blue Badge Parking within its city centre counter-terror measures once COIVD regulations are lifted, but has not yet made a final decision.

Whilst the conversation with other cities have been useful each city is unique in terms of its layout and the issues it is trying to address. The engagement with other cities will continue.

## **Response to the Recommendations of the York Human Rights Board**

### **Recommendation 1**

The approach advocated by the York Human Rights City Network in recommendation one is the approach that the Council has taken over the last fourteen months, and indeed before, and has resulted in the strategic review of access and the open brief.

The proposals for the blue badge exemptions could be delayed to consider alternative options, however this would add further delay to the implementation of counter terrorism measures and extend the period the Council is not acting to fulfil the positive duty to protect life. Having undertaken extensive consultation and engagement there is little benefit in further delay as the impacts are understood and alternative solutions and mitigation have been explored and refined.

### **Recommendation 2 Access Officer**

This recommendation has also been proposed in an independent review and is welcomed and included within the Strategic Review of City Centre Access

### **Recommendation 3 Access Forum**

The approach of working with a number of disabled advocacy groups had the effect of starting an informal access forum and should the Access Officer be appointed then this recommendation would be welcomed.

### **Recommendation 4 Council Training**

Welcome the recommendation

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## Annex W – York footstreets accident data (Traffmap)

Accidents between dates **01/09/2011 and 31/08/2021** (120) months

**Selection:**

Selected using Manual Selection

**Notes:**

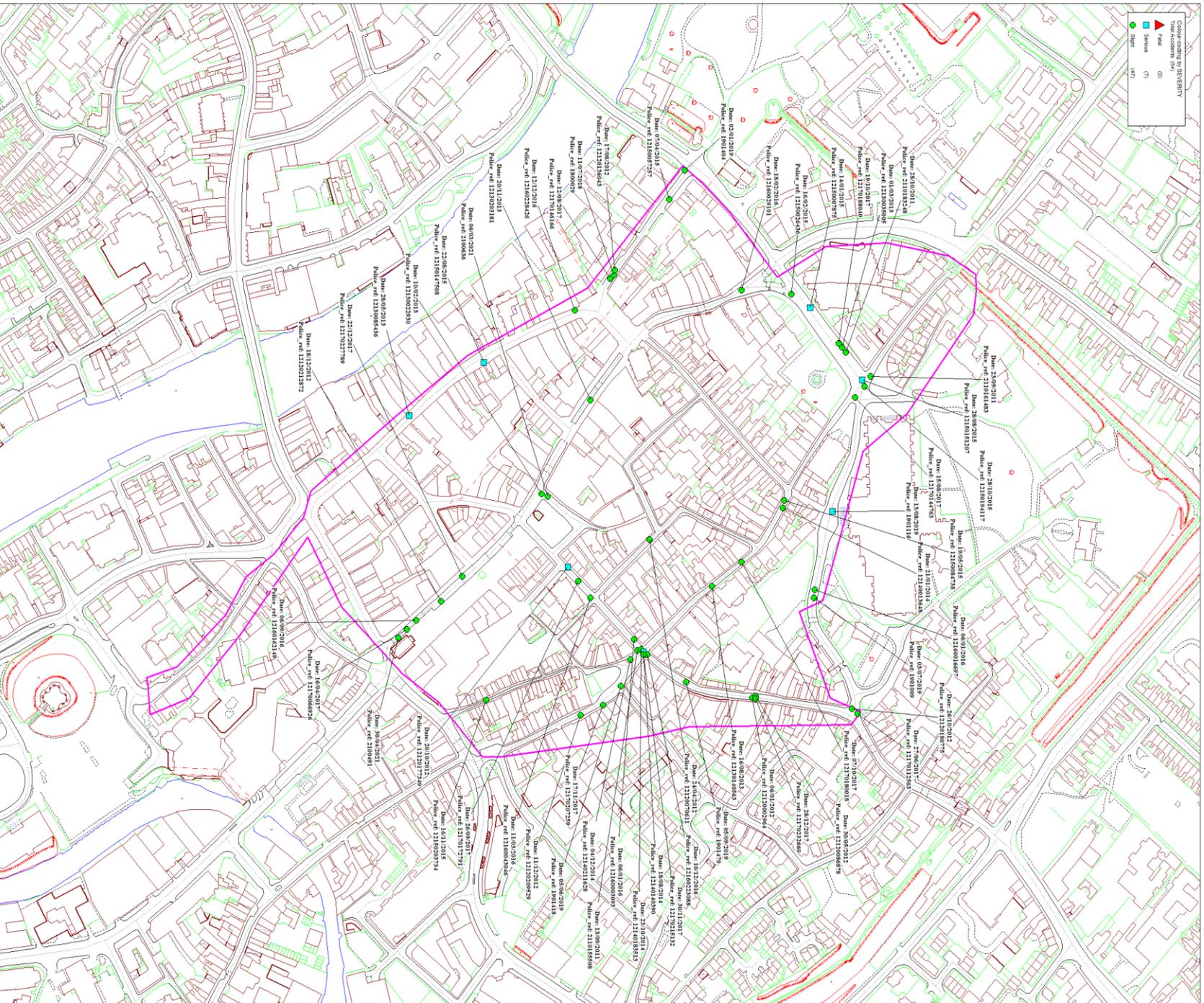
933 - Foot Streets of York

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
2110155508	13/09/2011	1	Slight	0	0	0	0	0	Dark	Right	Dry	0331	CHURCH STREET JUNCTION WITH KINGS SQUARE ~
2110161483	23/09/2011	1	Slight	0	1	0	0	0	Light	No turn	Dry	1004	HIGH PETERGATE YORK~
2110183248	28/10/2011	1	Slight	0	0	1	0	0	Dark	No turn	Dry	2123	DUNCOMBE PLACE YORK OUTSIDE THE DEAN COURT HOTEL
12120002964	06/01/2012	1	Slight	0	1	1	0	1	Light	No turn	Wet/Damp	1315	GOODRAMGATE YORK OPPOSITE THE MINSTER SCHOOL.
12120070611	24/04/2012	1	Slight	0	0	1	0	0	Dark	No turn	Wet/Damp	2350	SWINEGATE YORK OUTSIDE NO 29
12120086878	30/05/2012	1	Slight	0	0	1	0	1	Light	No turn	Dry	1615	GOODRAMGATE, YORK
12120136043	17/08/2012	1	Slight	0	1	0	0	0	Light	No turn	Wet/Damp	0850	LENDAL, YORK
12120177349	20/10/2012	2	Serious	0	0	2	0	1	Light	No turn	Dry	2055	CHURCH STREET 20M FROM ST SAMPSONS SQUARE
12120180775	26/10/2012	1	Slight	0	0	1	0	0	Light	No turn	Dry	1355	GOODRAMGATE AT JUNCTION WITH DEANGATE YORK
12120209529	11/12/2012	1	Slight	0	0	1	0	1	Light	No turn	Frost/Ice	1045	COLLIERGATE APPROX 80 METRES SOUTH EAST OF ITS JUNCTION
12120212872	18/12/2012	1	Slight	0	0	1	0	0	Dark	No turn	Dry	1720	PARLIAMENT STREET, 50 METRES NORTH OF HIGH OUSEGATE, YOR
12130022930	10/02/2013	1	Slight	0	0	1	0	1	Light	No turn	Wet/Damp	1520	ST SAMPSON SQUARE AT JUNCTION WITH DAVYGATE, YORK.
12130035005	01/03/2013	1	Slight	0	0	1	0	0	Dark	No turn	Dry	2230	DUNCOMBE PLACE, OUTSIDE DEAN PARK HOTEL, YORK
12130085436	28/05/2013	1	Serious	0	0	1	0	0	Dark	No turn	Dry	0314	CONEY STREET YORK OUTSIDE THE WILLOW 37A
12130140563	16/08/2013	1	Slight	0	1	0	0	0	Light	No turn	Dry	1710	LOW PETERGATE YORK OUTSIDE NO 75
12130203181	20/11/2013	1	Slight	0	1	0	0	0	Light	No turn	Dry	0830	DAVYGATE, YORK
12140013648	21/01/2014	1	Slight	0	0	1	0	0	Light	No turn	Dry	0830	LOW PETERGATE, NORTH OF STONEGATE, YORK
12140140390	18/08/2014	1	Serious	0	0	1	0	0	Light	Right	Dry	1420	CHURCH STREET AT JUNCTION WITH LOW PETERGATE, YORK
12140183513	23/10/2014	1	Slight	0	0	1	0	0	Light	No turn	Dry	1520	CHURCH STREET AT JUNCTION WITH LOW PETERGATE, YORK
12140211628	04/12/2014	1	Slight	0	0	1	0	0	Light	No turn	Dry	1515	KINGS SQUARE, 10 METRES EAST OF CHURCH STREET, YORK
12150007875	14/01/2015	1	Serious	0	1	0	0	0	Dark	No turn	Wet/Damp	2350	OUTSIDE ST WILFRED'S CATHOLIC CHURCH DUNCOMBE PLACE YO
12150026436	16/02/2015	1	Slight	0	1	0	0	0	Dark	Left	Dry	2230	DUNCOMBE PLACE AT JUNCTION WITH BLAKE STREET, YORK
12150057257	07/04/2015	1	Slight	0	0	1	0	0	Light	No turn	Dry	1730	LENDAL, 5 METRES FROM MUSEUM STREET, YORK
12150084738	19/05/2015	1	Slight	0	0	1	1	0	Light	No turn	Dry	1230	LOW PETERGATE YORK
12150147508	22/08/2015	1	Serious	0	0	1	0	0	Dark	No turn	Wet/Damp	2036	CONEY STREET YORK
12150151207	28/08/2015	1	Serious	0	1	0	0	0	Light	Right	Dry	0750	HIGH PETERGATE AT JUNCTION WITH DUNCOME PLACE, YORK
12150194117	28/10/2015	1	Slight	0	0	1	0	0	Dark	No turn	Wet/Damp	2300	HIGH PETERGATE
12150203734	16/11/2015	1	Slight	0	0	1	0	0	Light	No turn	Wet/Damp	1004	THE SHAMBLES YORK OUTSIDE NO 31
12160003093	06/01/2016	1	Slight	0	0	1	0	1	Light	No turn	Wet/Damp	1250	CHURCH STREET YORK
12160016697	06/01/2016	1	Slight	0	1	0	0	0	Light	No turn	Wet/Damp	0835	DEANGATE YORK
12160029101	18/02/2016	1	Slight	0	0	1	0	0	Light	No turn	Dry	1006	BLAKE STREET YORK
12160043046	11/03/2016	1	Slight	1	0	0	0	0	Dark	No turn	Dry	1840	CHURCH STREET AND SWINEGATE YORK
12160162149	06/09/2016	1	Slight	0	1	1	0	1	Light	No turn	Dry	1600	PARLIAMENT STREET YORK 100M SOUTH OF PAVEMENT
12160223088	10/12/2016	1	Slight	0	0	1	0	0	Light	Left	Wet/Damp	1350	JUNCTION OF GOODRAMGATE AND KINGS SQUARE YORK

## Annex W – Accident data in York footstreets

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
12160228426	12/12/2016	1	Slight	0	0	1	0	1	Light	No turn	Dry	0944	CONEY STREET NEAR TO ST HELENS SQUARE
12170066926	16/04/2017	1	Slight	0	0	1	0	0	Dark	No turn	Dry	0330	PARLIAMENT STREET YORK
12170112563	27/06/2017	1	Slight	0	1	0	0	1	Light	Right	Wet/Damp	1420	JUNCTION OF GOODRAMGATE AND DEANGATE YORK
12170146166	12/08/2017	1	Slight	0	0	1	0	0	Dark	No turn	Dry	2120	LENDAL 2M NORTH ST HELENS SQUARE YORK
12170144763	15/08/2017	2	Slight	0	2	0	0	0	Light	No turn	Dry	1812	MINSTER YARD AT JUNCTION WITH LOW PETERGATE YORK
12170172791	26/09/2017	1	Slight	0	0	1	0	1	Light	No turn	Dry	1315	CHURCH STREET YORK
12170180018	07/10/2017	1	Slight	0	1	1	0	1	Dark	No turn	Dry	1800	LOW PETERGATE 20M SOUTH GRAPE LANE (OUTSIDE NO.62) YORK
12170188040	19/10/2017	1	Slight	0	1	0	0	0	Dark	Right	Wet/Damp	2240	DUNCOMBE PLACE YORK
12170207259	17/11/2017	1	Slight	0	0	1	0	0	Dark	No turn	Wet/Damp	2050	COLLIERGATE YORK
12170215132	30/11/2017	1	Slight	0	0	1	0	1	Light	No turn	Dry	1045	JUNCTION OF GOODRAMGATE AND COLLIERGATE YORK
12170227789	22/12/2017	1	Slight	0	0	1	0	1	Light	No turn	Wet/Damp	0955	OUTSIDE 13 PARLIAMENT STREET YORK
12170232660	28/12/2017	1	Slight	0	1	1	0	1	Dark	No turn	Dry	1838	GOODRMAGATE YORK OUTSIDE NO 56
1800029	11/07/2018	1	Slight	1	0	1	0	0	Light	No turn	Dry	2100	LENDAL YORK
1901404	02/01/2019	1	Slight	0	0	1	0	0	Dark	No turn	Dry	1930	LENDAL YORK APPROACHING JUNCTION WITH MUSEUM STREET
1901418	05/06/2019	1	Slight	0	1	1	0	1	Light	No turn	Dry	1100	JUNCTION OF KINGS SQUARE AND ST ANDREWGATE YORK
1901009	03/07/2019	1	Slight	0	1	0	0	0	Light	Right	Dry	1025	DEANGATE NEXT TO YORK MINSTER
1901116	13/08/2019	2	Serious	0	1	1	0	1	Light	No turn	Dry	1700	MINSTER GATES YORK
1901479	05/09/2019	1	Slight	0	1	0	0	0	Dark	No turn	Wet/Damp	2003	GOODRAMGATE YORK
2100636	06/03/2021	1	Slight	0	0	1	1	0	Dark	No turn	Dry	2130	ST SAMPSONS SQUARE 10M NORTH OF JUNCTION WITH DAVYGATE
2100491	30/04/2021	1	Slight	0	1	0	0	0	Dark	No turn	Dry	2220	U/C PARLIAMENT STREET 6M NORTH OF JUNCT WITH U/C HIGH
Column Totals		57		2	21	39	2	16					
No. of Accidents				2	20	38	2	16					

Total number of accidents listed: 54



**CITY OF YORK**  
COUNCIL

**Accidents Between Dates**  
01/09/2011 and 31/08/2021  
**Foot Streets of York**

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SCALE	1 : 1500
DATE	06/10/2021
DRAWING NO.	933
DRAWN BY	Sharon Wilkins

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**Annex X Comparison of phased approach with Single Scheme**

Phase one (original scheme)		Single scheme for contiguous footstreets scheme		Phase 2 Phase Further phase to protect the rest of the contiguous footstreets, after phase one installation	
Location	Measures	Location	Measures	Location	Measures
Parliament Street	Sliding bollard system controlled access/egress 23 static bollards	Parliament Street	Sliding bollard system controlled access/egress 23 static bollards		
Spurriergate	Sliding bollard system controlled access 8 static bollards	Spurriergate	Sliding bollard system controlled access 8 static bollards		
Coney Street	Sliding bollard system controlled egress 2 static bollards	Lendal	Sliding bollard system controlled egress 5 static bollards	Lendal	Sliding bollard system controlled egress 5 static bollards
Davygate	Sliding bollard system controlled access 4 static bollards	Blake Street	Sliding bollard system controlled access 2 static bollards	Blake Street	Sliding bollard system controlled access 2 static bollards
St Sampson's Square	Sliding bollard system controlled access/egress Sliding bollard system controlled egress 14 static bollards	Goodramgate	Sliding bollard system controlled access 2 static bollards	Goodramgate	Sliding bollard system controlled access 2 static bollards
		Colliergate	Sliding bollard system controlled egress 5 static bollards	Colliergate	Sliding bollard system controlled egress 5 static bollards
		High Petergate	Sliding bollard system controlled access 3 static bollards	High Petergate	Sliding bollard system controlled access 3 static bollards
		The Shambles	Sliding bollard system controlled access or similar 2 static bollards	The Shambles	Sliding bollard system controlled access or similar 2 static bollards
Jubbergate	5 static bollards 2 lift out bollards	St Andrewgate	Replace 5 bollards	St Andrewgate	Replace 5 bollards
		Minster Gates	Replace 4 bollards	Minster Gates	Replace 4 bollards
Finkle Street	1 static bollard				
Coppergate to Ousegate path	1 static bollard	Coppergate to Ousegate path	1 static bollard		
<b>Total</b>	2 Sliding systems - large 4 Sliding systems - medium 2 lift out bollards 58 static bollards		2 Sliding systems - large 5 Sliding systems - medium 1 Sliding systems – small, or similar 60 static bollards		Additional: 5 Sliding systems - medium 1 Sliding systems – small, or similar 28 static bollards <b>Total:</b> <b>2 Sliding systems - large</b> <b>9 Sliding systems – medium</b> <b>1 sliding system - small</b> <b>86 static bollards</b>
<b>Estimated cost</b>	Phase 1 £1.7M		£1.7M <b>Total £1.7M</b>		Additional £1.6M on top of phase 1 <b>Total £3.3M</b>

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## Annex Y

Vehicle counts showing impact of making the footstreet vehicle free

Location	Day	Year	CA R	Light Goods Vehicl e	Ordinar y Goods Vehicle	Ordinar y Good Vehicle 4+ Axles	Public Service vehicle s	Motorcycl e	Peda l cycle	Total motorise d vehicles
Blake Street	Weekda y	2018	91	29	13	0	0	6	100	139
		2021	2	5	4	0	0	1	84	12
		Compariso n	-89	-24	-9	0	0	-5	-16	-127
	Saturda y	2018	77	9	5	0	0	9	81	100
		2021	3	0	0	0	0	1	50	4
		Compariso n	-74	-9	-5	0	0	-8	-31	-96
Lendal	Weekda y	2018	95	49	12	1	0	4	95	161
		2021	7	16	3	0	0	4	113	30
		Compariso n	-88	-33	-9	-1	0	0	18	-131
	Saturda y	2018	77	14	6	0	0	9	77	106
		2021	11	2	2	0	1	7	74	23
		Compariso n	-66	-12	-4	0	1	-2	-3	-83

Colliergate	Weekday	2018	23	39	17	0	0	1	148	80
		2021	9	17	12	0	0	1	117	39
		Comparison	-14	-22	-5	0	0	0	-31	-41
	Saturday	2018	78	17	6	0	0	7	92	108
		2021	10	11	5	0	0	1	83	27
		Comparison	-68	-6	-1	0	0	-6	-9	-81
Goodramgate	Weekday	2018	4	8	6	0	0	0	73	18
		2021	0	5	6	0	0	0	83	11
		Comparison	-4	-3	0	0	0	0	10	-7
	Saturday	2018	80	15	6	0	0	5	86	106
		2021	0	2	2	0	0	0	43	4
		Comparison	-80	-13	-4	0	0	-5	-43	-102

The comparison row shows the number of vehicles in 2021 minus the number of vehicles in 2018. The weekday figure for Goodramgate in 2018 does seem to be low as vehicles exiting the pedestrian area from Colliergate, would only have been able to access the pedestrian area via Goodramgate.

# Footstreets and accessibility: an open community brief

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## Introduction

This brief represents the varied perspectives of the thousands of York residents who face barriers getting to, moving through, using and enjoying York city centre.

Its first draft was prompted by the impact of the footstreets expansion, implemented in line with [government guidance](#) to provide the space for York to reopen and its economy recover while protecting the health of residents. The first draft was published in November 2020 following a drafting process involving the York Disability Rights Forum. Open briefs are designed as working documents, to be tested and refined through ongoing community engagement.

This second draft is published following further phases of engagement over the last twelve months and ahead of the decisions over the future footstreets arrangements in York. The detailed results of these further engagement exercises, and the minutes of public meetings and workshops, are also available to view.

[www.york.gov.uk/AccessConsultation](http://www.york.gov.uk/AccessConsultation)

[www.york.gov.uk/MyCityCentre](http://www.york.gov.uk/MyCityCentre)

These briefs are all live documents and will be updated with the full results of the engagement of autumn 2021.

## Background

The council's understanding of the impact of removal of access to the footstreets has been built through a series of engagement exercises which started in 2019, when counter-terrorism specialists and police strongly advised the council to put in place measures to protect areas where large numbers of people gather from attack from hostile vehicles.

The council identified Blue Badge Holders and city centre business as key stakeholders to engage with in order to understand the impact of potential removal of access and explore any potential mitigations and reasonable accommodations. While this has remained the case throughout three years leading up to this report, engagement over the impact of the COVID-restrictions have brought requests for additional access from delivery couriers, from cycle campaign groups and from businesses responding to changing customer behaviour.

Following the engagement with Blue Badge Holders over the approach to phase one of the counter-terrorism measures, the council committed to holding open conversations to explore issues, impact and mitigation prior to implementation. However, COVID-19 restrictions quickly brought to an end the first incarnation of the My City Centre engagement vehicle, and required urgent action based on nationally set, public health driven rules.

## Re-opening engagement

The council was unable to follow its usual proactive approach, instead having to implement changes in response to central government's reopening timetable and national rules following lockdown in spring 2020.

The engagement that followed was therefore designed to make sure the Council fully understood the impact of its decisions, both positive and negative, and inform changes to policy which responded to those impacts. The city centre reopening following COVID-19 prompted the most extensive engagement with disabled residents and review of access to York's city centre since the footstreets were introduced in the 1980s.

Insight has been built during layered and extensive engagement since the initial consultation of counter terrorism measures in spring 2019. This has included over 170 attendees at twelve workshops covering access to the city centre and impact of counter-terrorism and COVID-19 changes (150 at nine workshops since start of COVID-19). Our surveys have attracted 620 responses from disabled residents - including 540 from Blue Badge Holders – to four surveys available on and offline before the autumn engagement. This is an ongoing conversation and the brief remains a live document. We will publish details of this engagement and add to this community brief ahead of the Executive decisions in November 2021.

Changes to the Blue Badge exemptions have been advertised to all Blue Badge Holders in York whose contact details we hold, and three freepost return surveys distributed to every York household through Our City.

The surveys have been advertised through extensive media coverage and social media activity, tagging Disabled People's Organisations to enable sharing. Council officers have also given regular briefings through a growing 'keep in touch' mailing list and attended groups convened by groups including York Disability Rights Forum, My Sight York, the Advocacy Forum, and Age friendly York Citizens Group.

The engagement has been made accessible through initial workshops co-facilitated with York Disability Rights Forum, the use of British Sign Language translators, published Easy Read version and information distributed through partner networks.

## **The major themes**

### **The competition for space**

One of the key issues underpinning the conversations about current arrangements has been the 'competition' for the limited space available in York, and differing perspectives – particularly relating to personal safety – of uses. It is essential that engagement reveals and reflects the different experiences,

perspectives and opinions about access to the city centre, especially where those perspectives differ.

While some respondents believe this can – and indeed be used in order to – create division or opposition between groups, the engagement approach is designed to surface tensions in order to increase understanding, communicate the constraints on council policy (such as finance, law and guidance over transport, security and COVID19 restrictions), and of course the perspectives of others. This practice has led to constructive rather than adversarial work across physical and digital engagement platforms across the council's regeneration schemes. This approach was taken to produce the original Community Open Brief last year.

The council does not treat any group as homogenous. The council's engagement has attempted to draw out the range of access barriers and needs which need to be addressed. Where two needs would appear to conflict (such as a desire for vehicle-free streets against a desire for Blue Badge Access), the council has a duty to understand those impacts. It then explores the issues arising and potential mitigations with those affected groups.

All engagement has reinforced need for an array of solutions to be implemented. Many groups continue to call for the reinstatement of Blue Badge Access until these are identified and implemented.

This diversity of opinion is replicated within the business community. With post-COVID purchasing habits altering business models, we now have areas of the city centre where businesses desiring increased pedestrianisation to enable outdoor seating operate next door to retailers who would prefer continual access throughout the day to enable multiple deliveries to and from their premises.

## **Benefits of the footstreets (to those who can access them)**

The community open brief summarises the potential access benefits of increased pedestrianisation, as revealed through surveys and workshops. Additional space and fewer vehicles increase perceptions of safety, while the

use of wider, flatter road surfaces is more accessible and navigable than the city's often narrow and uneven pavements. While some disabled residents felt that the footstreets extension for COVID-reopening had made moving through the city 'much easier', others feel very strongly that the potential benefits will never be felt by them as the removal of the Blue Badge exemption has effectively excluded them from entering the footstreets.

While the council's engagement has rightly focused on those people most likely to be negatively impacted by the changes, the potential and perceived benefits of the further removal of vehicles has still featured within our engagement. The differing perspectives were again evident in the workshops over accessible routes held in June 2021, with disabled residents offering opposed positions on the impact of reopening Goodramgate to traffic, while one disabled respondent referenced benefits of the extension when submitting in support of the traffic regulation order to remove the Blue Badge exemption.

## **Barriers to realising the access benefits**

Blind and partially-sighted residents and older people had initially expressed stronger support for the reduced traffic and congestion. My Sight York and Sight Loss Council members have more recently expressed concerns at the loss of Blue Badge and taxi access and indicated support for the reinstatement of the Blue Badge exemption.

Council officers also joined a city centre tour organised by the Sight Loss Council, as well as on-site workshops organised as part of this summer's engagement. Pavement café furniture, barriers, signs and bollards present an ongoing challenge to many disabled people. Responses to the engagement request consistent use of accessibility measures, such as tap rails and large, bold signage, backed up by enforcement action against businesses which do not consistently meet them. The York Access Hub has asked for its [collection of personal experiences](#) to be considered as part of the response to consultation over the footstreets.

## Changing relationship with the city centre exclusion

Among the disabled respondents to last year's surveys, Blue Badge Holders were far less likely to agree with the positive sentiments about the footstreets changes, both compared with the general population and those identifying as disabled. Even beyond the additional Blue Badge parking and November 2020's decision to reinstate Deangate and College Green, for a group of Blue Badge Holders the changes have massively disrupted, and in some cases ended, their relationships with the footstreets.

The consultation responses and related campaigns reflect the fact that a group of Blue Badge Holders believe that the changes represent a permanent exclusion from York's city centre, and discrimination against their rights under the Equality Act 2010. Consultation cannot determine whether discrimination has taken place - this matter will be addressed through the decision-making process.

It is, however, clear that the changes have led to stressful disruption to long-established routines and relationships with specific shops and services, including leisure activities, post office services and formal social groups. This group believe there is no available mitigation against the removal of the Blue Badge exemption. This has been raised throughout all the access and city centre engagement which has taken place, and is a position supported by the York Human Rights City Network.

The Blue Badge Holders point to several factors in concluding that the exemption cannot be mitigated against:

- A Blue Badge is a mitigation in itself against inaccessibility, and can offer life-changing independence to those who have access to a car or taxi.
- A car is independence, not a transport preference. To some it is an essential safe haven and a place to store medicines and equipment.
- Among other criteria, A Blue Badge is given to people who are unable to walk a certain distance, although there is an acceptance that the law is not definitive over when and how stated alternatives to parking - such as rest points - are appropriate.
- Mobility aids are not appropriate for some people, including one respondent who reports that using one would contradict medical advice.

## **Driving as independence, not convenience**

Decisions over parking and alternatives need to reflect the fact that travel by car is more than a transport preference for many, and represents an essential need to some. A car can be a safe haven; something which allows control and independence to be exercised, a place to store medicines and give the opportunity for spontaneity. Carrying purchases vary far can be a problem for people using crutches or walking aids for example, so a few short trips to and from the car can suit some people's needs better.

A Blue Badge can give life-changing independence and is in itself a mitigation against inaccessibility. Alternative parking or access often require additional efforts and processes. Booking appointments to use a train, barriers which require a third party to give access, waiting for a ramp or a specially adapted taxi can lead to stress, feelings of dependence and 'being special'.

Waiting for unknown lengths of time, away from facilities like accessible toilets and suitable seating, is a source of great anxiety for many. Some need to be able to leave an area quickly for a variety of reasons.

The same principle needs to be applied to alternative transport options for those who don't have access to a car, to Blue Badge parking or would simply prefer to travel another way.

## **The alternative measures**

The alternative measures introduced in York following the first lockdown were not deemed adequate by many, leading to changes following November 2020's Executive. 80% of disabled respondents disagreed or strongly disagreed that there were enough parking places close enough to access the city centre, and 9% believed the free taxi shuttle was a useful service.

The workshops highlighted several issues to consider when looking at other potential mitigations or accommodations, including the lack of flexibility of a single drop-off point, the need for cover, and the need for seating and accessible facilities in any place where disabled people are expected to wait for any length of time. There were also issues with being dropped off in areas used

by delivery drivers, and a sometimes painful process associated with transferring between vehicles.

## Challenging the risk

Respondents have challenged several of the assertions that the presence of Blue Badge Holder parking and driving on the footstreets leads to increased risk.

### Usage levels

Several respondents and disabled groups have questioned the council's justification for removing access to Blue Badge Holders while continuing to offer exemptions to a number of other users.

At a recent meeting hosted by the York Human Rights City Network, disabled people's organisations asserted that relatively few Blue Badge Holders would need to use the closer-proximity access. The group has asked the council for details of parking figures in the previously permitted footstreets areas. A pre-COVID survey found that between 80 and 120 Blue Badge vehicles parking on the affected streets per day, with peak demand in the morning at around 11:30 but remaining high until 14:30.

However, it is unclear how the council could determine which Blue Badge Holders would or should be given preference, by what means, and if indeed this practice may be considered discriminatory or arbitrary by other Blue Badge Holders either within or outside York.

There is no way of telling how much of the previous parking has now been displaced to other areas of the city centre, where Blue Badge parking remains increasingly popular. The absolute minimum use of Blue Badge parking in the city centre between 451 and 686 (including 75 to 119 in on-street Blue badge bays) uses per week since the beginning of June. The figure is likely to be much higher, as these figures are based on a count of use at a single point in time each day. Also, it does not include any parking on double yellow lines, including the parking on the large area of College Green and Deangate which was restored following the Executive's decision in November 2020.

## Counter-terrorism

It is largely but not universally accepted that counter-terrorism measures could represent a 'legitimate aim', as envisaged within the Human Rights Act, for limiting access. However, there is a degree of cynicism regarding the level of risk from the type of attack which the Hostile Vehicle Measures are designed to prevent. The police's counter-terrorism expert for the region has countered this, stating that the measures have saved lives in events such as the London Bridge attack of 3 June 2017. The terrorism threat in the UK is 'Substantial' – meaning an attack in the UK is likely - and York's unique combination as an iconic symbol of British Christianity and culture, coupled with large volumes of people using the city centre every day, mean protection is necessary.

The Human Rights City network asks the council to consider how two other cities with similar historic features and large volumes of visitors are allowing Blue Badge Holder access to some parts of the areas protected by counter terrorism measures. Chester is allowing access through a staffed barrier, while Bath has recently consulted on proposals to allow access to one of three protected areas using access controlled through CCTV cameras.

While some workshop respondents asked if temporary measures could be used at peak times and events to prevent permanent removal of the exemption, others referenced large issues over access through the national asset barriers which York will once again have to use to keep the city safe during Christmas 2021 events.

## Other accessibility issues

The extensive engagement has captured access barriers and considerations beyond the removal of the Blue Badge exemption. These themes have informed a large part of the work programme leading to the recommendations being considered by the Executive. More recent engagement over some of these issues has highlighted that York is currently falling short of expectations in some of these key areas.

There are many parts of York's medieval city centre which are viewed as 'no go' for many disabled users, with streets like the Shambles combining crowds,

cobbles and narrow pavements. Narrow or poor quality pavements and cobbles, like those at College Green, can often force people into the road. While there is a general acceptance that York's special historic character presents some barriers, there remain many opportunities to improve accessibility in the rest of the city.

## **Quality of footways and pavements in York need to improve**

Disabled residents report that many of the surfaces and pathways are slippery, uneven and narrow, providing trip hazards and making journeys using mobility aids and wheelchairs painful and difficult. They often take the 'path of least resistance', which can involve the road itself. Some kerbs are not 'properly dropped'. The location and proximity of a parking space is only useful if the journey is smooth.

The My City Centre summer survey shows that **quality of pavements** ranks highly in disabled access priorities, but scores poorly when rating the city's current provisions. While using the street surface may be preferable to the narrow and often uneven pavements in York, good quality dropped kerbs and other accessibility measures – such as tactile pavements – are essential to allow disabled people to use shops and services. These need to be in the right place and of the right volume to make sure disabled people are not forced to regularly turn back on themselves to take a long way round street furniture.

**Level routes** to town are preferred, and are more important than proximity for some people - especially for those propelling or pushing a wheelchair. Some routes don't have any dropped kerbs, some are too steep, and some have a dip between the pavement and the road where the wheel gets stuck.

**Electric wheelchairs** can help overcome the issues of distance, but the poor surfaces can still lead to discomfort. Tactile surfaces can be difficult with mobility aids, these are not necessarily viewed as the ideal solution by Blind and Partially Sighted residents, but they are accepted as the only real option. Lighting and coloured surfaces have been suggested in past consultations.

Frequent **rest points** are vital, along with a system which identifies priority for those with mobility needs, (requested every 15 metres). There are too few

places to stop and rest in York city centre, and routes from access points like car parks should be prioritised.

An **accessible land train** moving through the city centre has been raised both in the survey and workshops. The idea of an **accessible shuttle service** was developed at the summer's accessible routes workshops. While it would not be a solution for all users or replace Blue Badge parking in the city centre, it could be part of the range of measures to improve access to the city centre.

**Accessible toilets** are ranked as a priority by 60% of disabled respondents to the summer's city centre survey, only 3% of respondents believe the current provision in York City Centre is adequate.

## **Information makes a journey possible**

Planning a journey requires detailed and accessible information, and a level of confidence that the journey will be straightforward and that the preferred transport option will be accessible. Ease of journey, coupled with greater access, is leading many to choose 'out of city' locations. Maps detailing the location and type of rest points (detailed down to whether benches have backs) would be best practice, with Chatsworth House's [accessibility map](#) identified as a positive example.

Organisations need to provide lots of detail about services to give people the independence to choose the one that best suits them. This includes where to get the service, how much it costs and times, rather than refer to a phone number to call for more information.

Many use Google Street View to establish arrangements and to plan routes. Future communications need to include pictures or very detailed maps, as Google Street View may not show a contemporary picture (for example, Dundas Street's google street view was taken in August 2019). Detailed descriptions must also be made available to Blind and Partially Sighted people.

The fast-changing picture and lack of detail around the shuttle taxi service in the initial communications undermined confidence of some potential users. Information on the COVID-secure procedures, the taxi operators, and the

process for booking a return trip and the vehicle types made at a later date were all added to the web pages, and the use of the service has grown.

## **Private hire taxis and Hackney cabs (as opposed to the taxi shuttle service)**

Concerns regarding coronavirus risk, the accessibility of vehicles, and the reduced capacity to be dropped closer to desired shops and services are highlighted in general discussions of taxis. One respondent reported anxiety caused by experience of taxis failing to turn up on time or be accessible when they arrived. The lack of availability of wheelchair taxis at school pick-up and drop-off time was raised. Users would like to see pooled information from on available vehicles and check understanding of what 'accessible' means, as many are suitable for some wheelchairs but not others. Respondents encouraged the council to facilitate communication between taxi and private hire associations and disabled groups following this feedback.

## **Accessible parking is about both place and type of space**

The majority of respondents are unable to comfortably walk very far. Government guidance states that applicants who can walk more than 80 metres and do not demonstrate very considerable difficulty in walking through any other factors would usually not be deemed as eligible for a Blue Badge. This means a relatively small increase in the footstreets area – for example extending the walk from Castlegate to Castle Car Park - could be the difference between making a journey possible or not.

It is also clear that many people have chosen their medical practitioners, shops and services because of the historic availability of close parking, and others have 'set routes' based on knowledge of routes, pavements and obstacles to avoid. As one respondent puts it, they have learned the 'path of least resistance'. Moving parking, adding street furniture and other changes could force a change in well-established behaviour.

The replacement parking at St Saviourgate, Carmelite Street, Dundas Street and Duncombe Place is welcomed, but as it was introduced after the main changes

means that not everyone knows about it. However, despite some of the new parking being very close to the lost parking, there is general consensus that the new parking is not 'on the edge of the city centre' in the way Blake Street, Lendal and Goodramgate are. This has been reinforced in the consultations over the additional parking proposed as part of the process to remove the Blue Badge exemption. It may be useful for some people to access some places, but it is not deemed a mitigation or replacement for the parking which has been removed.

The new temporary parking closer to the city centre is also limited in numbers, leading to anxiety over the possibility that it will be full. One respondent reports that they had never struggled to park in York city centre prior to the Blue Badge footstreets exemption being removed, but now they have been unable to find parking and had to shop elsewhere.

## **The type of space is as important as place**

The location of the parking bays, bus stops, taxi and shuttle taxi drop-off is only part of the story. The city centre offer is compared unfavourably by some to the experience at purpose built out-of-town shopping centres like the designer outlet. However, out of town shopping centres were identified by blind respondents as being potentially dangerous, as pedestrians have to cross many open and unmarked roads. Parking needs to accommodate a 'nose-first' approach, with space to unload from the side and back of the vehicle. Unloading a mobility aid onto busy roads or pavements can be very difficult and stressful, and places those doing so in direct conflict with other road and pavement users, whose lack of understanding can often lead to abusive language and behaviour. Drop off points and bus stops also need to be designed to reflect the need for space.

The ongoing engagement has highlighted frustration with the use of **shared parking bays** and a perceived lack of enforcement of abuse by other users. The Duncombe Place bays are highlighted as an extreme example, with delivery drivers occupying spaces leading to aborted visits to the city centre. In contrast, these shared spaces are appreciated by the delivery drivers and couriers.

Disabled people without a Blue Badge also share a sense of danger using parking bays. For those with guide and assistance dogs there can be limited space to get their dog in and out of the car safely, especially if they cannot hear traffic behind them.

## **Buses**

Blue Badge parking is important, but disabled residents use a variety of transport modes which require attention. Buses are the most popular mode of transport used by disabled respondents to the summer city centre access survey, with Blind and Partially Sighted residents in particular relying on them. There is currently no way to guarantee that the bus you are waiting for has room on it for a wheelchair. Even though all of York's buses meet accessible standards, there is sometimes difficulty with space for larger wheelchairs and wheeled walkers. York Bus Forum hope that it will prove possible to include more information on future versions of bus apps.

Many Blind and Partially Sighted people rely on buses. While some are confident travelling on buses and enjoy the fact that they are not busy, many are not traveling due to concerns about judging a 2m distance or being able to follow social distancing arrangements. York Bus Forum support further action, for example by offering explanatory leaflets in braille.

Wheelchair users report an inconsistent and unpredictable experience on public transport, which depends largely on the attitudes of fellow passengers and the confidence and willingness of drivers to implement the priority of space for disabled people. York Bus Forum will continue to work with bus operators to address this issue.

Removing time restrictions on the disabled bus pass, or removing park and ride fares, could make it a more attractive option for some.

One respondent reported that their bus pass is useless as they 'have not been able to find out how to make an appointment to get the 'training' to be able to take my scooter on buses.' York Bus Forum urge the council and bus operators to work together to ensure there is clear guidance on how to access this

training and to make this more widely known. Another referenced limited evening and Sunday service.

Bus apps have reduced waiting times, and visual display schemes would be useful in district/secondary shopping areas. Age Friendly York have discussed piloting a battery operated screen that if successful could be rolled out into the suburbs, as the main cost implication was installing an electric cable.

Dial and ride provide a mini bus service which will meet some of the identified needs but is not considered appropriate by all.

## **Cycling as a mobility aid... and a perceived risk to others**

The foot streets extension for disabled cyclists is potentially very positive, providing they can be allowed in – and appropriate locking facilities are available. Cycling has never been allowed in footstreets. Cycles are a mobility aid for many, so a blanket ban on cycling in the footstreets may either remove access for them or force them to switch behaviour to drive, park and use a wheelchair. This is less convenient, adds to congestion and discomfort – both as a result of transferring from vehicle to vehicle and due to the suitability of York's street surfaces when using any wheelchair. There are also concerns that introducing some cycles will lead to a 'free-for-all' of bikes on the foot streets, and that a blue-badge style scheme may have to be operated and effectively enforced.

Any trial would need to be accompanied by an education campaign; for rangers and other security or enforcement staff to understand who and why cyclists are in the foot streets, and the public so disabled cyclists do not receive complaints or abuse while legitimately using their cycles. The shared space around York Minster is identified as unpopular and dangerous. Notably, there was confusion over whether there is a marked cycle path in this area.

The perceived risk of cyclists in pedestrianised areas is a serious concern highlighted by both Blind and Partially-Sighted respondents and the Age Friendly York group. One suggestion is to clearly mark cycling routes using textured surfaces, and for cyclists to be asked to use bells to warn people that they are approaching junctions. There are also differing perspectives on shared spaces. Some believe the shared spaces slow cyclists down, which has been the

council's rationale for using them, while others believe physical lines segregating the areas work better. One participant observed that it is often pedestrians in the cycle lane that will often force cyclists onto the pedestrian side of the paths.

## **Cycling in general**

Cycling in the city centre is remains a divisive issue amongst residents. While some cycle campaigners would like to see the restriction on cycling through the city centre removed entirely, others have proposed a dedicated route through the city centre.

However, such shared pedestrian spaces are unpopular with some residents, who already feel less safe as a result of cycling through shared areas like the Minster or New Walk.

Residents 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.

## **Couriers and delivery**

The pandemic has potentially changed delivery patterns and demand forever. The increase in volumes and a business model driven by remote and impersonal app-based businesses has caused anxiety for both the couriers and delivery drivers, as well as other city centre users.

Participants suggested that, without refined governance and clear cycling lanes, the volume of delivery cyclists and e-cyclists could become unmanageable for both the delivery drivers as well as the pedestrians and vehicles navigating around them.

Cycle couriers asked for exemptions in order to reduce delivery times and improve performance, although many of the problems outlined by couriers were issues with the apps and processes that the council could not solve. A self-organised 'union' offered to sign up to code of conduct to reassure the public that they would use this responsibly.

Delivery hubs for larger deliveries 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 in Duncombe Place was welcomed by participants, contradicting the views of some disabled residents who find the location dangerous due to high levels of activity.

Walk York 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.

## **Off-street parking**

One Blue Badge Holder requested an increase in the amount of Blue Badge parking in Piccadilly. Well-lit, open car parks are preferred but those closest to town, like Castle, have the worst surface and smallest spaces. Non Blue-Badge holders highlight the cost of parking in York, and the size of spaces in Castle car park as major factors pushing them to shop in cheaper, non-pedestrianised centres nearby.

The council's multi-storey car parks offer proximity to the city centre, but several issues need to be addressed before they are viewed as an option by many.

There are several design features which need to be considered:

- Some of those concerns are common to all drivers, in particular concerns about security and a risk of being trapped by a failed lift. If a lift

is not working, this information should be available before a driver enters the car park, and preferably before they start their journey.

- Ticket machines need to be accessible.
- Type of space is as important as place (see below)
- Disabled parking in an area where there is no through traffic between the vehicle and the exit
- Visibility to/of drivers backing out is essential
- Height restrictions in all car parks exclude some models of adapted vehicles. Where the height barriers are removed, this needs to be communicated to Blue Badge holders.

## **Shopmobility and scooters/wheelchairs**

Shopmobility is identified as a useful and good service within workshops over the foot streets and counter-terrorism, but is clearly not viewed as an option for all. The city centre surveys in summer 2020 revealed that Shopmobility in York is highly valued by its users but as a service is not well understood. Shopmobility is a key factor in the award-winning accessibility provision in Chester.

For a number of residents in York, it has been used as an introduction to mobility scooters and power chairs before buying one. Limitations to the service have been highlighted throughout the engagement. Its location in Piccadilly multi-storey puts some off using it, but is valued by others. The cost and opening times are also highlighted as barriers to use. One user has identified an issue that doors to reach the lifts in the car park are not automatic, so present difficulties if also operating a mobility aid.

One participant commented that hiring a mobility aid 'where I park' would be useful, with others highlighted the hubs in Amsterdam and London. The independent review has suggested that 'parking hubs' could be created and if this suggestion comes to fruition, mobility scooter/ wheelchair hire at these points could be considered. Previous engagement has highlighted the need for more concerted marketing of Shopmobility to residents, with a more effective web presence a key priority. The pandemic interrupted this work.

Buying your own electric wheelchair or mobility scooter is expensive, requires home storage and may require a second person or expensive vehicle adaptations to load and unload it.

## **Time and timing**

Time is a limiting factor. Previous consultations have identified that many Blue Badge holders feel the three-hour restriction on double yellow lines is not long enough to do several things, especially engage in leisure like eating out or going to the cinema. Others felt that the time limit on these badges should be greatly increased because car parks, as opposed to City Centre Blue Badge parking bays, often entail a longer and timelier journey into town when needing to use mobility aids. The suggestion of providing more seating on routes also demonstrates that the journey into the centre will take longer.

Some disabled people are able and choose to visit the city centre before the morning footstreets restrictions begin. However, this is not an option for many for a variety of reasons, including set times for carer support, and many shops open at 10am so this only allows 30 minutes to access shops and services before leaving.

They will often be competing with delivery drivers looking to do the same. The extension into the evening makes accessing the shops before they close more difficult. This is a particular issue with services like banks, many of which have shortened their opening hours. The evening extension has affected some user's ability to attend evening groups on Spurriergate and at Friends' Meeting House, and once lockdowns are finished with, the 8.00 pm finish will have a greater effect on Blue Badge Holders. Most city centre evening and cultural events start before 8.00 pm, meaning Blue Badge user cannot park centrally to attend them.

## **A changing city**

The footstreets extension is not the only thing which has changed in the city centre. City centres have been changing rapidly, with key services like banks, post offices and many retailers altering services as customer behaviours change. The coronavirus has accelerated some of the anticipated impacts on city centres, and the true long-term impact on customer behaviour and the market's response will continue to emerge in the coming years.

Some banks, for example, have shortened opening hours and the Co-op is closing its city centre branch, a trend which is expected to become increasingly common as more and more services move online. These will exacerbate the impacts of the changes to the city centre and the foot streets. One shop which many residents reference as a major reason to visit the city centre had announced plans to down-size its premises even before the pandemic.

Major regenerations of the Castle Gateway, York Central and other parts of the city will provide new public spaces, destinations, transport routes and places to work for all residents, and the locations and types of shops and services will change alongside these.

## **City Centre residents**

An increasing number of people now live in the city centre, including above commercial buildings. Some residents welcome the footstreet extensions, noting improved access and safety, a more pleasant environment and better air quality (St. Leonard's Place, Museum Street and St. Leonard's Mews Residents Group). However, some residents living in the city centre think footstreets add complications of access and delivery arrangements.

This includes disabled people, who feel the restrictions limit important visits to their home by vehicles, including deliveries and taxis.

One city centre resident describes several issues linked to the evening times, including access for tradespeople, key services like vets, trips to the recycling centre and dropping off shopping. A resident also suggested that the fact tradespeople can no longer leave properties within the footstreets at 5pm each day is having an impact on the maintenance of their listed building.

## **What enables and what stops me**

Around half the respondents to the online survey (September Our City) identified barriers to enjoying the city centre for the full range of what it has to offer; working, learning, shopping, leisure and accessing services and healthcare. The majority of these cite the new parking measures as the main barrier, but there are other reasons identified to consider.

As well as the quality of surfaces identified above, the shops themselves feature heavily. Many of the shops in town, even modern buildings and recent conversions, are inaccessible. Getting a shop's attention to utilise temporary ramp access, if available, is often difficult. A campaign to increase local shop's awareness of the size of the disabled market, accommodations they can make to attract the purple pound, and use of AccessAble guides to promote good businesses, could encourage businesses to act. The council and Make it York have worked with the York Disability Rights Forum to share some initial information and guidance with businesses.

## **Kindness and empathy**

The engagement is littered with examples of respondents reporting hostile behaviour towards them. This ranges from general impatience to verbal abuse, and a failure of many to consider disability in their daily behaviour.

## **Human Rights considerations**

Police advisors originally framed the need for counter-terrorism measures as a human rights issue, and the council has recently been asked by the city Human rights Network to reconsider the proposals to remove Blue Badge exemptions through a human rights lens.

## **Future relationships**

Whatever the outcome of the November's decisions, and despite the extensive efforts to create an in-depth and accessible engagement to understand and find solutions to the issues facing access to the city centre, there is clearly a need to rebuild trust between some several stakeholders and the council.

Throughout engagement and the surrounding narrative played out through campaigns, media articles and responses to consultations, the distrust of motives is as strong as the frustration with outcomes. While the council has attempted to replicate it's 'My' engagement methodology, which surfaces existing tensions and attempts to resolve those by connecting those stakeholders in the process of making change together, this has been perceived as an attempt to create conflict between stakeholders.

Cycling groups, delivery drivers, Blue Badge Holders and some disabled people's organisations have all identified areas where they believe the engagement process can be improved, including criticisms of too much consultation, not enough deep listening, a lack of co-design of solutions and framing questions to generate a certain response.

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**Executive****18 November 2021**

Report of the Director of Transport, Environment and Planning  
Portfolio of the Executive Member for Transport

## **Dial & Ride: Funding and Delivery Arrangements**

### **Summary**

1. The York Dial & Ride service is a much valued service by its users and is key to providing them a safe sustainable mode of transport that supports community wellbeing.
2. York Wheels are a local community transport provider and long-time operator of the York Dial & Ride service, they also provide a Voluntary Car Share scheme.
3. The current funding arrangements for York Wheels have expired and need review.
4. The report details the options of procurement of the Dial & Ride services versus a grant funding model for York Wheels.
5. If York Council procures the service it will have full control of the service provided. However, not only is this likely to cost more the risk is that it fails to deliver the flexibility the service delivered by a local charity can.
6. Depending on the decisions made about how the service is delivered there is a further decision required about replacement of two life-expired Dial & Ride minibuses.

## Recommendations

7. The Executive are asked to:

- Delegate to Corporate Director of Place in consultation with the S.151 Officer and Director of Governance authority to enter into a grant funding model with York Wheels for the Dial & Ride Service.

*Reason: To ensure that local community transport services continue to operate at full strength on a stable financial basis.*

- To authorise the grant funded replacement of two minibuses in compliance with current council fleet replacement policies.

*Reason: To ensure that the Dial & Ride service meets the highest reliability and safety standards going forward within the available budget.*

- To recognise the additional cost of the service going forward and note that this will be funded from Bus Service Operator Grant (BSOG)

*Reason: To ensure that new service is funded within available budgets*

- To authorise the Corporate Director of Place a to open discussions with York Wheels about how they may be able to support Blue Badge Holders with access to the City Centre up to the value of £50k.

*Reason: To ensure that the Dial & Ride is part of the solution to ensuring disabled access to the city centre in the future.*

## Background

8. Local community transport provider York Wheels has, for many years, operated the council's Dial & Ride service under a service level agreement. As a York-based not-for-profit charity, with a high level of volunteer support, York Wheels are ideally placed to operate the service in a manner which, in comparison to

alternatives, offers excellent value for money for the council and have a high level of understanding of local needs to travel through extensive links with the local community.

9. York Wheels utilise four accessible minibuses to provide the Dial & Ride service, which offers every older or disabled York resident the opportunity to make a return journey between their home address and the city centre, Askham Bar, Clifton Moor, Foss Islands, Foss Bank or Monks Cross shops once per week. Further information on the service can be found online at [itravelyork.info/dial-ride](http://itravelyork.info/dial-ride) and [yorkwheels.org.uk](http://yorkwheels.org.uk)
10. Prior to the Covid outbreak in March 2020, approximately 5,000 return journeys per year were made on Dial & Ride services, with around 500 users of the service in total of which around 200 are regular users travelling at least twice per month.
11. Approximately 20,000 journeys per year were made on York Wheels' volunteer car scheme, with around 1,500 users in total.
12. During the early stages of the Covid pandemic, the Dial & Ride service ceased operation (between March and August 2020), although York Wheels made some use of the vehicles to provide urgent, non-emergency medical journeys. When the service resumed, bus capacities were limited in order to maintain social distancing. This restriction remained in place until August 2021.
13. Since the relaxation of most Covid restrictions, patronage has returned steadily during 2021, with passenger numbers reaching approximately half the 2019 figure by August. Face masks are still required to be worn on board.
14. Under current arrangements, the council owns and maintains three minibuses, exclusive use of which is granted to York Wheels who operate the council's Dial & Ride service using their own drivers and office admin staff. The vehicles are garaged and maintained by the council at Hazel Court depot. A fourth vehicle used to operate the service is fully-owned by York Wheels.
15. The formal service level agreement between City of York Council and York Wheels continues to roll on but requires annual review. The process of annual review is challenging and does not allow York Wheels to plan, therefore a longer term arrangement is in everyone's interests to safeguard the future of the service.

16. Historically, the true cost of the service has proved difficult to determine as a result of the costs being split across both the council and York Wheels.
17. In summary the contribution can be summarised as follows:
  - Service Level Agreement
  - Concessionary Fare
  - Maintenance of the vehicles
  - Parking and Inspection Costs
18. Service Level Agreement - Under the current arrangements, the council provides £70k annual revenue funding to York Wheels in the form of a service level payment. This amount has remained static since 2012. Using the CPI inflation figure for June 2021, this represents a 16% reduction in real terms since 2012.
19. Under the current arrangements, an unspecified amount estimated to be circa £20,000 of the council's £70,000 annual funding contributes towards administration of York Wheels' volunteer car scheme. This scheme allows volunteer drivers, using their own vehicles, to offer journeys to medical appointments for older and disabled persons at a minimal cost. Because of the use of volunteers as drivers, who are recompensed for out of pocket costs but not paid for their time, the service presents very good value for money.
20. Concessionary Fare - The council makes a further payment to York Wheels to cover the additional cost of permitting Dial & Ride users to travel for half-fare on the production of a valid concessionary bus pass. This is calculated from actual data at the end of each financial year, and usually amounts to approximately £15,000 per year. It should be noted that this is not a subsidy to the Dial and Ride service, but to its users.
21. Vehicle Maintenance Costs - Vehicle maintenance costs are currently covered by the council using Transport budgets. These costs vary from year-to-year depending on the level of repairs needed to the Dial & Ride vehicles and tend to increase in line with average vehicle age, which is currently high with 2 vehicles more than 10 years old. In 2019/20 these costs were approximately £17,500.

22. Parking and Inspection Administration Cost - This is an in kind contribution as no charge is made for inspection administration or parking of the vehicles at Hazel Court and therefore do not appear on the balance sheet. If the council was to sell equivalent services on a commercial basis, the annual cost charged to the client would be approximately £16k per annum.
23. The above cost of the Dial & Ride contributions are summarised in the table below

Annual revenue payment	£70,000 – Grant to York Wheels This is approximately split 50k for Dial a Ride and 20k for Voluntary Car Share Scheme
Vehicle Maintenance	£17,500 Funded from Transport budget (variable based on maintenance requirements)
Parking and Inspection Administration costs	£16,000 – In kind contribution CYC No cost incurred
<b>Total per annum</b>	<b>£103,500</b>
Concessionary support	£15,000 – Payment to York Wheels variable based on Dial & Ride Patronage

#### Current arrangements between the Council and York Wheels

24. The formal arrangement between the Council and York Wheels has expired.
25. It is not tenable for York Council to continue to pay funds to York Wheels without a new formal agreement between the parties.
26. It is also not reasonable to expect a charity to provide a service like Dial & Ride without some understanding of their long term funding arrangements.
27. Advice has also been received that the previous agreement was insufficiently clear with regard to key areas such as responsibility for vehicle maintenance and the licences/permits under which the vehicles are operated.
28. The current vehicle fleet for Dial & Ride is made up of four vehicles. One is wholly owned by York Wheels (grant funded bid

to DfT) the remaining three are owned by the Council. Two of the Council owned vehicles are now life expired and require replacement. The other two vehicles have 3 and 4 years' useful service life remaining.

### **Consultation**

29. Officers have consulted with colleagues from the council's Procurement, Finance and Legal departments in order to evaluate potential options. We have also consulted extensively with York Wheels.
30. As no change to the current level of service being provided is sought by the recommendations, and any future service change under the recommendation would be a decision for York Wheels, the council has not consulted with the users of the York Wheels or Dial & Ride service.
31. York Wheels have a special relationship with many residents of the city helping them address their specific access needs.
32. If Executive are minded to approve the recommendations to grant fund York Wheels, and have made decisions that remove the blue badge exemption from accessing certain footstreets, then a review with York Wheels about how they could support Blue Badge Holders access the city centre could take place.

### **Options**

33. The council therefore needs to determine that should it want to see a Dial & Ride Service delivered in the future how that will be funded.
34. In essence two options are available.
35. **Option 1** [recommended] – Provide a revenue grant to York Wheels to enable them to operate both the Dial a Ride Service and the Voluntary Car Share Scheme as an independent client organisation. Total cost £121,000 per annum index linked revenue funding plus approximately £15,000 per annum concessionary travel reimbursement (variable based on patronage)

And

To provide £170,000 capital funding within the grant (of which £160,000 is already identified in the Transport Capital Programme) for the replacement of two life-expired Dial & Ride minibuses with new Euro VI diesel equivalents.

36. **Option 2** – Provide grant funding to York Wheels to enable them to operate just the Car Share Scheme as an independent client organisation. Total cost £23,000 per annum index linked revenue funding.

And

Undertake a competitive tender to find a Dial & Ride operator from April 2022 to include the provision of 2 vehicles to replace the life expired vehicles

### **Analysis of Options**

37. **Option 1** would see the Council move to a fully-grant funded arrangement with York Wheels
38. The following grant funding would be provided to York Wheels:
- £98,000 annual revenue grant funding for York Wheels to operate the Dial & Ride service.
  - £23,000 annual revenue grant funding for York Wheels to cover administration costs of their volunteer car scheme.
  - One off capital grant funding to allow York Wheels to purchase two new accessible minibuses
  - Transfer of ownership of one seven-year-old accessible minibus, market value approximately £20,000, from CYC to York Wheels.
  - Approximately £15,000 per annum concessionary travel reimbursement (variable based on patronage)
39. A grant funding agreement would be made with York Wheels, clearly stating the permitted use of the capital grant funding and requiring that the vehicles (or an amount of funds equal to their current market value) be transferred to the council in the event that York Wheels decide to cease operating the Dial & Ride service.

40. Under this option, York Wheels would have the opportunity to purchase parking at Hazel Court, plus administration costs of inspections, licencing and servicing, currently provided free of charge, from CYC at a fair market rate (approx. £16,000) and the grant proposed has been increased to reflect the current cost.
41. Subject to agreement with York Wheels, CYC would continue to maintain the Dial & Ride vehicles, however York Wheels will have the right to select an alternative supplier. In either case, an allocation of £17,500 has been made within the grant to cover vehicle maintenance.
42. To ensure York Wheels are operating as an independent body, it will be at their discretion whether or not to take up the council's offer of parking and maintenance facilities.
43. To further reinforce this distinction, a capital grant would be provided to allow all the vehicles used to operate the service to be under York Wheels' ownership. The length of the grant period is to be finalised but is expected to be a minimum of 5 years. A further Capital Grant is expected to be needed in 3-4 years time to replace the other vehicles.
44. The possibility of using electric vehicles for the service has also been investigated in line with the council's Fleet Management policy. The council's policy, approved by Executive on 19th March 2020, states that all new council vehicles under 3.5 tonnes should utilise electric power.
45. The minibuses used to provide the Dial & Ride service have a gross vehicle weight of approximately 5 tonnes and therefore are not required by the policy to be electric. However, the policy decision does require officers to "continue to explore the options for vehicles over 3.5 tonnes to move away from fossil fuels".
46. Dial & Ride, as a short-distance, stop/start service, could be ideal for operation by electric vehicles. Use of EVs would assist the council's air quality objectives however the capital cost of the provision of Electric Vehicles is substantially higher than for diesel vehicles.
47. Quotes have been sought and at least an additional £200k of capital funding would need to be found from other capital sources to upgrade the vehicles to electric operation. It is also anticipated

that the lead in time for delivery would be significantly longer than for diesel buses.

48. It is understood that sufficient charger capacity does not currently exist at Hazel Court, requiring an estimated additional £20k capital funding to install new chargers for these vehicles.
49. Given it is outside of the current adopted council policy and the significantly higher cost of Electric Vehicle this alternative is not recommended by officers at this stage, however grant funding opportunities for the potential purchase of electric Dial & Ride vehicles for future replacements will continue to be pursued.
50. **Option 2** As the service has not been put out to tender since 2012, it is difficult to establish what the competitive bid prices would be. However it is likely that with increasing fuel and energy costs, ongoing national shortages of driving staff and industry-wide uncertainty around the long-term effects of Covid and Brexit on staff availability, bidders would price a significant amount of financial risk into their bids.
51. The advantage of the Council going to the market is that it could specify the service it wants. However, in doing this it also risks removing the flexibility that benefits users that the current delivery model allows.
52. York Wheels, as a non-commercial charitable organisation operating without a view to profit, are able to operate the Dial & Ride service under a Section 19 permit (as defined in the Transport Act 1985). This means they are not required to hold a PSV operator's licence, employ a Transport Manager and their drivers are not required to hold a CPC (Certificate of Professional Competence). As a result York Wheels have significantly lower operating overheads than a commercial transport provider would.
53. Commercial bidders would also factor in an operating surplus, likely to be between 5% and 10%, which would not be present in a bid from a charity or company limited by guarantee.
54. York Wheels are likely to put forward a competitive bid, but should they lose out, the scope of their long-standing charitable operation would significantly decrease and there would be a strong adverse impact on the viability of the York Wheels charity as a whole.

55. Under this option the council would provide £23k per annum revenue grant funding to York Wheels as a charitable donation towards the administration of their volunteer car scheme, although the funding requirements of the scheme are likely to increase if the economies of scale through combination with Dial & Ride would be lost. For example, the cost of the telephone booking system which is at the heart of both operations is currently shared between the two and would be born entirely by York Wheels if the Dial & Ride service was provided differently.
56. Of the options under consideration, the preferred way forward for the council is to provide York Wheels, with an annual revenue grant to continue operating their services. This will clarify the council's total expenditure on the service and create a clear delineation between CYC as the grant provider and York Wheels as the service provider.
57. Through the engagement of Blue Badge holders it has become clear that many do not use Dial & Ride or see it as solution that works for them.
58. Further engagement is proposed to work with York Wheels and the Blue Badge community to see how the Dial & Ride service could be supported and improved, particularly to provide enhanced access for blue badge holders to the heart of the footstreets. An allocation of up to £50k is proposed in 2021/22 to support and enhance the service. Funding for subsequent years would need to be considered as part of future budget considerations.

### **Council Plan**

59. The proposals support the council plan objectives 'good health and wellbeing' and 'getting around sustainably'. This is because:
  - Use of the Dial & Ride service reduces the number of car journeys on York's road network
  - The Dial & Ride service allows people with restricted mobility to access activities they would otherwise find it difficult to reach. This has a range of good outcomes for both physical and mental health

- The Dial & Ride service is also able to access the pedestrianised footstreets area of York city centre and has an important role in providing access to this area for mobility impaired people as a mitigation for the restricted vehicular access to this area.

## **Implications**

- **Financial**

60. The current revenue budget for Dial & Ride is £88k. In addition there is £15k of funding from the concessionary fares budget. The proposed grant funding of £121k is an increase of £33k on the current Dial & Ride budget. This increase can be funded from the annual Bus Service Operators grant received from DfT. The grant funding is intended to be used for the purpose of supporting local bus and community transport services. York's share of the grant is £150k per annum.
61. It would also be necessary to provide a capital grant to York Wheels to fund the purchase of 2 mini-buses to replace the 2 life expired mini-buses at an estimated cost of £170k. There is an existing allocation in the 2021/22 transport capital programme of £160k to fund this. It is proposed to fund the additional £10k by reprioritising and re-profiling the delivery of other schemes within the existing Transport Capital Budget. Further capital grant funding will likely be required in future when the remaining mini-buses also need replacing unless other funding sources become available. This will be considered as part of a future budget process.
62. Members agreed as part of the 2021/22 budget a Covid Contingency of £2.5m to support the council with financial pressures arising from dealing with and recovering from the pandemic. It is recommended that any one-off expenditure incurred supporting the service and encouraging additional provision with Blue Badge groups (up to £50k) is funded from this contingency. Should there be ongoing costs this would need to be considered as part of future budgets.

- **Human Resources (HR)** – none.
- **Equalities**

63. The recommended option would could continue the provision of the Dial & Ride service which is of assistance to residents with protected characteristics. An Equalities Impact Assessment is provided at Annex A.

- **Legal**

64. ***Option 1 – Combination of Revenue and Grant Funding***

***Procurement Risks***

- a. The award of grants sits outside of the Public Procurement Regime under the Public Contract Regulations 2015; however this depends on the exact terms of the grant agreements used by the Council.
- b. A grant is a gift of funds for a specific purpose. In almost all grant agreements, the authority is giving the recipient funding in order for them to provide public services to members of the public; it is not an agreement for the provision of services, directly or indirectly, to the funding body itself.
- c. If in practice, the authority however requires the recipient of any grant to provide something in return for the funding to the authority, then it is more likely that the arrangement will be a public service contract that is caught by the Public Procurement Regime.
- d. However, if the grant is subject to conditions so that the grant beneficiary is likely to be able to do no more than cover its costs in providing the relevant services, it may be that the arrangement will not be considered to be within the scope of Public Procurement Regime. This is because it will not have the necessary cross-border interest.
- e. If a grant is found to be a public service contract which was let in breach of the Public Procurement Regime, it risks being declared ineffective, denying local residents of a much valued service, and causing the Council to clawback all funding and/or assistance provided, which could then significantly impact upon York Wheels' financial and economic standing and their ability to continue to operate, posing a potential

political and reputational risk should the charity become insolvent.

- f. Special care will therefore need to be taken when drafting any grant agreements issued to York Wheels under this option. The documents will need to (inter-alia):
- i) cover both the operational and capital elements of the grant;
  - ii) set out the terms and conditions for continued compliance and monitoring of expenditure under the funding agreement in order to ensure taxpayer's money is being spent properly by York Wheels;
  - iii) incorporate the ability for the Council to review and/or determine the award of the revenue grant on an on-going basis (particularly if this is characterised as a **Service of Economic Public Interest** (see 64(n) below) – e.g. the grant agreement could be set for a period of five (5) to seven (7) years (to tie into the lifespan of the vehicles provided thereunder) but with regular review intervals at say every two (2) or three (3) years to assess whether or not other charitable organisations have been formed in that time to deliver the service, or if grant remains at the necessary level for York Wheels to continue delivering the service;
  - iv) make it clear that York Wheels are not obliged to deliver any services to the Council, and that they may use the funding / assistance for the furtherance of the objectives of the grant agreement as they see fit, but subject to appropriate clawback provisions to recover any unspent or misapplied grant funding, or assets and/or equipment provided in kind (e.g. vehicles).

### ***Subsidy Control (formerly State Aid) Risks***

- g. If we proceed down this route, then a full and detailed Subsidy Control assessment will need to be undertaken by Legal Services in due course.

- h. Despite the fact York Wheels has charitable status, they are arguably carrying out an economic activity in delivering the Dial & Ride service and will potentially be caught by the Subsidy Control Regime (formerly the old European State Aid rules).
- i. Depending on the outcome of this assessment, this will determine whether or not the Council can indeed continue to award the grants to York Wheels without infringing these rules.
- j. If we were challenged, then any grants would potentially need to be repaid to the Council by York Wheels, which again would have a serious impact upon York Wheels' financial and economic standing and their ability to continue to operate.
- k. We have been providing aid to this charity for many years without testing alternatives and this is a risk to be aware of. However as we have already been doing this for many years, that risk may realistically be low.
- l. Subject to a full and detailed assessment in due course, further to the information provided in relation to this report it appears at this stage that it is highly unlikely that the grants described to local charity like York Wheels will be classified as a Controlled Subsidy.
- m. A controlled subsidy for the purposes of these rules, must possess all four (4) of the following characteristics:
  - Does the subsidy constitute a financial (or in kind) contribution such as a grant, loan or guarantee?
  - Has the subsidy been provided by a, 'Public Authority,' including, but not limited to, central, devolved, regional or local government?
  - Does the award of the subsidy confer a benefit on the Recipient in the sense of an economic advantage over its competitors that is not available on market terms?
  - Does the subsidy cause a distortion in or harm to competition, trade or investment between the UK and the EU, or any of the UK's other international trading partners?

m. Any grant to York Wheels arguably fails to meet the above definition because it fails to meet the last two (2) requirements for the following reasons:

i. Awarding a grant to York Wheels is unlikely to give them an economic advantage due to the current lack of similar services within the York Area:-

E.g.

- Whilst most local bus and taxi firms could theoretically have this capability, York Wheels are able to apply for a Section 19 permit (as defined in the Transport Act 1985). This means they are not required to hold a PSV operator's licence, nor employ a professional Transport Manager, and their drivers are not required to hold a CPC (Certificate of Professional Competence). As a result York Wheels have significantly lower operating overheads than a commercial transport provider would.

If the services were procured, again local bus and taxi firms could in theory bid, but would not be able to compete on price with York Wheels because of their inability to obtain these Section 19 Permits.

- Local ambulance services could theoretically provide similar services, but again the likelihood is that they would be unwilling to do so.
  - Whilst other similar charitable organisations may exist now or in the future, there are currently at the time of writing this report none within the vicinity of York that can provide a similar service to residents that York Wheels currently does.
- ii. Given the highly localised nature of York Wheels' activities to the administrative area of York, there is highly unlikely to be any cross border interest and as such any negative impacts on competition, trade and investment between the domestic UK states, as well as the UK's international trading partners. Further, in the event of any possible impact of competition, trade and

investment is arguably offset by the positive impact funding the Dial-a-Ride Scheme in this way will have on the community.

n. Another thing to possibly consider in due course is whether we can argue if York Wheels are providing a Service of Public Economic Interest ('SPEI'), which again would sit outside of the Subsidy Control Rules. For this to apply however, one must be able to argue that the services provided by York Wheels to the public and would not be supplied (or would not be supplied under the required conditions) without public intervention, and are of particular importance to society. In the past, SPEIs have included rural public transport services, so this may worth exploring with York Wheels. However, the Council can only award a subsidy for the delivery of a SPEI if:

i. it does so in a transparent manner – in other words:

- the Council regularly reviews the SPEI subsidy to ensure it remains what is necessary to deliver the service; and
- if the funding is above what is necessary, then the Council authority must recover the excess; and
- the Council must conduct such a review at least every three (3) years and upon expiry of the grant agreement,

all of which can be built into the drafting of the grant agreement if we decide to go down the route of an SPEI (see para. 64(f) (iii) above); and

ii. it is satisfied that the value of the subsidy is restricted to what is necessary to deliver that service. Public authorities should take into consideration the cost of delivering the service and what would be a reasonable profit for the enterprise delivering the task when deciding the value of the subsidy.

65. ***Option 2 – Grant funding for the Car Share Scheme and a new procurement of a public service contract for the Dial-a-Ride Scheme***

***Procurement Risks***

- a. In terms of the procurement risks for the Car Share Scheme Grant, please refer to para. 64(a) to (f) above.
- b. Any procurement of the Dial-A-Ride Scheme would need to be subject to a robust procurement strategy carried out in line with the Public Procurement Regime under the Public Contract Regulations 2015 and the Council's Contract Procedure Rules.
- c. There is a concern however that there is a strong likelihood that such a procurement will either fail to generate sufficient competition, resulting in York Wheels being the only bidder, or that any other provider who does bid will not be able to match York Wheels on price due to (*inter-alia*) York Wheels' ability to apply for Section 19 Permits (para. 64(m)(i) above), meaning that running a procurement such as may not achieve best value for the Council or local taxpayers.
- d. Further, a public service contract will require Council staff to take a more hands on approach to contract management than if we were to simply provide York Wheels with grant funding to deliver their existing schemes as they see fit, and a public service contract will also need a full specification from the Council, removing any degree of flexibility York Wheels has at present. That said, this will give the Council greater control over service delivery, to ensure that taxpayer money is being spent properly.

***Subsidy Control (formerly State Aid) Risks***

- e. In terms of the Subsidy Control risks for the Car Share Scheme Grant, please refer to para. 64(g) to (n) above.
- f. Any competitively tendered service contract for the Dial-a-Ride Scheme would fall outside of the Subsidy Control Regime, provided that a compliant tender exercise has been followed.

**66. *Additional Legal Considerations***

***Short Term extension to current arrangements***

- a. The proposal in Option 1 appears to be the best way to proceed, but there is also an argument that testing the market after nearly a decade to see if there is no alternative option could offer us protection against challenges of anti – competitiveness.
- b. It would also help prove that unless we provided this funding in the future, the market would not fill the gap and the service would cease, which is one of the exemptions allowing us to comply with the new Subsidy Control Regime.
- c. Reviewing how this service is delivered may include considering whether the Council could manage the service itself in a more cost effective way.
- d. Arguably, continuing with a short term arrangement for another year would allow all this analysis to be done, and then if no other viable option were found in this time then the Council would have the evidence we needed and be more justified in setting this arrangement on a longer term footing.
- e. That being said, given the initial Subsidy Control assessment above, and the arguments that such a procurement may not generate the level of competition we hope, one could argue that such a short term arrangement would not provide any benefit in terms of best value to local residents. The short term arrangement would also not negate the need for the Council to purchase the 2 replacement mini buses if continuity of service were to remain reliable.

***Possible future support for Blue Badge Holders with access to the City Centre***

- f. There is also the possibility of further funding in due course for York Wheels to provide support to Blue Badge Holders to access the City Centre.
- g. Assuming that these discussions were successful, and this was something York Wheels were able to provide, if we were to proceed with Option 1, this would then require a Deed of Variation to the existing Grant Agreement or its own Grant Agreement for this additional funding, in either case drafted by Legal Services.

The same Procurement and Subsidy Control Risks outlined in para. 64 would apply to this further grant, and a detailed Subsidy Control Assessment would need to be carried out at time of this award (particularly if by then the new UK Subsidy Control Bill has been passed – any new assessment would need to be carried out in the context of this Bill; at the time of writing it is unlikely that a retrospective assessment for the initial grant will need to be carried out, provided that the initial grant agreement was entered into prior to the new Bill being enacted into law).

- h. If however we proceeded with Option 2, any variation to any public service contract to include the Blue Badge Services will amount to a direct award of a brand new public service contract without advertisement, unless we can successfully argue that one of the permitted categories of variation under Regulation 72 of the Public Contract Regulations 2015 applies.
- i. Based on the information in this report, either:
  - i. the Council would need to draft the Specification of the Dial-a-Ride Contract in such a way that it allows at any time from service commencement for the Council to require the provider to deliver the Blue Badge Services at a future date, subject to formal written notice and sufficient funding being in place at that time. The specification will need to fully detail the Blue Badge services required and may also need to set out all relevant outputs, KPIs, service levels, and payment provisions at the point of tender, even if the Service may not be required until a much later date. This would then be a compliant public service contract variation under Regulation 72(1)(a) of the Public Contract Regulations 2015;
  - ii. otherwise, any variation made at the time would have to comply with one of the other permitted exemptions under the rest of Regulation 72, which will require an assessment by Legal Services and Procurement prior to such a variation, and a Deed of Variation drafted by Legal Services.
- **Crime and Disorder** – none.

- **Information Technology (IT)** - none
- **Property** – none.
- **Other**
- **Risk Management**

67. It is anticipated that the recommended option would continue the current level of service to residents in the city. However there are currently significant cost (fuel prices) and resource (driver availability) pressures on public transport services and this could have a negative impact on the level of service which can be provided in the future. The grant level will be reviewed as part of the annual budget setting process to address these pressures.
68. There is a risk that the grant agreement approach proposed in the recommended option could be challenged on a Subsidy Control Assessment or Procurement basis but the risk of a successful challenge is considered low.
69. There is a risk of significant additional cost if the service was to be procured commercially rather than operated through the proposed grant arrangement.

## **Contact Details**

**Author:**

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**Transport**  
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**James Gilchrist**  
**Director of Transport, Environment**  
**and Planning**

**Report**  **Date** 10/11/21  
**Approved**

*Neil Ferris*  
*Corporate Director Place*

**Report**  **Date** 10/11/21  
**Approved**

**Specialist Implications Officer(s)**

Financial:

Name: Patrick Looker

Title Finance Manager

Tel No.

Legal:

Name: Daniel Moynihan

Title Senior Solicitor

Tel No. 01904 554143 (Ext. 4143)

**Wards Affected:** *List wards or tick box to indicate all* **All**

**For further information please contact the author of the report**

**Background Papers:**

**N/A**

**Annexes**

Annex A – Equalities Impact Assessment

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**City of York Council**  
**Equalities Impact Assessment**

**Who is submitting the proposal?**

<b>Directorate:</b>	Place		
<b>Service Area:</b>	Transport		
<b>Name of the proposal :</b>	Dial & Ride Funding and Delivery Arrangements		
<b>Lead officer:</b>	Sam Fryers		
<b>Date assessment completed:</b>	19/10/21		
<b>Names of those who contributed to the assessment :</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
Julian Ridge	Sustainable Transport Manager	City of York Council	Transport planning

## Step 1 – Aims and intended outcomes

1.1	<p><b>What is the purpose of the proposal?</b> Please explain your proposal in Plain English avoiding acronyms and jargon.</p>
	<p>The funding arrangements between York Wheels (a local community transport provider) and CYC need to be reviewed. It is proposed that we move to either a grant-funding arrangement (preferred option) or put the Dial &amp; Ride service out to competitive tender. In either case, it is intended that the level of service provided will be equivalent or better than the current provision.</p>
1.2	<p><b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)</p>
	<p><b>Supporting the dial and ride service is not a statutory provision – although the service contributes significantly to the wellbeing of mobility impaired people to whom CYC does have duties.</b></p>
	<p>York Wheels operate the Dial &amp; Ride service using a Section 19 permit, which governs the use of minibuses by non-commercial transport providers. Any CYC grant funding to York Wheels will be subject to a Subsidy Control assessment.</p>
1.3	<p><b>Who are the stakeholders and what are their interests?</b></p>
	<p><b>Service users- elderly and disabled persons who have difficulty using standard local bus services York Wheels- local charity which operates the York Dial &amp; Ride service and voluntary car scheme</b></p>

<b>1.4</b>	<b>What results/outcomes do we want to achieve and for whom?</b> 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.
	<b>To ensure that the Dial &amp; Ride and Voluntary Car Scheme both continue to operate on a stable and sustainable level going forward, for the benefit of the older and disabled residents who rely on these services. This will help to meet the Council Plan objectives ‘Getting around sustainably’ and ‘Good health and wellbeing’.</b>

## Step 2 – Gathering the information and feedback

<b>2.1</b>	<b>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?</b> 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.	
<b>Source of data/supporting evidence</b>	<b>Reason for using</b>	
Regular meetings with York Wheels	York Wheels have provided the D&R service for around 18 years and have detailed knowledge of their clients’ needs and how the service operates.	

### 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

### Step 4 – Analysing the impacts or effects.

4.1	Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments? Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.		
<b>Equality Groups and Human Rights.</b>	<b>Key Findings/Impacts</b>	<b>Positive (+) Negative (-) Neutral (0)</b>	<b>High (H) Medium (M) Low (L)</b>
<b>Age</b>	Level of service provided will be equivalent or better than that currently being offered.	+/0	L
<b>Disability</b>	Level of service provided will be equivalent or better than that currently being offered.	+/0	L
<b>Gender</b>	No effect	0	

<b>Gender Reassignment</b>	<b>No effect</b>	<b>0</b>	
<b>Marriage and civil partnership</b>	<b>No effect</b>	<b>0</b>	
<b>Pregnancy and maternity</b>	<b>No effect</b>	<b>0</b>	
<b>Race</b>	<b>No effect</b>	<b>0</b>	
<b>Religion and belief</b>	<b>No effect</b>	<b>0</b>	
<b>Sexual orientation</b>	<b>No effect</b>	<b>0</b>	
<b>Other Socio-economic groups including :</b>	<b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b>		
<b>Carer</b>	<b>No effect</b>	<b>0</b>	
<b>Low income groups</b>	<b>No effect</b>	<b>0</b>	
<b>Veterans, Armed Forces Community</b>	<b>No effect</b>	<b>0</b>	
<b>Other</b>	<b>No effect</b>	<b>0</b>	
<b>Impact on human rights:</b>			
List any human rights impacted.	<b>None</b>	<b>0</b>	

**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><b>High impact</b> (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><b>Medium impact</b> (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><b>Low impact</b> (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?

## 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"> <li>- <b>No major change to the proposal</b> – 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.</li> </ul>	

- **Adjust the proposal** – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality 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.

**Important:** If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.

<b>Option selected</b>	<b>Conclusions/justification</b>
No major change to the proposal.	Current service levels will be maintained regardless of the option chosen.

**Step 7 – Summary of agreed actions resulting from the assessment**

<b>7.1 What action, by whom, will be undertaken as a result of the impact assessment.</b>			
<b>Impact/issue</b>	<b>Action to be taken</b>	<b>Person responsible</b>	<b>Timescale</b>

**Step 8 - Monitor, review and improve**

<b>8. 1</b>	<b>How will the impact of your proposal be monitored and improved upon going forward?</b> 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?
	Regular meetings will continue to be held with York Wheels. If a full procurement needs to take place, the tender process will ensure that any supplier going forward is committed to providing an excellent quality of service. In either case, the needs of the service users will be at the forefront of the decision making process.

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**Executive**

**18 November 2021**

Report of the Corporate Director of Place  
Portfolio of the Executive Member for Transport

## **York Railway Station Gateway – Project Update and LNER Funding & Development Agreement**

### **Summary**

1. The purpose of this report is to update the Executive on progress on the design and delivery of the York Railway Station Gateway Scheme. The report will provide an update on the current work in progress of the scheme, including funding status, proposed delivery of the Enabling Works, Highway Works and Station Works Packages, land acquisition negotiations, detailed design, and legal agreements with strategic project partner, LNER.

### **Recommendations**

2. The Executive is asked to:
  - i) Note the progress made to date with the regard to the design and delivery of the York Station Gateway scheme in particular with respect to procurement of a new professional services contract, delivery of the Package 1: Enabling Works, Package 2: Highway Works, land acquisition, design, Contractor procurement, and current funding status.

Reason: To provide the Executive with an update of project progress as a basis for future decisions.

- ii) Approve the updated budget and Delivery and Procurement Strategy of the scheme and to delegate to the Director of Place (in consultation with the s151 Officer and Director of Governance or their delegated officers) the authority to take such steps as are necessary to procure, award and enter into the resulting contracts for [Package 2: Highway Works and Packages 4: Loop Road Works (and Package 3: Station Works if agreement on the Funding and Development Agreement with LNER cannot be reached)].

Reason: To enable arrangements to be put in place to proceed to procurement of a delivery contractor.

- iii) Approve entering into a Funding and Development Agreement between the CYC and LNER for the delivery of the Package 3: Station Works and delegate to the Director of Place (in consultation with the s151 Officer and Director of Governance or their delegated officers) the authority to take such steps as are necessary to negotiate and enter into the final agreement.

Reason: To progress the delivery of the station works elements of the scheme which will create space for revised taxi provision at the station and an increase in space for the public realm.

- iv) Approve entering into a Funding Agreement with WYCA to formalise the merging of the West Yorkshire-Plus Transport Fund and the Transforming Cities Fund and delegate to the Director of Place (in consultation with the s151 Officer and Director of Governance or their delegated officers) the authority to take such steps as are necessary to negotiate and enter into the final agreement.

Reason: To progress the delivery of the scheme.

- v) Approve the drawdown of further funds from West Yorkshire-Plus Transport Fund and/or Transforming Cities Fund to provide funds for LNER to progress the detailed design of the Package 3: Station Works element of the scheme (and the procurement of a delivery Contractor if agreement on the Funding and Development Agreement with LNER cannot be reached) and delegate authority to the Director of Place (in consultation with the s151 Officer and the Director of Governance or their delegated officers) to draw the funds down.

Reason: To enable the production of detailed cost plans and to progress the station works to procurement.

### **Future Reports**

- 3. Future reports will be brought to Executive to seek approval for delivery of further works packages with procured prices, detailed scheme design and confirmation of appropriate mitigation of delivery risk of subsequent packages.

## Background

4. The York Railway Station Gateway scheme comprises a coordinated, multi-modal package of interventions in and around York Railway Station. The scheme complements and connects the proposals being progressed to the west and east of the station and will transform the Station as a gateway to York; significantly improving access, addressing carbon and air quality issues, and directly supporting delivery of housing and commercial uses on the York Central development site. Therefore, City of York Council (CYC), in collaboration with Network Rail (NR) and London North East Railway (LNER), has developed a masterplan that proposes to reorganise highway and public realm areas to the front of York Station through:
  - the removal of the Queen Street Road Bridge and rebuilding the Inner Ring Road at grade;
  - the removal of the Parcel Square buildings to create space to relocate the proposed taxi rank, passenger drop-off and short stay car park. The buildings currently accommodate Cycle Heaven and train operating company accommodation;
  - provision of new permanent accommodation for the train operating crews in the station's South Train Shed;
  - provision of new temporary pod accommodation for Cycle Heaven bike shop and retail storage in the station's North Train Shed;
  - the removal and relocation of the RI band room to provide space for a loop road around the RI gymnasium;
  - the separation of pedestrian, bicycles and motorised transport to provide a safer and more efficient station transport interchange;
  - the removal of taxis and passenger pick-up and drop-off from the station porte-cochere to a dedicated area in order to take most traffic out of Tea Room Square and improve an air quality in the station;
  - the redevelopment of the areas to the front of the station to diffuse the current congestion by creating a more efficient bus interchange, relocated vehicle parking, drop-off and taxi rank and a more attractive public realm arrival experience;
  - the redevelopment of Tea Room Square to create a safer and more attractive shared space; and
  - the provision of a new multi-storey car park to rationalise all long stay parking to the east of the station to match current (636 spaces) parking levels. This will be funded and delivered by Network Rail.

5. On 26<sup>th</sup> November 2020, Executive approved the project Delivery and Procurement Strategy and enabled arrangements to be put in place to purchase land, place orders with utility companies and to proceed with the detailed design and procurement of Packages 1, 2 and 4 of the scheme.
6. The Delivery and Procurement Strategy also set out that Package 3 (the station works) would be delivered by LNER, whom as the current franchise holder at York Station had been considered the organisation best situated to deliver works of this nature. Subsequently, LNER has formerly accepted this role and work on a Funding and Development Agreement between CYC and LNER is currently in progress.
7. On 26<sup>th</sup> November 2020, the Executive also approved a revised budget of £25,723k which was funded from West Yorkshire Transport Fund to a value of £12,873k, West Yorkshire Transforming Cities to a value of £12,250k and LNER contribution of £600k. The council has been granted £5,005k development funding to pursue land purchase negotiations, place orders with statutory utility providers and proceed with the scheme detailed design of Packages 1, 2 and 4. Following this approval, the drawing down of funds was agreed with West Yorkshire Combined Authority (WYCA) and the project team enacted the Executive approval accordingly.
8. The project team has endorsement from project partners at Network Rail and LNER for the Delivery Strategy (Annex 1). This strategy outlines a delivery approach to align with the current funding WY+TF and TCF funding profiles by proposing five Packages of work as indicated in Table 1 in paragraph 12 below.

### **Consultation**

9. Since the publication of the November 2020 Executive report, no further consultation has been carried out. Stakeholders and the public have received project updates on events such as the granting of planning approval in press releases.

### **Key Milestones and Current Activity**

10. Owing to the increased scope and limitations on the value of the original professional services commission this element of work has been re-

procured to enable the completion of the scheme design. The contract for the professional services will be awarded in October 2021

11. In February 2021, full planning permission and listed building consent was achieved. The project team together with the appointed Consultant is currently working to discharge planning conditions.
12. The project team, together with the appointed project development consultant, Arup, have worked with project partners to agree a preferred delivery strategy for the scheme. The preferred strategy identifies works packages, programme and which party (for example, CYC, Network Rail or LNER) is best placed to deliver the individual packages that constitute the scheme (see table 1 below for preferred delivery approach). As the Highway Authority, the CYC has been identified as the most suitable partner for delivery of highway works. LNER has been identified as the most suitable partner to deliver works to railway assets and the fabric of the station. The preferred strategy informs procurement routes to delivery of the identified packages (see table 2 below for recommended procurement routes). CYC Executive and York Station Board endorsement to the principles of the York Railway Station Gateway Delivery Strategy was received in November 2020.

<b>Package</b>	<b>Construction Contract</b>	<b>Scope of Works</b>	<b>Estimated Cost (incl. risk and contingency)</b>	<b>Indicative Delivery Organisation</b>
1	Enabling Works	BT diversion, YW diversions, northern power grid (incl. allowance for Canada Life land)	£3.876m	CYC
2	Highway Works	Removal of Queen Street Bridge Reorganisation of Highway and Public Realm	£6.109m	CYC

3	Station Works	New buildings within station Demolition of Parcel Square & new façade Taxi/Rank & drop off Tea Room Square Portico	£7.319m	LNER (under Funding and Development Agreement with CYC)
4	Loop Road and Short Stay	Loop road around RI Gym Short Stay Car Park	£9.186m	CYC
5	Multi-Storey Car Park	636 space MSCP	Not Included	Network Rail
<b>Total (including risk and contingency)</b>			<b>£26.490m</b>	

*Table 1: Preferred Delivery Approach (Source T&T Cost Plan 20/10/2021)*

Package	Estimated value	Recommended procurement route	Reason
<b>Package 1: Enabling Works (Utility Diversion)</b>	£3.876m	Direct Awards to utility companies with management and support provided by CYC.	It is the role of utility companies to carry out diversionary works. Orders have already been placed with BT, NGN, NPG and YW and works are programmed to commence from December 2021.
<b>Package 2: Highway Works (Removal of Queen St Bridge)</b>	£6.109m	Framework (call off)	Still enables competition to obtain best value but is quicker than open and restricted processes
<b>Package 3: Station Works (Removal of Parcel Square)</b>	£7.319m	Rail Industry Framework (call off)	As the current station franchise holder, LNER has been identified as the most suitable partner to deliver works to railway assets and the fabric of the station.
<b>Package 4: Loop road and short stay</b>	£9.186m	Framework (call off)	Still enables competition to obtain best value but is quicker than open and restricted processes

*Table 2: Recommended Procurement Routes*

13. In respect of Package 1: Enabling Works, orders have been placed with four of the affected utility ( BT Openreach, NGN, NPG and Yorkshire Water) providers that are affected by the full scheme. Both the CYC and LNER project teams are engaged in ongoing meetings and workshops to programme and manage delivery of the diversionary works. The physical works are expected to commence in November 2021 with the installation of new utility ducts on Queen Street and through the station long stay car park.

14. In respect of Package 3: The Station Works, in March 2021 LNER appointed a project manager to work with CYC in the development of this package of the project.
15. The legal teams of both CYC and LNER are currently working on a Funding and Development Agreement between both parties to allow funding of this element of the scheme. The Package 3 works comprise the provision of new and temporary building in the North and South Train Sheds, demolition of the Parcel Square buildings and construction of a new station façade, together with taxi rank/drop off and enhancements to Tea Room Square and the porte-cochere. The Funding and Development Agreement will be backed by funding agreements to be put in place with WYCA.
16. A detailed scheme of ground and archaeological investigation was carried out in 2018 and indications show that ground conditions are favourable to the construction of the proposed scheme and there have been no significant archaeological finds.
17. Detailed design of all disciplines pertaining to the proposed new highway and City Walls stabilisation is in progress. Both the CYC and LNER project teams continue to liaise with stakeholders to progress design.
18. Detailed design is in progress on the creation of new public realm and redesigned streetscapes. The project team has organised a series of workshops with counter terrorism specialist organisations (including CYC specialists, the Police and British Transport Police) to agree and integrate appropriate measures into the finished design of the public realm.
19. The scheme is partially funded through the West Yorkshire-Plus Transport Fund. As this scheme was directly linked to the York Central Access scheme, a change request is to be submitted to WYCA to separate the two schemes in November 2021. Funding has now been split and allocated to the respective schemes allowing improved management of funding.
20. As the Transforming Cities Fund has a prescribed funding end date, the project team has agreed with WYCA that TCF funding will be spent first. To date, TCF funds have already been allocated to statutory utilities orders and to progress land acquisition negotiations.
21. A detailed cost plan and cash flows have been produced for both TCF and WY+TF funding streams. By agreement with WYCA, the cash

flows currently show that TCF funding will be spent by April 2023 and the WY+TF funding by August 2024.

22. Land acquisition negotiations with Canada Life for land to the front of George Stephenson House are currently in an advanced stage. Heads of Terms have been agreed based against a valuation of approximately £620k (+fees). A small piece of land currently leased to Canada Life by the CYC on Toft Green will be released as part of the acquisition deal.
23. An area of station long stay car park currently owned by Network Rail and leased to LNER is the subject of further land acquisition negotiations. Network Rail have commissioned a valuation of the land and discussions are scheduled to take place.
24. The key next step is to agree and sign a Funding & Development agreement between the CYC and LNER for Package 3: The Station Works. This package is currently valued at £7.319m.
25. The estimated remaining consultancy spend on York Station Gateway to take the project to completion is estimated to be £1.8m. This is potentially higher than the value remaining from the development funding allocation and officers are in discussions with WYCA colleagues around whether additional funds from WYCA can be provided to the project.

### **Options and Analysis**

26. The York Station Gateway scheme is funded through a combination of awards from WY+TF, TCF and LNER.
27. A cost plan exercise (20<sup>th</sup> October 2021) carried out by Turner and Townsend on CYC's behalf valued the full Station Gateway scheme at approximately £26.490m. This value is all inclusive of delivery costs for all packages, Canada Life land acquisition (including fees), contingency, risk and inflation. When funds already spent on project development and detailed ground and archaeological investigation is accounted for a budget of £23.469m remains. The Project Cost Plan shows that this is sufficient to deliver the complete project.
28. In the Executive Report of 26<sup>th</sup> November 2020, the TCF budget was stated as £12.250m. The TCF allocation has been agreed with WYCA with £1.43m of £14.55m TCF allocation transferred to the Tadcaster Road scheme for the wider sustainable travel improvements.

Therefore, the funds to deliver the York Station Gateway elements of the TCF award have since been agreed as £13.117m. Together with the WY+TF funds, this provides a total budget for the Station scheme identified in this report of £25.990m. The Executive Member is asked to note and approve this increase in project budget.

29. The delivery of the multi-storey car park that will rationalise the station long stay car parking will be lead, funded and delivered independently by Network Rail and is the subject of Package 5 of the proposed scheme. The project team is currently in the process of agreeing a car parking strategy with Network Rail and LNER that will account for displaced station long stay car parking during the delivery phases of the scheme. Approval for the York Railway Station car parking mitigation strategy will be the subject of a future report.
30. In the proposed Delivery Strategy (Annex 1), an agreement in principle has been reached with LNER to deliver Package 3: The Station Works. As LNER is the current station franchise holder it is considered that they are in the best position to deliver works of this nature that require alterations to the fabric of the station buildings through their knowledge of the rail industry. Currently CYC is seeking a Funding & Development agreement with LNER to provide these works.
31. If a Funding & Development Agreement is agreed, it will be necessary to drawdown funding from WY+TF and/or TCF to provide funds for LNER to progress the detailed design of the Package 3: Station Works element of the scheme.
32. If a formal agreement cannot be reached, the Package 3 works would default to being programmed and delivered by CYC alongside the other packages.
33. As the project is funded in its entirety by grant funding from WYCA, additional approval is sought to merge funding from WY+TF and TCF and delegate authority to the Director of Place (in consultation with the s151 Officer and Director of Governance or their delegated officers) to negotiate and enter into the final agreement with WYCA.

### **Council Plan**

34. The York Station Gateway proposals are well aligned with the aims of the Council's Plan 2019 - 2023. The implementation of York Railway Station Gateway scheme of highway and public realm improvements will answer an integral part of the key to "Making History, Building Communities:"

- Good health and wellbeing;
  - Getting around sustainably;
  - A greener and cleaner city;
  - Creating homes and world-class infrastructure.
35. The improvements to sustainable means of transport and public realm infrastructure provided by the scheme will improve both access to public transport in and around the City as well as improving public transport links to the rest of the country. The proposed sustainable transport measures are key to creating a greener and cleaner city with world class integrated infrastructure. In turn, this will lead to economic growth and wealth and access to homes and opportunities provided by the York Central proposals. Meanwhile, the scheme design presented in the masterplan greatly enhances the heritage and environment of the station front area which reflects the making history aspects of the Council Plan.
36. Through well-planned and meaningful consultation, we have shown that the Council listens to residents to ensure that the delivery of a scheme that is desired and works for local communities. This is achieved through the careful and unprejudiced consideration of all responses to the public and stakeholder engagement and the production of a detailed Statement of Community Involvement. In doing so, the Council has shown that we are transparent and always consider the impact of our decisions in relation to communities and equalities. This is reflected in our analysis of the consultation responses and the reappraising and reintegrating of people's views into the scheme design.

## **Implications**

### **Financial**

37. The funding for the York Station Gateway Scheme identified in this report is being provided entirely from West Yorkshire Combined Authority's Transport Fund and Transforming Cities Fund.
38. In the previous Executive Report, the TCF budget was stated as £12.250m. The TCF allocation has been agreed with WYCA with £1.43m of £14.55m TCF allocation transferred to the Tadcaster Road scheme for the wider sustainable travel improvements. Therefore, the remaining funds to deliver the York Station Gateway elements of the TCF award have been agreed as £13.117m. Together with the WY+TF

funds, this provides an updated total budget for the Station scheme identified in this report of £25.990m.

39. In addition to the WYCA funding, project partner, LNER, have confirmed funding of £0.5m to resurface the station portico (portecochere). This is a reduction of £100k compared to the position in November 2020 but will be linked to the costs of the works at the portico. It is assumed that this element of work will be undertaken by LNER as part of the Package 3: Station Works.
40. The table below shows the revised funding available for the scheme

Funding	Nov 2020 £'000	Nov 2021 £'000	Adj. £'000
WYTF	12.873	12.873	0
WYCA Transforming Cities	12.250	13.117	+0.867
LNER Contribution*	0.600	0.500	-0.100
<b>Total Funding</b>	<b>25.723</b>	<b>26.490</b>	<b>+0.767</b>

41. There is a total of £5,005k has been provided by WYCA towards the development costs of the project and spend to date is £3.021m. There is currently a balance of £1.984m of agreed WY+TF and TCF funding available to the project. This is allocated to delivery of the Package 1: Enabling Works, Canada Life land acquisition and to commission detailed scheme design.
42. The estimated costs of delivering the station gateway scheme going forward is £23.469m including a contingency, risk and inflation allowance of approx. £5.702m.
43. The table below shows project delivery costs (source Turner and Townsend Cost Plan 20<sup>th</sup> October 2021) against funding.

<b>Costs (excluding MSCP)</b>	<b>£'m</b>
Proposed works (including preliminaries)	17.340
Project Development	2.766
Contingency/Risk/Inflation	5.702
Canada Life land (incl. fees = £0.62 + 10%)	0.682

<b>Total Costs</b>	<b>26.490</b>
<b>Funding</b>	
WY+ Transport Fund	12.873
WYCA Transforming Cities	13.117
LNER Contribution*	0.500
<b>Total Funding</b>	<b>26.490</b>

\* the proposed works to reduce by £0.5m should LNER not agree to fund the portico works.

44. Reviews of the cost and funding arrangements are regularly carried out by project cost consultant, Turner and Townsend, and will be reported to the Executive prior to any decision being taken on progressing further phases of the scheme. The following cost/budget reviews will be undertaken to achieve the necessary risk/cost mitigation:

- Managing risk and inflationary allocations;
- Savings through procurement of contracts;
- Seeking additional funding from partners;
- Seeking cost reductions through value engineering / review of project;
- Seeking to reallocate budgets from other related projects.

### **Human Resources (HR)**

45. There are no known HR implications

### **Equalities**

46. The One Planet Council Better Decision Making Tool (Annex 2) has identified the following areas which can be explored further during the design and development of the York Station Gateway Scheme:
- a. Investigate an appropriate scheme of anti-terrorism response to incorporate into the landscape design;
  - b. Research methods to provide sustainable landscape and sustainable drainage options;
  - c. Continue to consult, research and build upon the team's understanding of heritage in and around station;
  - d. Identify a philosophy to provide public art to enhance public engagement and wellbeing in the public realm.

## Legal

47. A Funding & Development Agreement between CYC and LNER in regard to funding of the Package 3: Station Works is currently being negotiated by each party's respective legal teams. If agreement cannot be reached over the terms of the Funding & Development Agreement, then Package 3 will default back to the CYC for delivery. The CYC project team has a contingency in place should this be the case.
48. In order to deliver the York Station Gateway scheme, various parcels of land will need to be acquired or have agreements in place. The project team is in active discussion with the Council's legal team in the pursuance of land purchase by private agreement. Legal Services will provide resources to process the conveyance and land transfer agreements.
49. Formal legal agreements will need to be drawn up with our collaborative partners, Network Rail and LNER in order to safeguard each party's interests throughout the course of the project. These will be based on extant railway sector procedures and the need to protect public sector funding to ensure commitments are undertaken by the responsible organisation during the course of the scheme.
50. As part of the scheme it is necessary to remove the current car parking on Queen Street in order to ensure the safety of increased pedestrian footfall and cyclists using the proposed new segregated cycleways. In the detailed design of the scheme, the project team will seek to find the optimum balance of provision for pedestrians, cyclists and Queen Street residents. The need for any legal orders will be addressed in the planning approval and included in a further report to Executive/Executive Member.
51. The procurement of contractors for the packages of works will be carried out in accordance with the council's Contract Procedure Rules and the Public Contracts Regulations 2015 (PCRs).
52. It is noted that funding will be received from WY+TF and TCF (via WYCA). The terms of the WY+TF and TCF Funding Agreement require the council to repay to the funders all, or a proportion of, the funding received from the funders if the council does not comply with its obligations under the grant agreement. The Council is seeking to ensure these obligations are flowed through to LNER in the Funding and Development Agreement currently in negotiation.

53. As part of the review of the Funding Agreement received from WYCA an analysis of the funding in respect of the Subsidy Control Regime (previously State Aid) has been undertaken and it has been concluded the funding does not amount to a subsidy. In respect of the Works Packages which CYC will contract with contractors to deliver the approved delivery and procurement strategy will ensure a compliant procurement route is followed in accordance with the Public Contracts Regulations 2015. In respect of those works packages that are being carried out by partners, they will be required, via a funding agreement, to ensure a compliant procurement route is followed in accordance with the Public Contracts Regulations 2015. This therefore satisfies the requirement that trade between the UK and the EU is not affected.

### **Crime and Disorder and Anti-Terror Measures**

54. Owing to the location of the scheme in proximity to an asset of strategic importance with large congregations of people, the Station Gateway Scheme has been identified as a site at risk for acts of terror. The project team is currently seeking advice from stakeholders and interested parties in order to incorporate appropriate protection measures in the scheme design.

### **Property**

55. Existing pieces of land from project partner, Network Rail, and third party landowners, will be required to deliver the scheme. The land acquisition strategy is currently under review along with decisions over which parties will own land titles in future. Property Services' assistance has been sought to advise and support the project team to achieve this. A land acquisition deal with Canada Life for an area of land at George Stephenson House is drafted and expected to be closed by December 2021.

### **Risk Management**

56. There is a risk that the programme could be prolonged if land acquisition negotiations become protracted. The project team will procure professional services to provide help and advice in procuring or seeking agreements for each parcel of land. The associated professional fees are accounted for in the budget estimates mentioned above.

57. There is a risk of withdrawal of funding by WY+TF in delivery timescales cannot be assured. All projects in the WY+TF Programme are under review by HM Government in order to ensure efficient delivery. Therefore, there is a risk that funding could be withdrawn if targets for delivery are not met by WYCA as a whole.
58. There are programme risks associated with the complex diversionary works required ahead of bridge demolition. Risks are being mitigated by building a close relationship with utility companies and station stakeholders, and the ongoing careful design of a detailed diversionary scheme.
59. Should the project not proceed at this time the diversion of the utilities proposed in this report would have been undertaken which would de-risk future works packages including the demolition of the Queens Street Bridge. However, the non-delivery of the remainder of the scheme may result in the withdrawal of funding by WYCA. This would mean that either alternative funding would need to be sought or that CYC would need to fund the rest of the scheme. Additionally, the ongoing design and procurement expenditure would also need to be carried out at risk.
60. In order to mitigate the above risks, a decision has been taken to take a phased approach to delivery and procurement and further reports will be brought to Executive to demonstrate how risks have been mitigated before proceeding with further phases.
61. In order to provide the space to create the proposed loop road, a suitable rehearsal space needs to be found to replace the current RI band room prior to its demolition. Alternative location has been identified but requires extensive refurbishment. The current budget provides a £150k allowance for the refurbishment. Discussion with the landowner is ongoing.
62. A definitive decision is required on location of temporary parking during the delivery of the scheme. Project partners have now produced a draft parking strategy that is currently being reviewed.
63. Network Rail are currently undertaking a land valuation and may seek reimbursement for land acquired by CYC that is currently on the site of the station long stay car park. Discussions with the landowner are ongoing.

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**Background Papers:**

York Station Front Proposed Improvements – Report on Public Engagements – Executive Report 29 November 2018  
 York Station Gateway - Executive Report 26 November 2020  
 York Central Access – Executive Report 10 August 2018  
 York Central Access – Executive Report 24 October 2019  
 York Central Access – Executive Report – 22 April 2021

**Annexes**

Annex 1 – Delivery and Procurement Strategy  
 Annex 2 – Better Decision Making Tool

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City of York Council  
**York Station Gateway**  
Delivery & Procurement Strategy

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## Appendices

### Appendix A

Drawings - Masterplan & Land Ownership

### Appendix B

## Drawings - Delivery Phases

# 1 Introduction

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The York Station Frontage scheme comprises a series of civil engineering, public realm and buildings works to rationalise the area to the east [front] of York Station. These are designed to improve the pedestrian environment, improve interchange between public transport modes, reduce traffic congestion and create a better setting for the listed Station and City Walls.

City of York Council (CYC) has led the scheme to date, working closely with Network Rail (NR) and London & North East Railways (LNER). A planning application has been submitted and is expected to be approved shortly. Funding from a number of sources has been secured.

This is a complex project involving works to the public highway and works on railway land and to railway assets. Construction activities will need to be carefully planned to minimise disruption both to traffic and to the operation of the station. Funding conditions and funding timescales provide further constraints which will need to be met.

Successful delivery of this scheme will be reliant on a clear understanding of the roles and responsibilities of each project partner and agreement on how the key issues will be addressed. This document sets out the proposed Delivery Strategy for this scheme. It has been produced to enable agreement amongst partners and to inform funders and other interested parties.

Successful delivery will also be reliant on the procurement route adopted for each of the construction contracts. This document also sets out the proposed procurement route for each of the packages/phases of work aligned to different the objectives of the Employer(s).

## 2 Context

### 2.1 Scheme Description

An illustrative masterplan has been produced for the transformation of the area to the east of York Station. This masterplan sets out a framework to rationalise vehicle movements in this area to create a more welcoming gateway to York and to release land for development. This will be achieved through eight “key moves” as follows:

- 1) Demolish Queen St Bridge & realign the highway
- 2) Relocate bus stops
- 3) Relocate taxis and drop off vehicles from the Portico to Parcel Square
- 4) Move short-stay car parking
- 5) Relocate the pedestrian crossing and improve pedestrian routes to the city
- 6) Create Station Square
- 7) Transform Tea Room Square as a public space
- 8) Enhance cycle routes & cycle parking

**Figure 2.1: The York Station Frontage Illustrative Masterplan**



**Figure 2.2: Artist impression of the transformed station frontage area**





## 2.3 Land Ownership

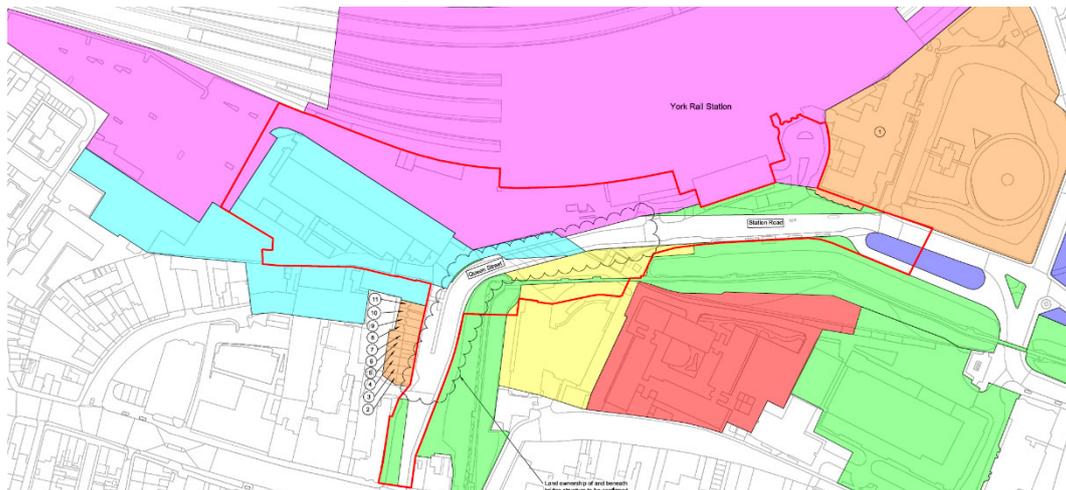
The current land ownerships are shown in the figure below (see Appendix A for further detail). The following landownerships are impacted by this scheme:

- Network Rail owned land (light blue)
- Network Rail land leased to LNER as part of franchise (pink)
- City of York Council land (green)
- Jarvis House Trustee Limited land – managed by Canada Life (yellow)

In addition, there is a small unregistered plot of land which lies below the Queen Street bridge and abutment structure.

Land transactions and the creation of new areas of adopted highway will be required in order to deliver the scheme. There may also be small areas of highway land around the Queen Street residences which may also be de-adopted as part of this scheme.

**Figure 2.4: Current land ownership**



## 2.4 Planning & Other Approvals

Applications for detailed planning permission and listed building consent have been submitted to seek approval for the York Station Frontage scheme. These are anticipated to be determined in early 2021. Conditions are anticipated to be attached to the approvals, many of which will need to be discharged prior to commencement of construction works.

As part of developing the scheme, discussions have also been held with the Highway Authority to confirm the technical detail behind the proposals and a safety audit has been undertaken. Following award of planning consent, detailed designs will be developed and s38, s50 and s278 agreements under the Highways Act will be sought. Temporary and Permanent Traffic Regulation Orders will be required in order to implement the works.

Discussions with Historic England have also been held with regards to the impact on the City Wall (scheduled ancient monument). Monitoring has also been undertaken to help establish the current condition of the wall. Following planning approval an application for Scheduled Ancient Monument consent will also be prepared.

For works within railway land, a Station Change process will need to be followed to seek approval for the works and allow for potential compensation payments to Train Operating Companies and other parties.

As the works include for changes to existing railway assets and the construction of new assets, technical approvals will also be required from Network Rails Asset Management team.

## 3 Delivery Strategy

---

### 3.1 Objectives

This is a complex project involving works on the public highway, works on railway land/assets and the need to maintain station operations, traffic flow and car parking operational at all times.

The objectives of this delivery strategy are as follows:

- To deliver best value for the public purse by minimising risk and minimising interfaces
- To define clear roles and responsibilities for the project partners, and define clear interfaces
- To enable the works to be delivered to meet funding deadlines

### 3.2 Key Issues

In developing the proposed delivery strategy, a number of key issues have been considered as follows:

- Some of the works will become adopted highway, other elements of the works will become Network Rail owned assets. Some network rail assets are also being removed by the scheme (eg bridge from York RI, band room). Different technical approval and adoption processes will apply to different elements of the works.
- Land transfers will need to be agreed as soon as possible as these dictate approval and delivery processes.
- The works impact on a number of different leaseholders and tenants. Tenancy agreements will need to be terminated and some tenants moved to alternative premises
- Easement agreements may need to be put in place for utilities installed in private land (including NR land)
- The construction works will need to be phased in order to minimise impacts on the station and existing traffic flows. Temporary traffic management will need to be carefully considered and agreed.
- Where construction works are to be undertaken on third party land (eg CYC undertaking work on NR land), licences will need to be put in place.
- Available working space is restricted. Allowance will need to be made for contractor compound areas as part of the design process.

- The works will impact current car parking arrangements, both during the construction phases and at the end of each construction contract. Alternative car parking arrangements will need to be made to that the overall car parking provision at the station remains is maintained.
- The works include major telecoms diversions which are long lead-in items.
- Potential interfaces with other construction works in the vicinity (eg York Central, Hudson House) will also need to be considered.
- Funding routes and tax implications.

### 3.3 Proposed Packaging / Phasing

Conceptually the scheme can be considered as three main packages as follows:

- **Highway works** – removal of Queen Street Bridge and the reorganisation of the highway. These are primarily civil engineering works
- **Station works** – works to the Network Rail owned / LNER operated station – these are primarily building works
- **Multi-storey car park** – construction of a new multi-storey car park (likely to become a Network Rail asset)

Whilst the works could be combined in one overall construction contract, it is noted that these three packages will suit different types of construction contractor and therefore there is sense in separating the works into different packages in order to help drive cost efficiency.

It is also noted that packages will be subject to different approvals processes which have their own timescale. Dividing the works into packages minimises programme risk by allowing construction of some works to start sooner, whilst the design for other elements is still being signed off. This approach aligns with the current status of the project in which the highway works are currently at a greater level of detail compared to the building works.

Finally, noting that the funding route for the MSCP has yet to be confirmed, it is sensible to treat this element as a separate package.

By applying this logic, and by identifying separate packages for **enabling works** and for the **loop road and short stay car park**, it is proposed that the scheme is delivered as five separate construction packages as identified in the table below. Each of these packages will have a separate construction contract and can be considered as a separate construction phase.

The delivery body for each of the packages has been identified following discussions with the project partners.

**Table 3.1: Proposed packaging of the scheme**

Package / Phase		Delivery Body	Rationale	Works
1	Enabling Works	CYC	<ul style="list-style-type: none"> <li>• Works are primarily in the public highway</li> <li>• Treating as a separate package allows an early start on long-lead items</li> <li>• CYC can apply for the 12% local authority discount</li> </ul>	<ul style="list-style-type: none"> <li>• BT diversion &amp; other telecoms diversions</li> <li>• Yorkshire water diversion (localised)</li> <li>• Alternative gas supply to station</li> <li>• Substation relocation</li> </ul>
2	Highway Works	CYC	<ul style="list-style-type: none"> <li>• Works will become adoptable highway.</li> <li>• CYC are the technical approval body</li> <li>• The works will require detailed traffic management to minimise impact on traffic flows</li> </ul>	<ul style="list-style-type: none"> <li>• Removal of Queen St Bridge</li> <li>• Reorganisation of Queen Street &amp; Station Road</li> <li>• Arches Square, Station Square (part)</li> <li>• Cycle route by West Offices</li> </ul>
3	Station Works	LNER	<ul style="list-style-type: none"> <li>• Works are primarily on railway land</li> <li>• Works will become railway assets.</li> <li>• NR technical approval procedures will apply</li> <li>• A number of LNER tenants are impacted – new build works will need to meet LNER &amp; tenant requirements</li> <li>• LNER are providing funding for the portico works</li> </ul>	<ul style="list-style-type: none"> <li>• New accommodation within station, relocate tenants</li> <li>• Demolish Parcel Square</li> <li>• New wall to station &amp; canopy at Parcel Square</li> <li>• Taxi rank &amp; drop off</li> <li>• Portico works &amp; Tea Room Square</li> <li>• Cycle parking in station &amp; cycle route through North Trainshed</li> </ul>
4	Loop Road & Short Stay	CYC	<ul style="list-style-type: none"> <li>• These are civil engineering works – it may be possible to use the same contractor as for Phase 2</li> <li>• The loop road will become adoptable highway - CYC are the approval body</li> <li>• Timing of these works is linked to TCF funding deadlines and the delivery programme for the MSCP – separating these works into a separate package allows them to be managed separately &amp; minimises impact on current long stay car parking provision.</li> </ul>	<ul style="list-style-type: none"> <li>• Demolish band room (relocate band)</li> <li>• Loop road</li> <li>• Short stay car park &amp; relocate short stay car parking</li> </ul>
5	MSCP	NR	<ul style="list-style-type: none"> <li>• This will be a NR funded and owned asset</li> </ul>	<ul style="list-style-type: none"> <li>• Multi-storey car park &amp; relocation of car parking to east of station</li> <li>• Pedestrian &amp; cycle route Lowther Terrace to Loop Road</li> </ul>

## 4 Land Issues

### 4.1 Land Acquisitions

A number of land parcels need to be acquired by CYC in order to deliver the scheme. These land parcels are set out in the table and figure below, with a more detailed plan included in Appendix A.

The Network Rail land is treated as two separate parcels to reflect the proposed phasing of this scheme and to allow separate leaseback agreements for temporary car parking to be established for each plot.

**Table 4.1: Land parcels to be acquired to deliver the York Station Frontage scheme**

Land Parcel	Current landowner	Current franchisee / tenants	Purchaser	Note
Canada Life	Jarvis House Trustee Limited (managed by Canada Life)	Network Rail	CYC	Alternative location for cycle store & bin store to be agreed
Land for realigned Queen Street	Network Rail	LNER, Left Luggage	CYC	NR LC17 process to be followed
Land for Loop Road	Network Rail	LNER (part) Access for RI Gym and NCP	CYC	NR LC17 process to be followed
Unregistered plot	Not known	Under highway	CYC	

**Figure 4.1: Land parcels to be acquired (see Appendix A for further details)**



It is proposed that land acquisition is undertaken as a separate workstream to the design of the various construction phases. However, prior to commencement of

construction works, it will be necessary to have concluded the transfer of land in order to minimise risk to the project.

The table below outlines the actions on the project partners to implement the required land acquisitions:

**Table 4.2: Actions to implement land acquisitions**

Action	Party Responsible for leading	Outcome
<b>Network Rail Land (2 parcels)</b>		
Agree Conditional Contract between NR & CYC for acquisition of NR land (Queen St & Loop Road)	CYC	
Undertake LC17 process to declare NR land vacant. Applies to all affected NR land	NR	NR land can be transferred
Complete legal transfer of Queen St land to facilitate Phase 2 works (see note 1)	CYC	Queen St land transferred to CYC – Phase 2 can commence
Complete legal transfer of Loop Road land to facilitate Phase 4 works (see note 1)	CYC	Loop Road land transferred to CYC – Phase 4 can commence
Amend Station Franchise agreement with LNER to reflect land ownership changes	NR / DfT	Station Franchise agreement to reflect final boundaries
<b>Canada Life Land</b>		
Agree Heads of Terms between Canada Life & CYC for acquisition of Canada Life land. Agreement may also include transfer of CYC owned plot off Toft Green to Canada Life (this plot is partly under George Stephenson House)	CYC	Canada life land secured
Agree scheme to relocate cycle store & bin store. Agree party responsible for paying / delivering	CYC	Process agreed to re-provide cycle store & bin store
Complete legal transfer of the Canada Life land	CYC	Canada Life land transferred to CYC
Agree leaseback agreement with Canada Life	CYC	NR can use land for car parking before construction commences
Amend George Stephenson House lease with NR to reflect changes to car parking, cycle parking & bin store (see note 2)	Canada Life	NR lease amended to reflect changed land ownership
<b>Unregistered Land</b>		
Advertise for ownership	CYC	
Register land	CYC	CYC secure land

Note 1) NR only willing to dispose of land when needed for construction and all conditions satisfied. Early purchase by CYC & leaseback arrangement to NR/LNER is not supported

Note 2) As part of the planning application, it is proposed that the car parking spaces on the Canada Life land below the City Wall (ie parking for George Stephenson House) are relocated temporarily onto the Unipart site (or similar), and then finally into the new MSCP. As Network

Rail currently use the car parking spaces at George Stephenson House and will be the owner of the MSCP, it is not proposed that the land transfer between Canada Life and CYC grants Canada Life (or its tenants) any rights to this relocated car parking. Network Rail has powers to grant its staff free passes to use the MSCP (if it so wishes) and can come to an arrangement directly with LNER for use of temporarily relocated car parking spaces during the construction period.

## 4.2 Licences to work on Third Party Land

Other land parcels will be impacted temporarily by the proposed construction works. For these parcels, licences will need to be put in place to enable the contractors to undertake their works.

Licence requirements are set out for each of the construction phases in the following sections 5-9. The detail of these licences will depend on the construction methodology and the proposed programme.

## 4.3 Wayleaves

Wayleave agreements are required where utility companies place their equipment in private land (ie land which is not public highway).

For some of the proposed utility diversions, utilities will be located in land which initially remains private but which will become public highway once the highway works are constructed and adopted. In these scenarios, wayleave agreements will need to be put in place with the landowner to cover the period up until the highway is completed.

For areas of existing highway are going to become stopped up (or de-adopted), and which contain buried utility apparatus, wayleave agreements will also need to be put in place with the landowner as part of the stopping-up process.

Wayleave requirements are principally required for the Phase 1 works (see Section 5).

## 4.4 Tenant Agreements

Network Rail and LNER have a number of lease agreements with tenants which will need to be terminated and/or renegotiated in order to facilitate the proposed scheme.

Set out below is a non-exhaustive list of the agreements with tenants/third parties which will be impacted by the York Station Frontage scheme together with a description of the impact and the relevant construction phase. All tenancy agreements will need to be in place before construction works on that phase can commence.

The party responsible for amending the agreement with the tenant is indicated.

Table 4.3: Actions to address Tenant Agreements

Affected Tenant	Impact of Scheme	Action	Action owner
<b>Phase 1 : Enabling Works</b>			
Left Luggage	Left luggage portacabin will need to be removed	Terminate agreement.	NR
Northern Power Grid	Relocation of substation. NPG to install new substation within housing provided by project	Agreement required with NPG to relocate substation.	CYC
<b>Phase 2 : Highway Works</b>			
York RI	Removal of footbridge from 1 <sup>st</sup> floor onto Queen St Bridge. In-filling of doorway.	Agree access requirements for CYC contractor. Remove footbridge from demise?	NR
Europcar (in RI Gym)	Vehicular access into the RI Gym building will be prevented.	Terminate or amend agreement with Europcar	NR
Network Rail	Car parking spaces below city walls lost. Reduced number of parking spaces made available to NR (see also note 1 on table 4.1)	Amend demise and car parking spaces within agreement.	Canada Life
<b>Phase 3 : Station Works</b>			
TOCs	TOC staff room relocated to new buildings in South Trainshed	Amend agreements with TOCs	LNER
Retailers	Retail storage in Parcel Square relocated to new building in North Trainshed	Amend agreements with retailers	LNER
Enterprise	Enterprise office to be relocated to new building in North Trainshed	Amend agreement with Enterprise	LNER
Cycle Heaven	Cycle Heaven to be relocated to new building in North Trainshed	Amend agreement with Cycle Heaven	LNER
Secure cycle store	Secure cycle store (managed by Cycle Heaven) will be removed as part of proposed scheme.	Terminate agreement for secure cycle store	LNER
British Transport Police	Parking spaces within Tea Room Square	Parking spaces relocated to North Trainshed	LNER
Station Taxis	Removal of taxis from Portico may negate need for a Taxi office	Consider terminating agreement	LNER
Vehicle servicing in Tea Room Square	Permitted times for loading and unloading in Tea Room Square to be limited to minimise conflicts between vehicles & pedestrians	Impose limitations on service vehicle use of Tea Room Square. Communicate to Retailers & Hotel	LNER (with CYC)
<b>Phase 4 : Loop Road &amp; Short Stay</b>			
York RI Band	Band room to be demolished as part of the scheme. Band to be provided with a new space	Terminate existing lease. Set up new lease arrangement for the new space	CYC & NR

## 4.5 Car Parking

The proposed scheme impacts on the existing car parking provision on the east side of the station as follows:

- Prior to the completion of the MSCP, car parking spaces will be displaced at the end of Phase 2 (Highway Works), Phase 3 (Station Works) and Phase 4 (Loop Road & Short Stay).
- During the construction of all phases, further car parking spaces will be displaced temporarily to provide sufficient space for the contractor to undertake the construction works.
- On the completion of the MSCP (Phase 5), all car parking spaces will be relocated back to the eastern side of the station.

A detailed car parking strategy will need to be prepared to accompany each of the proposed construction phases. The principles to be adopted in developing this strategy are as follows:

- 1) Whilst the location of car parking may vary, the total number of car parking spaces available at the station is to be maintained
- 2) LNER and NR have agreed that the preferred location for displaced car parking is onto the York Central site (west of the station). This is to be located as near to the western entrance as possible.
- 3) LNER and NR will take the lead in engaging with the York Central Partnership and agreeing the detailed arrangements for locating displaced parking and for collecting revenues.
- 4) It is recognised that York Central may be developing out at the same time as the York Station Frontage scheme is being constructed. The location of the car parking displaced from the east side of the station may need to change from time to time to suit the development programme for York Central.
- 5) The Local Planning Authority shall be kept informed regarding changes to parking arrangements. It is noted that both York Central and York Station Frontage projects will have to satisfy a car parking phasing strategy condition attached to their planning consents.

## 4.6 Stopping Up

Delivery of the scheme will require implementing the Stopping-Up orders identified in Table 4.3 below.

CYC Highways shall take the lead in obtaining the required Stopping Up orders from the Secretary of State.

All of these Stopping Up Orders are required prior to the start of the Phase 2 construction works (Highway Works).

**Table 4.4: Stopping Up Orders Required**

Stopping Up Order Required	Party to obtain Stopping Up Order
<b>Phase 2 : Highway Works</b>	
On-street car parking on Queen Street (in-front of residences)	CYC
Vehicular access to the archway through the Queen Street residences.	CYC

## 4.7 Rights of Way / Permitted Access Routes

New public Rights of Way agreements (or similar) will also be required as part of this scheme. These are detailed in table 4.4 below. Legal advice should be sought to define the most appropriate type of agreement which should be put in place to ensure public access.

These routes follow existing, informal routes used by the public. This scheme offers the opportunity to formalise this arrangement. The agreements need to be in place before the completion of the construction works in the relevant phase.

**Table 4.5: Public Rights of Way / Permitted Access Routes required**

Rights of Way Agreement required (or similar)	Party to obtain Rights of Way Agreement
<b>Phase 2 : Highway Works</b>	
Public pedestrian and cycle route between Arches Square /City Walls and the War Memorial – access through land owned by Canada Life, Palace Capital and West Offices landowner.	CYC
<b>Phase 5 : MSCP</b>	
Public pedestrian and cycle route between Lowther Terrace and Loop Road – across NR land alongside proposed MSCP	NR

## 5 Phase 1 – Enabling Works

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Applying the logic set out in section 3.3, the following sections describe each of the phases in more detail. A strategy to procure the construction contractor for each phase is also presented.

### 5.1 Overview

The BT Openreach fibreoptic cables buried within the Queen Street bridge must be diverted before the bridge can be demolished. The diversion will take approximately 12 months, therefore, by starting this activity now will help to accelerate the programme for the whole scheme.

Other utility works can also be undertaken as part of this enabling works package.

As utility works are often complex and can overrun on programme, treating them as a separate works package helps to de-risk the later construction phases.

### 5.2 Delivery Body / Employer

CYC will be the organisation responsible for delivering this phase.

CYC will place contracts / orders for the construction works.

### 5.3 Scope of Works

The Enabling Works package comprises the following:

- Installation of new ducts and chambers through the long stay car park (aligning with the western footway in the proposed Queen Street), through Canada Life land, and across Queen Street. Ducts to be used for:
  - Diversion of BT cables
  - Diversion of Vodafone cables
  - Diversion of Northern PowerGrid cabling to the new sub-station
  - Diversion of Network Rail power cabling from new substation into Station
- Diversion of Northern Power Grid gas supply to the station (including disconnection of the gas governor)
- Realigning of Yorkshire Water mains by Queen Street properties/York RI into the proposed footway
- Relocation of the Northern Powergrid substation

## 5.4 Programme Dependencies

There are no programme dependencies for this package. It can be started as soon as possible.

## 5.5 Indicative Construction Phasing

The works will be constructed in a series of sections of open trenches. Sections of trench will be approximately 30m long and will be open for approximately 2 weeks to allow for installation of ducts and chambers. Additional localised excavations will also be undertaken to allow for connections to the existing networks.

Once ducts have been installed, cable pulling and cable connections activities will be restricted to very localised areas around chambers.

The nature of these works means that only localised, and short-term closures of small areas of the car park or Queen Street will be required.

It is anticipated that the works would commence in the long-stay car park area and progress southwards.

A small construction compound below the Queen Street bridge or within the long stay car parking could be provided.

## 5.6 Impacts & Key Issues to Resolve

The following issues need to be resolved in order to implement Phase 1 works:

**Table 5.1 Issues to be resolved for Phase 1**

Issue	Description	Issue Owner
Gas supply to station	The gas demand from the station has to be confirmed. The proposed location for the new gas meter also needs to be confirmed.	LNER
Left Luggage	Left luggage facility to be removed (or relocated elsewhere in the station) as the proposed duct route passes below this facility. Lease agreement to be terminated.	NR
Wayleaves	Wayleave agreements between the following utility companies and landowners may need to be put in place before the new utilities are energised: <ul style="list-style-type: none"> <li>- BT &amp; NR</li> <li>- Vodafone &amp; NR</li> <li>- Vodafone &amp; Canada Life</li> <li>- NPG (Gas) &amp; NR</li> <li>- NPG (Electricity) &amp; NR</li> </ul>	CYC
Lease	Noerthern PowerGrid's lease with NR/LNER for the land occupied by the substation will need to be amended for the new substation location	CYC
Station Power supply	Opportunity to upgrade power supply to station as part of substation relocation. LNER/NR to confirm demand and whether additional funding available.	LNER/ NR
Licences	The following licences will be required: <ul style="list-style-type: none"> <li>- CYC &amp; LNER/NR – works within the long-stay car park</li> <li>- CYC &amp; NR – works to north of RI Gym &amp; below Queen St bridge</li> <li>- CYC &amp; Canada Life – works through car park area</li> </ul>	CYC
Car Parking	Displacement of car parking to York Central. Spaces affected: <ul style="list-style-type: none"> <li>- During construction = approx. 44 spaces</li> <li>- Following completion of Phase 1 = 0 spaces</li> </ul> <i>It may be possible to accommodate this car parking within the spare capacity available at the Apcoa surface car park on the coal drop ramp.</i>	NR & LNER
Construction Phasing	It is likely that some works will need to be undertaken during night-time working to minimise disruption. These include where new utilities routes cross the highway, at junctions and at the entrance/exit to the long stay car park. Open trenches will need to be covered with steel plates during the day.	CYC

## 5.7 Approvals Required

The works are undertaken by the utility companies themselves to their own design and to their own standards.

All works affecting NR/LNER infrastructure (including potentially works to the substation connections) will require prior approval by NR/LNER

All work within NR/LNER land will require prior approval of method statements and risk assessments.

## 5.8 Contractor Procurement

### 5.8.1 Procurement Objectives

The objectives for procuring the Enabling Works package are understood to be as follows. The diagram indicates where the balance between quality, cost and time for these Phase 1 works :

#### Quality Objectives

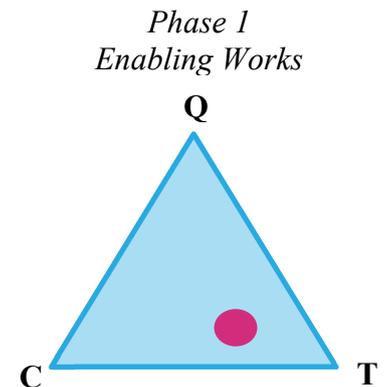
- Works to meet the standards of each utility company. Works will be owned/adopted by the relevant utility company
- The location of the new utilities must be carefully controlled to ensure they coordinate with the future highways works.

#### Cost objectives

- Cost to be maintained within agreed construction budget for this package

#### Programme Objectives

- Works to be started as soon as possible to minimise overall delay to the scheme
- Works to be completed as soon as possible to allow the subsequent Highway Works to commence



### 5.8.2 Key Risks & Risk Allocation

Construction contracts seek to allocate risks between the Contractor and the Employer. In principle, risks should be allocated to the party best able to manage them.

The key risks for the Phase 1 works are identified in the table below and suggested which risks are best owned by the Employer (CYC) and by the Utility Company/Contractor.

**Table 5.2: Phase 1 Risks and Risk Allocation**

Risk Owner	Risk Item
Employer Risks (CYC)	<ul style="list-style-type: none"> <li>• Extent of the utility works required (dictated by proposed works &amp; land ownerships)</li> <li>• Setting out of utility diversions (incl chamber locations) &amp; coordination with proposed works</li> <li>• Managing interfaces with third parties &amp; landowners</li> <li>• Licence agreements to undertake works</li> </ul>
Utility Company / Contractor Risks	<ul style="list-style-type: none"> <li>• Detailed specification of the required utility diversions</li> <li>• Excavation works &amp; overcoming obstructions in the ground</li> <li>• Traffic management</li> </ul>

	<ul style="list-style-type: none"> <li>• Adoption of the completed works</li> <li>• Termination of redundant services</li> </ul>
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### 5.8.3 Contract / procurement approach

There are three main options available to contract the Enabling Works. These are as follows:

#### **Option 1 – separate orders placed with utility companies**

This is the traditional route for procuring utility works. Separate orders are placed with the utility companies and they use their framework contractors to implement all of the works (including ducting, cabling, connections into existing mains, termination works etc). CYC pay the direct costs incurred by the Utility Company.

#### **Option 2 – a multi-utility contractor is appointed**

Some specialist utility contractors have the ability to undertake works for different utility companies. Rather than placing orders with the utility companies, CYC could contract directly with a multi-utility company to undertake all of the works.

#### **Option 3 – contractor appointed for the trenching and ducting works**

As the proposed duct and pipe diversions through the car park follow a similar alignment, a civil engineering contractor could be appointed by CYC to undertake the trenching and ducting works, with the utility companies appointed separately for the cabling and tie-in works.

The pro's and con's of each of these approaches is discussed in the table below:

Table 5.3 – Different contractual approaches considered for Phase 1

	<b>Option 1 Orders placed with utility companies</b>	<b>Option 2 Multi-utility contractor appointed for all works</b>	<b>Option 3 Civils contractor is appointed for trenches &amp; ducts. Utility companies appointed for cabling &amp; tie ins</b>
<b>Pros</b>	<ul style="list-style-type: none"> <li>• Traditional approach – well understood by all parties</li> <li>• Allows for a fast start – contracts can be placed by exchange of letters</li> <li>• CYC can apply for a 12% discount on works under the New Roads &amp; Street Works Act</li> </ul>	<ul style="list-style-type: none"> <li>• CYC can better control costs and programme through a direct contract with the Contractor. Contractor is paid on completion of works.</li> <li>• Encourages better coordination of the works on site</li> </ul>	<ul style="list-style-type: none"> <li>• CYC can better control costs and programme of the trenching works. These are the most disruptive works to car parking/highway.</li> <li>• This approach may be more acceptable to the utility companies compared to Option 2.</li> </ul>
<b>Cons</b>	<ul style="list-style-type: none"> <li>• Works by different utility companies may not be well coordinated on site</li> <li>• CYC have less control over the programme and costs</li> <li>• Monies are paid up-front (although large orders can be staged)</li> </ul>	<ul style="list-style-type: none"> <li>• This approach is primarily designed for new supply works. Some utility companies may not accept this approach for diversions.</li> <li>• Separate agreements may still need to be placed with the Utility companies for tie ins / approvals etc. Therefore, no single point of control.</li> <li>• CYC would need to run a separate procurement process which would take time.</li> </ul>	<ul style="list-style-type: none"> <li>• CYC would need to run a separate procurement process which would take time.</li> <li>• Risk that the ducts are sub-standard and are not adopted by the utility companies</li> </ul>

### Recommended Approach

It is recommended that CYC place orders directly with the utility companies for the Enabling Works (option 1 above). The utility companies would be responsible for undertaking their own works.

The rationale for this recommendation is as follows:

- The extent of the common trenching and ducting work is relatively small. The benefit of directly employing a contractor to coordinate the works is outweighed by i) the delays that would be incurred in procuring the contractor and ii) potential for conflict at the interface between the works undertaken by the contractor and those by the utility company.
- Orders can be placed with the utility companies relatively quickly. The utility companies are engaged from the earliest opportunity.

- CYC can apply for the 12% discount on diversion works. It may also be possible to agree stage payments for the BT diversion works.
- Better value can be achieved by appointing a member of the design team to engage proactively with the utility companies and encourage them to coordinate their activities on site.

#### **5.8.4 Level of Design at Contract Award**

Orders can be placed with the Utility Companies using the current design information.

Detailed setting out drawings, with the line and level of proposed ducts and pipes, should be provided to the utility companies prior to them starting works on site.

#### **5.8.5 Form of Contract**

Contracts with utility companies are regulated under the New Roads & Street Works Act and supporting guidance documents. Orders are placed against a “C4” quotation from each Utility Company. This effectively forms the contract with the utility company.

#### **5.8.6 Contract Administration**

There is no formal contract to administer, however it is recommended that CYC appoint a resource to manage the utility companies closely. This person will be responsible for the following:

- Engaging closely with the utility companies to monitor the progress of the project through their systems/procedures
- Engage with the appointed contractors to understand their programme and impacts on car parking/highways etc
- Convene meetings with all contractors and the highways authority to coordinate works and encourage collaboration to minimise disruption (the utility companies have an obligation to work together where possible).
- Arrange for licences for access etc
- Provide detailed setting out drawings for the utilities which coordinate with the proposed highway works. Supervise works to check that they are installed in the correct locations.
- Oversee the works & review the final cost (C9) submitted by the utility companies.

## 5.9 Summary

In summary, the recommended approach for the Phase 1 Enabling Works is as follows:

- CYC is responsible for delivering this package and will enter into contract for the construction works
- Orders are placed directly with each of the utility companies to undertake the diversion work
- CYC appoint someone from the design team to liaise with the utility companies and third parties to maintain high levels of communication and minimise the disruption of the works.
- Wayleave agreements are put in place between utility companies and landowners prior to delivery of Highway Works.
- The phase 1 works have only a temporary impact on car parking. Displaced car parking may be able to be absorbed within existing spare capacity on the west side of the station.

## 6 Phase 2 – Highway Works

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### 6.1 Overview

The Highway Works seeks to deliver the main reorganisation of the public highway areas of Queen Street and Station Road. It involves the removal of Queen Street bridge and the relocation of bus stops. The majority of the completed works will become public highway.

Whilst it would be desirable that the Phase 3 Station Works package would be delivered in parallel, or directly after this highway works package, there is a risk that the Phase 3 works could be delayed. Therefore, this highway works package allows existing accesses to be retained (eg taxi access to/from the Portico) to ensure the continued operation of the station and the highway.

### 6.2 Delivery Body

CYC will be the organisation responsible for delivering this phase.

CYC will appoint the contractor for the construction works and will be the Employer under this contract.

### 6.3 Scope of Works

The Highway Works package comprises the following. Works have been identified as “public highway” and “other” works to help identify the appropriate approval route for each item.

**Public Highway Works** (ie works to be adopted by the local Highway Authority)

- Demolition of Queen Street bridge
- Realigned Queen Street / Station Road, including final locations for bus-stops
- Works to City Wall – re-profiling embankment & retaining wall
- Arches Square below City Walls (final public realm scheme)
- Improved cycle-link between Arches Square and War Memorial
- Accesses to/from long stay car park
- Temporary bus-stop facilities and cycle lane on west side of Queen Street
- Vehicular access into Portico
- Station Square, pedestrian supercrossing & cycleway

- Tea Room Sq Tourist bus stop
- Footway on eastern side of Station Road (by Tram Shelter)
- Completion of the pedestrian areas, bus-stops and landscaping to the western footway of Queen Street (following removal of Parcel Square)
- Junction works – exit from taxi/drop off area to carriageway (following removal of Parcel Square)

#### **Other works** (and third party impacted)

- Removal of footbridge from York RI & infilling of doorway (NR)
- Barrier control system (or similar) to LNER long-stay car park. Includes resigning car park so that vehicles exit between York RI & the RI Gym (LNER)
- Taxi route from long-stay car park to Portico (LNER)
- Relocated cycle store & bin store for George Stephenson House (Canada Life)
- Landscaping below City Walls on Canada Life land (Canada Life)
- Cycle route improvement alongside Hudson House & West Offices (Canada Life, Palace Capital, West Offices owner)

## 6.4 Programme Dependencies

These Phase 2 Highway works cannot commence until the Phase 1 Enabling Works have been completed and the utilities have been diverted from the Queen Street bridge.

## 6.5 Indicative Construction Sequencing

A potential construction sequence for the Highway Works package is summarised below. This construction sequence will need to be developed in greater detail as the design progresses. It can be offered to tenderers on a “form information only” basis to help explain the complexity of the project, however the Contractor will be responsible for developing the final construction sequencing which suits his proposed method of working.

**Table 6.1: Indicative Construction Sequencing**

Stage	Description of works	Outcome
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A	Preparation of temporary vehicle diversion route Removal of footbridge from York RI	Temporary diversion route created through long-stay car park to allow closure of Queen St bridge
B	Tie in points for temporary vehicle diversion (weekend closure of Queen Street)	Tying in diversion route with existing highway – traffic can be diverted
C	Demolition of Queen Street Bridge Construction of New Highway & Arches Square	Bridge removed. Central section of new Queen Street constructed
D	Reconnection at tie-in points (weekend closure of Queen Street)	New highway tied back into existing carriageway
E	Northbound carriageway works	Finalise construction of northbound carriageway of Queen Street (outside residences & by station)
F	Northbound bus stops	Completion of public realm around north bound bus-stops (by station) Bus stops relocated.
G	Public realm in front of Station (constructed in 3 stages across full width of highway)	Station square, realigned highway, pedestrian super-crossing, eastern footways

## 6.6 Impacts & Key Issues to Resolve

The following issues need to be resolved in order to implement Phase 2 works:

**Table 6.2: Issues to be resolved for Phase 2**

Issue	Description	Issue Owner
LC17 process	NR to progress LC17 process in order to dispose of land	NR
Land Acquisition	CYC to acquire the following land parcels (see section 4.1 for further details): <ul style="list-style-type: none"> <li>- NR – Queen Street land</li> <li>- Canada Life land</li> <li>- Unregistered land</li> </ul>	CYC
Licences	Construction licences to be agreed for the following: <ul style="list-style-type: none"> <li>- CYC – LNER &amp; NR – works within long stay car park area</li> <li>- CYC – NR – works to York RI (infilling of doorway)</li> <li>- CYC – Canada Life – landscaping works below city wall, route through to War memorial &amp; bike &amp; bin store</li> <li>- CYC – Palace Capital – improvement works to cycle route past Hudson House</li> </ul>	CYC
Car Parking	Displacement of car parking to York Central – location to be identified. Spaces affected: <ul style="list-style-type: none"> <li>- During construction = 90 spaces</li> <li>- Following completion of Phase 2 = 64 spaces</li> </ul>	NR & LNER
Station Change	Station Change process to be implemented for changes to car parking arrangements.	CYC

GSH bin store & bike store	A proposal to relocate the bin store and bike store for George Stephenson House has to be agreed with Canada Life (and with NR as tenant). Proposed location is along the north façade of the building	CYC
York RI Fire Escape	Study required to confirm safe means of escape when footbridge from 1 <sup>st</sup> floor of York RI is removed	CYC
Europcar Access	Vehicle access into Europcar facility in the RI Gym will not be possible. Lease to be renegotiated / terminated with Europcar	NR
Stopping Up	On-street car parking in-front of the Queen Street residences and vehicle access through the archway will need to be stopped up. The bus layover bay on Queen Street is to be converted to 2 car parking spaces.	CYC
Public Right of Way	Legal agreement required for public access along cycle route beside Hudson House & West Offices	CYC
City Walls	Interpretation of latest monitoring results, revision of construction management plan for works to City Wall	CYC
TVRA output	Details to protect vehicle spaces from attacks by hostile vehicles to be defined & agreed.	CYC

## 6.7 Approvals Required

Prior to commencement of construction, the following approvals will need to be obtained:

- Planning Permission & Listed Building Consent
- Sign off on pre-commencement conditions attached to any Planning consent
- Scheduled Ancient Monument consent
- Highways Approvals (s38, s50, s278)
- Station Change
- NR ASPRO (works to York RI)
- LNER approval (car park barrier controls, taxi route to Portico)

## 6.8 Contractor Procurement

### 6.8.1 Procurement Objectives

The objectives for procuring the Highway Works are different from the enabling works in that there will be a greater focus both on the quality of the construction process in order to minimise the unavoidable disruption and on the quality of the completed public spaces.

Our understanding of the Employer's objectives is set out below. The diagram suggests the target balance between quality, cost and time.

**Quality Objectives**

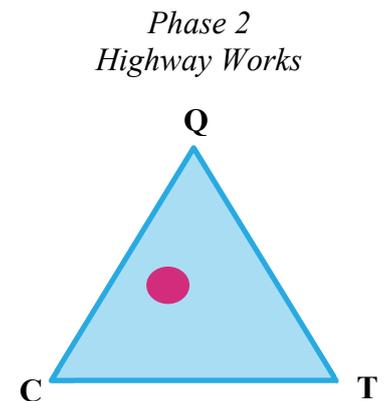
- High-quality finishes are required – particularly in the public realm areas. Creating a high quality, welcoming space is a fundamental aim of the scheme
- The works will require the contractor to work closely with stakeholders to minimise the disruption caused by the works. It will be important to be proactive, undertaking additional works as required, in order to keep stakeholders and the public on-side.

**Cost objectives**

- This is the highest value package and therefore costs must be managed carefully within the budget allowance.

**Programme Objectives**

- There is a need to complete the works in reasonable time to minimise the disruption to pedestrians, cyclists and vehicles using this section of the York Inner Ring Road.
- However, it is recognised that these are complex works which will require very careful planning. Minimising and managing disruption is likely to be more important than trying to work fast and causing greater disruption.
- The project should aim to achieve the funding deadline of March 2023.

**6.8.2 Key Risks & Risk Allocation**

Whilst the general risks of highway works and working on a live carriageway are well understood, there are specific risks associated with this project which need to be carefully managed. These are as follows:

- Works to the City Wall – the condition and extent of the buried retaining wall can only be determined when the Queen St bridge is removed. There is a need to protect the Scheduled Ancient Monument
- Likelihood of uncovering archaeology during the works (eg during trench excavations for drainage)
- Traffic Management & construction phasing and the need to maintain the station operational at all times.

The Contract will need to allocate these, and other risks, between the Employer and the Contractor. The proposed allocation of risks for the Phase 2 works are set out in the table below:

**Table 6.3: Phase 2 Risks and Risk Allocation**

Risk Owner	Risk Item
Employer Risks (CYC)	<p><b>Funding &amp; Land</b></p> <ul style="list-style-type: none"> <li>• Funding*</li> <li>• Land assembly*</li> <li>• Licences*</li> <li>• Tenant agreements*</li> <li>• Car parking*</li> <li>• Stopping Up*</li> </ul> <p><b>Design</b></p> <ul style="list-style-type: none"> <li>• Detailed design*</li> <li>• Design change e.g due to physical site conditions at City Wall</li> </ul> <p><b>Approvals</b></p> <ul style="list-style-type: none"> <li>• Planning approvals*</li> <li>• Highway approvals*</li> <li>• NR approvals*</li> <li>• Scheduled Ancient Monument approvals*</li> </ul> <p><b>Conditions</b></p> <ul style="list-style-type: none"> <li>• Ground conditions for the City Wall – assumed conditions will be stated at tender</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Site Investigation &amp; Archaeology Investigation*</li> <li>• Buried utilities survey*</li> <li>• Unknown archaeology (i.e above that identified in the arch investigation)</li> <li>• Programme &amp; completion of the Phase 1 Enabling Works</li> <li>• Constraints imposed by commissioning Phase 3, 4 &amp; 5 works</li> <li>• Changes to traffic management proposals requested by the Employer</li> </ul>
Contractor Risks	<p><b>Design</b></p> <ul style="list-style-type: none"> <li>• None</li> </ul> <p><b>Approvals</b></p> <ul style="list-style-type: none"> <li>• Detailed Traffic Management proposals</li> <li>• Method statement for working on City Walls (Scheduled Ancient Monument approval)</li> <li>• Method statements for working on NR/LNER land</li> <li>• Formal highway adoption process</li> </ul> <p><b>Conditions</b></p> <ul style="list-style-type: none"> <li>• Weather</li> <li>• Ground conditions (incl. contamination)</li> <li>• Buried utilities</li> <li>• Known archaeology (i.e that identified in the arch investigation)</li> <li>• Unexploded ordnance</li> </ul> <p><b>Programme</b></p> <ul style="list-style-type: none"> <li>• Meeting agreed contract completion date</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Security</li> <li>• Management of utility companies</li> </ul>

\*Employer risks which should be resolved prior to contract award

It is preferable to resolve as many employer risks prior to award of contract, and these risks have been identified with an asterisk in the table above. The risks which cannot be resolved prior to contract will be retained by the Employer during the construction process – these are summarised in the table below. A contingency sum should be held by the Employer to cover such risks.

**Table 6.4: Residual Risks retained by the Employer during Construction**

Risk Owner	Risk Item
Residual Employer Risks (retained by CYC during the construction)	<ul style="list-style-type: none"> <li>• Design change. e.g due to site conditions</li> <li>• Ground conditions for the City Wall – assumed conditions will be stated at tender</li> <li>• Unknown archaeology (i.e above that identified in the arch investigation)</li> <li>• Programme &amp; completion of the Phase 1 Enabling Works</li> <li>• Constraints imposed by commissioning Phase 3, 4 &amp; 5 works</li> <li>• Changes to traffic management proposals requested by the Employer</li> </ul>

### 6.8.3 Contract approach

The principal options available for the contractual relationship between the Employer and the Contractor are identified below together with the pros and cons of each.

**Table 6.5 – Contract options**

	Traditional (build only)	Design & Build	Management Contracting
Pros	<ul style="list-style-type: none"> <li>•Relies on a fully developed design – allows the Employer to control quality</li> <li>•Cost certainty provided at the outset of the contract</li> <li>•Well suited to complex projects and those where change is likely – the Employer is in control of the process</li> <li>•Design risk sits with the Employer and Contractor tenders on full design – so less likely to price risk.</li> </ul>	<ul style="list-style-type: none"> <li>•Can support early Contractor Engagement / Innovation with input from specialist supply chain and design solution developed to suit the Contractor's proposed construction methodology</li> <li>•Allows for risk transfer between Employer and Contractor – particularly on interface risks between design and construction</li> <li>•Can offer greater cost certainty for Employer (so long as Employer led change is avoided)</li> <li>•Single point of responsibility for delivery of the project</li> <li>•Pain/gain mechanism can be applied to incentivise Contractor to deliver within a target cost.</li> </ul>	<ul style="list-style-type: none"> <li>•Rapid procurement route</li> <li>•Employer can retain control of the design</li> <li>•Allows packages of work to be let before design complete – works start on site whilst design is continuing – programme advantage</li> <li>•Early contractor involvement and construction advice can be incorporated – particularly in packaging strategy</li> <li>•Pain/gain mechanism can be applied to incentivise Contractor to deliver within a target cost.</li> </ul>
Cons	<ul style="list-style-type: none"> <li>•Relies on sequential programme for design, procurement and construction – extends programme</li> <li>•Limits ability for early Contractor engagement to innovate – opportunities may be missed for</li> </ul>	<ul style="list-style-type: none"> <li>•Not well suited where design quality is paramount (unless design is more developed – eg RIBA Stage 4 – at contract award).</li> <li>•Not well suited for complex projects with many 3<sup>rd</sup> party interfaces</li> </ul>	<ul style="list-style-type: none"> <li>•Out-turn cost uncertainty – the Employer carries the risk that individual packages may costs more/less than the original budget</li> <li>•Employer takes programme risk</li> <li>•No single point of responsibility</li> </ul>

	<p>time/cost savings on non-standard elements</p> <ul style="list-style-type: none"> <li>•Employer takes time and cost risk for changes to the design</li> <li>•Employer takes the design risk</li> <li>•Can be a contractual / adversarial approach</li> </ul>	<ul style="list-style-type: none"> <li>•Total cost maybe higher due to greater risk transfer to Contractor (Early Contractor Involvement as part of a two stage tender process can mitigate this in part)</li> <li>•Not well suited where change is likely post contract award. Change can be expensive as Contractor is not in competition.</li> </ul>	<ul style="list-style-type: none"> <li>•Does not suite some civil engineering contractors who have their own labour. May reduce competition</li> <li>•May be challenging to secure funding approvals if tender price is unavailable.</li> </ul>
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### Recommended Approach

It is recommended that a “Traditional” contract approach is adopted for the Highway Works package.

The rationale for this recommendation is as follows:

- The works are not unusually complicated and are well understood by highway engineering contractors.
- The main complexity comes in the phasing of the construction works, traffic management and managing the interfaces with stakeholders and third parties. Many of these issues can be managed through the design process and by good collaboration between the Employer and third parties.
- There is likely to be change during the works due to external influences. CYC will wish to be involved in agreeing the solutions in order to minimise disruption
- The traditional contract route is well understood by highway contractors. There will be good competition in the market and CYC should be able to obtain a competitive price for the works
- CYC have a good understanding of highway works and will be actively involved in managing the works during the construction phase
- The contract price will be obtained at tender, allowing funding to be drawn down.

### 6.8.4 Level of Design at Contract Award

The level of design at contract award is the principle tool through which the specific risks associated with the project are managed. The greater the level of design, the better the Contractor will be able to understand the works and assess his risks. This will enable more competitive pricing, less risk pricing and less change post contract award.

For the Highway Works package, it is proposed that the design is developed to RIBA Stage 4 (detailed design). This will be required in order to secure the necessary highway technical approvals and to facilitate the planning of the construction sequencing. The design of the highway works are currently reasonably well advanced and given the long duration of the enabling works, there is time to complete the design prior to tender.

### 6.8.5 Form of Contract

Government best practice recommends the use of the NEC suite of contracts for major construction works. These contracts are well understood by the industry and have been integrated in a number of key frameworks.

The NEC contracts offer various different “options” depending on the particular requirements of the Contract. These are set out in the table below together with a recommendation of the most suitable form.

**Table 6.6: NEC Construction contract options**

NEC Option	Suitable?	Comment
<b>Option A – Priced contract with activity schedule</b>	<b>Yes</b>	<b>Provides greatest cost certainty. Contractor takes risk on quantities. Schedule of rates should be used to help value change</b>
Option B – Priced contract will bill of quantities	No	Useful where there is potential for variation in the quantity of the works. Employer carries risk on quantities.
<b>Option C – Target Contract with activity schedule</b>	<b>Yes</b>	<b>Incentive on contractor to bring works in under budget. Useful when design development continuing in tandem with procurement process</b>
Option D – Target Contract with bills of quantities	No	As option C, but Employer carries risk on quantities.
Option E – Cost reimbursable contract	No	No certainty of out-turn cost for Employer. Little incentive for Contractor to perform efficiently
Option F – Management Contract	No	Not recommended (see 6.8.3). offers less cost certainty.

From the above, we set out in the table below a more detailed comparison of the NEC contract options A and C:

**Table 6.7 – Comparison of Option A & Option C contracts**

	<b>Option A – Priced contract with activity schedule</b>	<b>Option C – Target Contract with activity schedule</b>
<b>Pros</b>	<ul style="list-style-type: none"> <li>•Allows a fixed price to be obtained for the works</li> <li>•Popular with Employers – provides better certainty on out-turn cost at start</li> <li>•Simpler to administer – less bureaucratic than Target Sum</li> </ul>	<ul style="list-style-type: none"> <li>•In theory aligns interests of Contractor and Employer – both share pain and/or gain</li> <li>•Employer pays actual costs incurred plus a pain/gain share</li> <li>•Likely to be preferred by Contractors as it reduces their risk</li> </ul>

	<ul style="list-style-type: none"> <li>• A Schedule of Rates can be included in the tender – this provides a fair basis for valuation of changes / compensation events</li> <li>• Suited to contracts where the risks are relatively well defined.</li> </ul>	
<b>Cons</b>	<ul style="list-style-type: none"> <li>• Requires the design to be reasonably well developed at time of tender so that Contractor can cost their risks</li> </ul>	<ul style="list-style-type: none"> <li>• Contractor likely to seek to exploit change/risks to increase target sum to maximise their gain share (even if there is no increase in the actual cost incurred)</li> <li>• Less certainty over out-turn costs compared to a Priced Contract</li> <li>• More bureaucratic to administer – eg can double work to assess changes – one to value direct works, one to assess impact on Target Price.</li> </ul>

### Recommended Approach

It is recommended that the NEC Option A form of contract (Priced Contract with Activity Schedule) is used for the Highway Works package.

The rationale for this recommendation is as follows:

- The detailed design for the works will be well developed at Tender. The Contractor is well positioned to define the quantity of the works involved.
- This form of contract is well understood by Contractors and CYC will be able to obtain competitive tenders from the market
- The contract is simpler and more straightforward to administer.
- It provides reasonable cost certainty from the outset

However it is highlighted that the Employer risks associated with this contract are significant (e.g conditions for the City Wall, employer requests to amend traffic management to manage impacts on third parties). These are likely to have both direct and consequential impacts on programme and cost. Therefore it will be important to obtain a detailed programme and method statements at tender so that changes to programme and methodologies can be assessed against these. The Employer should reserve a contingency sum to cover this potential change.

### 6.8.6 Contract Administration

The NEC contract identifies the key roles of Project Manager and Supervisor. For this package, it is proposed that these roles are fulfilled as follows:

- Project Manager – CYC
- Project Manager support (administration) – *tbc (if required)*

- Project Manager support (assessment of costs & certification of payments) – appointed quantity surveyor - *tbc*
- Supervisors (Highway Engineering, Geotechnical, Landscape Architecture, Streetlighting) - *tbc*

## 6.8.7 Procurement Route

### Framework

CYC need to comply with public sector procurement rules. The use of frameworks provide a compliant route to appoint a Contractor from a pre-selected panel of firms.

It is recommended that the YORcivils framework is used for this package.

The characteristics of this framework are as follows:

- This framework has been designed specifically for local authorities in Yorkshire to procure civil engineering works.
- The Highway Works package would be procured under Lot 4 (“Civil Works over £10m”)

### Procurement Route

Under the YORcivils framework, different routes are available for selecting a contractor from the panel of firms under the Lot. These routes are set out in the table below:

**Table 6.8: YORcivils procurement routes**

<p><b>1. Direct Selection</b></p> <p>A framework contractor is directly selected without competition based on qualitative criteria. A tender price is developed and contract awarded. The contractor is selected via a “rotation system” applied to that Lot.</p>
<p><b>2. Price / quality mini competition (two stage)</b></p> <p>All framework contractors on the Lot submit proposals which are assessed against Stage 1 scoring criteria (price/quality) to select a single winning proposal. A tender is subsequently developed with the selected framework contractor and the contract awarded. The framework permits a balance of price/quality assessment which can range from 20/80 to 80/20.</p>
<p><b>3. Price / quality mini competition (single stage)</b></p> <p>All framework contractors on the Lot submit competitive tenders for the works. The tenders are assessed against price / quality criteria and the winning tender is identified. A contract is then awarded. The framework permits a balance of price/quality assessment which can range from 20/80 to 80/20.</p>
<p><b>4. Price only mini competition (single stage)</b></p> <p>All framework contractors in the lot submit price quotations only for the works. The contractor is selected using price criteria only.</p>

It is recommended that a single stage price/quality mini competition is used to procure the contractor for the Highway Works package (procurement route 3).  
An award criteria of 60% quality and 40% price is recommended

The rationale for selecting this procurement route is as follows:

- The design will be well advanced at tender and contractors will be able to have a good understanding of their risks. A detailed risk register shall be provided with the tender information.
- An indicative construction sequence (for information only) could be provided to help contractors understand the constraints in more detail.
- This approach maintains price competition between tenderers. Risks can be transferred for a competitive price.
- There is insufficient time to run a second tendering stage given deadlines imposed by the funding
- The quality/price scoring criteria reflect the need to secure a contractor who has fully understood the complexity of the proposed works and who will work proactively to overcome these risks. The criteria also encourages the contractor to price their risks realistically to minimise the risk of an adversarial approach post contract award.

A key challenge for this project will be giving the contractors sufficient time at tender to really understand the constraints of this project and to develop their price based on a detailed methodology and programme. Therefore, it will be important to engage with the contractors to communicate the scheme clearly. It is also recommended that detailed method statements and programmes are requested as part of their tender submissions so that these can be interrogated by the Employer. Time should then be allowed for a clarification process, whereby the Employer is able to comment on the Contractor's proposals and tenderers have the opportunity to respond to this in their price.

It is recommended that the tender process is run as follows:

- 1) Expression of Interest – Contractors alerted to the opportunity. Scheme is described with the key constraints & Employer objectives. Contractors confirm their interest.
- 2) Tender documents are issued to Contractors
- 3) Tender Clarification Sessions are held to respond to questions from the Contractors and help Contractors understand the scheme in greater detail. All questions raised by the Contractors shall be submitted and responded to in writing. All questions shall be circulated to all tenderers
- 4) Contractors to submit method statements and programmes. Employer to review and identify any areas where further detail or clarification is sought
- 5) Contractors to submit their tender price and quality statement

- 6) Contractors to present their proposal – this presentation shall not be scored
- 7) Employer assesses tenders and awards contract to highest scoring tenderer.

## 6.9 Summary

The recommended approach for the Phase 2 Highway Works is summarised as follows:

- CYC will be responsible for delivering this package and will enter into contract for the construction works
- CYC to take a lead in resolving many of the key issues associated with this phase. NR & LNER to address specific issues relating to the LC17 process, existing tenants and location of displaced car parking on York Central.
- The design should be developed in detail (RIBA Stage 4) prior to tender. A “traditional” form of contract is used for the construction works.
- An NEC Option A form of contract (Priced Contract with Activity Schedule) should be used. However, there is significant potential for change and the Employer should reserve a contingency fund to allow for this.
- The YORcivils framework should be used to procure the contractor. A single stage price/quality competition is recommended with an award criteria of 60% quality/40% price.
- The tender process should allow for good engagement with the Contractors so that they can understand the detail of the project and reflect this in their proposed methodology, programme and price.

## 7 Phase 3 – Station Works

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### 7.1 Overview

The Station Works package is focussed primarily on building works to the existing station. As such the nature of the works is different to the Highway Works package and would suit a different type of contractor.

The works are focussed on removing the existing “Parcel Square” building and relocating these uses within the station. A new taxi rank and drop off area will be constructed in the footprint of the demolished building. This will allow vehicles to be relocated away from the Portico. The portico repaved as a pedestrian space (drawing on LNER funding) and Tea Room Square converted to a pedestrianised area.

Monies are also available under the TCF programme to improve cycling facilities at the station and these works would also be delivered as part of this Station Works package.

### 7.2 Delivery Body

It is proposed that LNER would be the organisation responsible for delivering this phase.

LNER will appoint the contractor for the construction works and will be the Employer under this contract.

CYC (as a third-party funder of the railway) and LNER will enter into a Development Agreement to formalise the roles and responsibilities of each party.

### 7.3 Scope of Works

The Station Works package comprises the following. These works have been identified as “railway works” (ie works which will become part of the railway estate) to help identify the different approval requirements.

**Railway Works (ie works to the railway estate, to be adopted by NR)**

- Demolition of Parcel Square
- Repair & repointing of exposed facades where they are to be retained
- New façade to station (includes first class lounge front & canopy)
- Stair access to station roof (to allow removal of existing scaffold tower)
- New buildings within the South Trainshed and remodelling of First Class lounge (includes associated foundations, structure, building services, façade and external works)

- New buildings within the North Trainshed (includes associated foundations, structure, building services, façade and external works)
- Repaving of the Portico
- Relocation of secure staff cycle parking within southern trainshed area
- Additional public cycle parking within the station (north trainshed area)
- Improved cycle route through the North Trainshed
- Taxi-rank & drop off area
- Tea Room Square
- Implementation of an ANPR system to manage car parking
- With Network Rail, develop the strategy to manage car parking during the course of the whole project (i.e covering construction of Packages 1 to 5)
- Relocate motorcycle parking from Southern Trainshed to temporary location (ie before construction of MSCP – suggest within existing long-stay car park area)

## 7.4 Programme Dependencies

These Phase 3 Station Works can be undertaken in parallel with, or independently from, the other works packages.

The dependencies between Phase 2 and Phase 3 work relates to the use of the car park area directly to the south of Parcel Square. This area will need to be occupied early on in Phase 2 to provide the temporary by-pass road. The area will also be required later in Phase 3 to construct the taxi rank & drop off area. Given the current state of the design and the anticipated sequencing, it is not expected that this interface will cause a problem.

**Figure 7.1: Diagram showing construction areas for Highway Works (red) & Station works (blue), indicating that both contacts could run concurrently. Note – temporary diversion road is within scope of Highway Works contract**



## 7.5 Indicative Construction Sequencing

A potential construction sequence for the Station Works package is summarised below. This construction sequence will be developed in further detail when the Contractor is appointed

**Table 7.1: Indicative Construction Sequencing**

Stage	Description of works	Outcome
A	Temporary storage facility constructed on ramp from Platform 1 (close to refuse point)	Temporary storage capacity provided to allow decant of tenants from the Parcel Square area
B	Contractor takes over VIP parking, motorcycle storage and staff cycle storage area in South Train Shed. New TOC & TPE offices built in Southern Train shed	New TOC office and new TPE office constructed.
C	New buildings within North Trainshed are constructed	New accommodation for Cycle Heaven, Enterprise Car Hire & Retail Storage constructed
D	Tenants relocate from Parcel Square: <ul style="list-style-type: none"> <li>- TOC's &amp; TPE to new accommodation in South Trainshed</li> <li>- Cycle Heaven &amp; Enterprise Car Hire – to new accommodation in North Trainshed</li> <li>- Retail storage to i) temporary facility on Platform 1 &amp; ii) new accommodation in North Trainshed</li> <li>- First Class Lounge – retained but with smaller footprint</li> </ul>	Existing Parcel Square buildings vacated
E	Demolition of Parcel Square buildings (TPE, TOC Offices etc)	Removal of vacant buildings

F	New façade is constructed at Parcel Square. New first-class lounge, retail storage, access corridor and stair to roof are constructed.	Completion of new buildings in southern trainshed
G	Construction of taxi rank & drop off area	Vehicles can be removed from the Portico
E	Portico & Tea Room Square works. Tea Room square delivered in two phases to maintain vehicular access through to North Train shed.	Pedestrian areas complete

## 7.6 Impacts & Key Issues to Resolve

The following issues need to be resolved in order to implement Phase 3 works:

**Table 7.2: Issues to be resolved for Phase 3**

Issue	Description	Issue Owner
Development Agreement	Development Agreement to be entered into between CYC & LNER to identify roles and responsibilities	CYC & LNER
Agreements with Station Tenants	Vary leases (or similar) with affected tenants (see section 4.4) <ul style="list-style-type: none"> <li>- TOCs (including Trans Pennine Express)</li> <li>- Retailers</li> <li>- Enterprise car hire</li> <li>- Cycle Heaven</li> <li>- BTP</li> <li>- Station Taxis</li> </ul>	LNER
Car Parking	Displacement of car parking to York Central – location to be identified. Spaces affected: <ul style="list-style-type: none"> <li>- During construction = approx. 40 spaces (note some of the same spaces will be displaced during Phase 2 construction)</li> <li>- Following completion of Phase 3 = approx. 40 spaces (these are additional to those displaced during Phase 2)</li> </ul>	NR & LNER
Motorcycle & cycle parking	Motorcycle and cycle parking will be displaced from Southern Trainshed	LNER
Station Change	Station Change process to be implemented for changes to station accommodation and operations.	CYC
Servicing in Tea Room Square	Restrictions imposed on vehicle access to Tea Room Square to manage pedestrian – vehicle conflicts	LNER
TVRA output	Details to protect vehicle spaces from attacks by hostile vehicles to be defined & agreed.	CYC
First Class Lounge during construction	Part of the existing First Class lounge will be removed during the demolition of the Parcel Square buildings. It is desirable that a First Class Lounge is maintained during the construction works. A solution which retains some of the space and addresses any issues regarding building services etc will need to be worked up during he detailed design	LNER

## 7.7 Approvals Required

Prior to commencement of construction, the following approvals will need to be obtained:

- Sign off on pre-commencement conditions attached to the Planning consent
- Sign off on pre-commencement conditions attached to the Listed Buildings consent
- Network Rail & LNER Approvals – ASPRO; Forms 1, 2 & 3 (GRIP Stages 5); Work Package Plans (LNER Consents for Works Authority approval)
- Station Change
- Highways Approvals

## 7.8 Contractor Procurement

### 7.8.1 Procurement Objectives

The objectives for procuring the Station Works is suggested below.

#### Quality Objectives

- High-quality finishes are required for the new station façade as this is part of the listed station structure.
- High quality is also required in the public realm areas - Portico, Station Square, Tea Room square. Creating a high quality, welcoming space is a fundamental aim of the scheme
- The works will involve working closely with Network Rail, TOC's and railway industry organisations. A proactive contractor is required who will take the lead with this engagement.

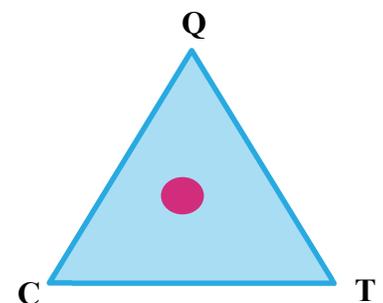
#### Cost objectives

- The cost of the works will be reflected in the Development Agreement between CYC and LNER. Cost certainty will be required early on.

#### Programme Objectives

- Funding sets an objective to complete these works by March 2023.
- Given the consultation and approvals processes, design may have to run in parallel with construction to meet deadlines

*Phase 3  
Station Works*



## 7.8.2 Key Risks & Risk Allocation

The rail industry typically seeks to involve contractors early in the design process though and ECI process. Contractors are used to taking on design responsibility for the works.

Given the current state of the design (see section 7.8.4), and the need to progress quickly, it is proposed that a design and build contractor would be appointed and the design and design risk allocated to them.

The proposed allocation of risks for the Phase 3 works are set out in the table below:

**Table 7.3: Phase 3 Risks and Risk Allocation**

Risk Owner	Risk Item
Employer Risks	<p><b>Funding &amp; Land</b></p> <ul style="list-style-type: none"> <li>• Funding* (CYC to address)</li> <li>• CYC-LNER Development Agreement* (CYC to address)</li> <li>• Tenant agreements &amp; vacant possession* (LNER)</li> <li>• Car parking* (LNER/NR)</li> </ul> <p><b>Design</b></p> <ul style="list-style-type: none"> <li>• Employers Requirements / Design brief*</li> <li>• Reference design of Taxi Rank &amp; Tea Room Sq (CYC to provide)*</li> </ul> <p><b>Approvals</b></p> <ul style="list-style-type: none"> <li>• Station Change*</li> <li>• Highway approvals (CYC to secure)*</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Buried utilities survey*</li> <li>• Archaeology</li> <li>• Constraints imposed by commissioning Phase 3, 4 &amp; 5 works</li> </ul>
Contractor Risks	<p><b>Design</b></p> <ul style="list-style-type: none"> <li>• Detailed Design</li> <li>• Engagement with Stakeholders</li> </ul> <p><b>Approvals</b></p> <ul style="list-style-type: none"> <li>• Planning conditions</li> <li>• NR approvals processes – Form 1 &amp; Form 2</li> <li>• Formal highway adoption process</li> </ul> <p><b>Conditions</b></p> <ul style="list-style-type: none"> <li>• Weather</li> <li>• Physical conditions (incl. ground conditions, contamination &amp; condition of existing station facade)</li> <li>• Buried utilities</li> <li>• Known archaeology (i.e that identified in the arch investigation)</li> <li>• Unexploded ordnance</li> </ul> <p><b>Programme</b></p> <ul style="list-style-type: none"> <li>• Meeting agreed contract completion date</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Security</li> </ul>

\*Employer risks which should be resolved prior to contract award

It is highlighted that no surveys have been undertaken within the station building. It is recommended that the client commissions the following surveys as soon as possible to provide important information to help accelerate the design process:

- Topographical survey
- Buried Services Survey
- Ground Investigation
- Station Condition Survey

### 7.8.3 Contract approach

The principal options available for the contractual relationship between the Employer and the Contractor are identified below together with the pros and cons of each.

**Table 7.4 – Contract options**

	Traditional (build only)	Design & Build	Management Contracting
Pros	<ul style="list-style-type: none"> <li>•Relies on a fully developed design – allows the Employer to control quality</li> <li>•Cost certainty provided at the outset of the contract</li> <li>•Well suited to complex projects and those where change is likely – the Employer is in control of the process</li> <li>•Design risk sits with the Employer and Contractor tenders on full design – so less likely to price risk.</li> </ul>	<ul style="list-style-type: none"> <li>•Can support early Contractor Engagement / Innovation with input from specialist supply chain and design solution developed to suit the Contractor’s proposed construction methodology</li> <li>•Allows for risk transfer between Employer and Contractor – particularly on interface risks between design and construction</li> <li>•Can offer greater cost certainty for Employer (so long as Employer led change is avoided)</li> <li>•Single point of responsibility for delivery of the project</li> <li>•Pain/gain mechanism can be applied to incentivise Contractor to deliver within a target cost.</li> </ul>	<ul style="list-style-type: none"> <li>•Rapid procurement route</li> <li>•Employer can retain control of the design</li> <li>•Allows packages of work to be let before design complete – works start on site whilst design is continuing – programme advantage</li> <li>•Early contractor involvement and construction advice can be incorporated – particularly in packaging strategy</li> <li>•Pain/gain mechanism can be applied to incentivise Contractor to deliver within a target cost.</li> </ul>
Cons	<ul style="list-style-type: none"> <li>•Relies on sequential programme for design, procurement and construction – extends programme</li> <li>•Limits ability for early Contractor engagement to innovate – opportunities may be missed for time/cost savings on non-standard elements</li> <li>•Employer takes time and cost risk for changes to the design</li> </ul>	<ul style="list-style-type: none"> <li>•Not well suited where design quality is paramount (unless design is more developed – eg RIBA Stage 4 – at contract award).</li> <li>•Not well suited for complex projects with many 3<sup>rd</sup> party interfaces</li> <li>•Total cost maybe higher due to greater risk transfer to Contractor (Early Contractor Involvement as part of a two stage tender process can mitigate this in part)</li> </ul>	<ul style="list-style-type: none"> <li>•Out-turn cost uncertainty – the Employer carries the risk that individual packages may costs more/less than the original budget</li> <li>•Employer takes programme risk</li> <li>•No single point of responsibility</li> <li>•Does not suite some civil engineering contractors who have their own labour. May reduce competition</li> </ul>

	<ul style="list-style-type: none"> <li>•Employer takes the design risk</li> <li>•Can be a contractual / adversarial approach</li> </ul>	<ul style="list-style-type: none"> <li>•Not well suited where change is likely post contract award. Change can be expensive as Contractor is not in competition.</li> </ul>	<ul style="list-style-type: none"> <li>•May be challenging to secure funding approvals if tender price is unavailable.</li> </ul>
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### Recommended Approach

It is recommended that a “Design and Build” contract approach is adopted for the Station Works package.

The Contractor would be appointed under an ECI arrangement to develop the design and secure approvals. The price of the works would then be negotiated with the Contractor on an “open book” basis in order for the construction works to be commissioned.

The rationale for this recommendation is as follows:

- This is primarily a buildings contract. A D&B approach is often used in buildings contracts and is well understood by the industry.
- A D&B approach will help to accelerate the construction programme. Detailed designs can be progressing in parallel with early construction works.
- The Contractor is involved from an early stage. This aligns with standard rail industry practice. Approvals processes and method statements can be developed in good time.
- Provides a single point of contact for LNER (and CYC). Easier to manage interfaces

#### 7.8.4 Level of Design at Contract Award

Currently the Station Works are at an outline design stage (approx. RIBA stage 2).

It is proposed that LNER’s designer will develop the design to GRIP Stage 4 and secure Form 001 and Form 002 approvals. This will be the basis for the D&B tender process.

An “Employers Requirements” document will be prepared comprising the following:

- Current layout plans
- Minimum space requirements
- Design information setting out quality requirements for station works (GRIP Stage 4 information)
- RIBA Stage 4 layout plans for highway & external works (provided by CYC)
- Minimal performance specifications (structural, M&E, lighting, facades etc)
- Employer approval requirements

The D&B contractor will be responsible for taking on the design and engaging with rail industry stakeholders and approval bodies to confirm the detailed design arrangements.

Separately the highway and external works (Taxi rank, drop off, Station Square & Tea Room Square) will be developed to RIBA Stage 4 by CYC in order to ensure proper coordination of these elements with the wider Highway Works. This design information will be provided to the Contractor during the ECI period so that it can be incorporated in the pricing.

The current designs for the Station Works shall be used as a basis for LNER's work. LNER will appoint a designer to develop the design of the Phase 3 works to Grip Stage 4 and to secure Network Rail approvals.

CYC will provide an RIBA Stage 4 / Grip Stage 4 design of the external works (Taxi-rank, drop off, Station Square & Tea Room Square).

The Grip Stage 4 design shall be used to procure a D&B contractor. The D&B contractor shall complete the design and produce drawings for construction

### 7.8.5 Form of Contract

JCT forms of contract are more often used for buildings works, however the NEC form can also be used. The contract form is likely to be dictated by the framework route used to procure the contractor. At this stage an NEC Option A Form is envisaged.

### 7.8.6 Contract Administration

Depending on how LNER decide to manage this contract, the Contract Administrator role (Project Manager under NEC) could be undertaken either by LNER direct or by a consultant appointed to act on behalf of LNER.

### 7.8.7 Procurement Route

Subject the Development Agreement being in place between CYC and LNER, it is envisaged that LNER will adopt the following route to appoint the contractor to undertake the Station Works.

LNER are able to use Network Rail's frameworks to appoint a contractor. This project is likely to be targeted at NR's regional framework under a medium building contractors Lot.

It is recommended that the procurement process be run as follows:

- 1) Expression of Interest – Contractors alerted to the opportunity. Scheme is described with the key constraints & Employer objectives. Contractors confirm their interest.

- 2) Tender documents are issued to Contractors. This will comprise Employers Requirements, design information and proposed contractual forms.
- 3) Tenderers are invited to submit details of the team, experience, proposed methodology and programme. Their price submission will include schedule of rates, design fees and percentages for overheads, profit etc.
- 4) The contractor will be selected on a price & quality basis. LNER, NR and CYC should be involved in assessment process.
- 5) The Contractor is appointed. The Contractor develops a price for the works based on sub-contractor prices (presented in an open-book format) and add on percentage/fees.

The rationale for this procurement route is as follows:

- It allows the Contractor to be appointed at an early stage to gain programme advantage
- The use of an open book approach to establish the contract price enables this to be achieved in a transparent manner.
- CYC will be involved in the selection of the Contractor and agreeing the price for the works. This can be incorporated in the Development Agreement between LNER & CYC

## 7.9 Summary

The recommended approach for the Phase 3 Station Works is summarised as follows:

- LNER will be responsible for delivering this package under a Development Agreement with CYC
- A Design & Build contract approach will be used. This will allow for an accelerated programme and provide a single point of contact.
- LNER will appoint a designer to develop the design of the Station Works (excluding external works) to Grip Stage 4 & secure NR approvals
- CYC will provide a detailed design (RIBA Stage 4) of the external works (taxi rank, drop-off, Station Sq and Tea Room Sq) in advance of costing.
- It is recommended that topographical, buried services, ground and condition surveys are procured for the area within the station to help accelerate the design programme.
- At the end of the ECI phase, the Contractor will confirm a lump sum price for the works based on open-book prices from sub-contractors and tendered overheads & profit.

- LNER & CYC will agree the price and the construction contract shall be awarded.

## 8 Phase 4 – Loop Road & Short Stay

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### 8.1 Overview

The Loop Road and Short Stay car park has been split out as an separate phase due to its impact on car parking and the desire to (i) align with the delivery of the MSCP so that disruption to car parking is minimised and (ii) to align with the funding programme. Treating the Loop Road & Short Stay car park as a separate phase allows this element to be moved forward/backward in the programme to respond to these developing criteria.

The Loop Road will become part of the adopted highway network and will provide additional bus stops and layover spaces and offer the ability to turn buses.

The Short Stay car park will remain in the ownership of Network Rail and form part of LNER's franchise.

### 8.2 Delivery Body

CYC will be the organisation responsible for delivering this phase.

CYC will appoint the contractor for the construction works and will be the Employer under this contract.

### 8.3 Scope of Works

The Loop Road & Short Stay package comprises the following:

**Public Highway Works** (ie works to be adopted by the local Highway Authority)

- Construction of Loop Road – to include capacity to tie-ins to the future MSCP

**Other works (and third party impacted)**

- Demolition of Band Room (NR)
- Construction of Short Stay Car Park (NR)
- Remodelling of long-stay car park boundary & relocation of barriers (LNER)
- Reorganisation of refuse loading bay & compactor station

## 8.4 Programme Dependencies

NR & LNER wish to minimise disruption to car parking on the east of the station. The commencement of construction for this stage 4 is therefore linked to NR coming forward with a funded proposal and programme for the delivery of the multi-storey car park (Phase 5). These proposals for the MSCP will allow parties to better understand the temporary impacts on long-stay car parking during the construction of both the Loop Road & Short Stay (Phase 4) and the MSCP (Phase 5).

The funding for this phase is provided under the TCF programme. This requires works to be delivered by March 2023. This sets an additional programme target for this phase.

It would be difficult to undertake these works at the same time as Phase 5 as the MSCP contractor will need to use the loop road area for access. This package of work should therefore be undertaken either before or after Phase 5.

## 8.5 Indicative Construction Sequencing

A potential construction sequence for the Highway Works package is summarised below.

**Table 8.1: Indicative Construction Sequencing**

Stage	Description of works	Outcome
A	Construction of Loop Road to west and south of RI Gym.	Part of Loop Road completed, LNER car park traffic routed through proposed short stay area.
B	Construction of Short Stay Car Park	Short stay car park completed
B	Demolition of Band Room. Construction of Loop Road to east of RI Gym	Loop road completed.

## 8.6 Impacts & Key Issues to Resolve

The following issues need to be resolved in order to implement Phase 2 works:

**Table 8.2: Issues to be resolved for Phase 4**

Issue	Description	Issue Owner
Relocation of RI Band	An alternative location for the RI Band is to be agreed ( <i>an upstairs room in the RI Gym has been proposed, but this will require new lift access</i> ).	CYC
	The lease with the RI Band to be renegotiated when the solution determined.	NR

LC17 process	NR to progress LC17 process in order to dispose of land	NR
Land Acquisition	CYC to acquire the NR – Loop Road land parcel (see section 4.1 for further details):	CYC
Licences	Construction licences to be agreed between CYC, LNER & NR for works within long stay car park area	CYC
Car Parking	Displacement of car parking to York Central – location to be identified. Spaces affected: <ul style="list-style-type: none"> <li>- During construction = 216 spaces</li> <li>- Following completion of Phase 4 = 216 spaces (these are additional to those displaced in Phases 2 &amp; 3)</li> </ul>	NR & LNER
Station Change	Station Change process to be implemented for changes to car parking arrangements.	CYC

## 8.7 Approvals Required

Prior to commencement of construction, the following approvals will need to be obtained:

- Sign off on pre-commencement conditions attached to any Planning consent
- Highways Approvals (s38, s50, s278)
- Station Change
- NR ASPRO (short stay car park, refuse collection point)
- LNER approval (car park fencing & barrier controls, refuse collection point)

## 8.8 Contractor Procurement

### 8.8.1 Procurement Objectives

Our understanding of the Employer's objectives for procuring the Short Stay and Loop Road works is set out below.

#### **Quality Objectives**

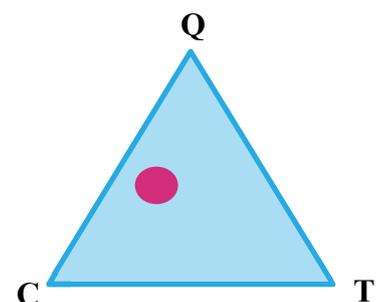
- These are conventional highway works. No additional quality standards are sought.

#### **Cost objectives**

- The risks associated with these works are relatively low. Cost certainty is desired from the outset.

#### **Programme Objectives**

*Phase 4  
Loop Road & Short Stay*



- In order to minimise the disruption to car parking (LNER & NCP), it is desirable to complete the works as quickly as possible.
- It should be possible to construct this phase in parallel with Phase 2 and/or 3. Alternatively it can be undertaken independently either before or after Phase 5.
- The phase should aim to achieve the funding deadline of March 2023.

## 8.8.2 Key Risks & Risk Allocation

The key risk to this package relates to the relocation of the RI Band and the potential for an increase in the scope of works if, for example, a new lift is required to provide access to the new facility.

Otherwise this is a relatively straightforward package of works. Specific risks are related to the demolition of the band room and treatment of any asbestos present, and the management of access to car parking and refuse collection points during the construction works.

The table below sets out the proposed risk allocation between the Contractor and the Employer. With the exception of unknown archaeology, all of the Employer Risks can be addressed prior to contract award. The Employer's need to reserve a contingency on this package will therefore be reduced.

**Table 8.3: Phase 4 Risks and Risk Allocation**

Risk Owner	Risk Item
Employer Risks (CYC)	<p><b>Funding &amp; Land</b></p> <ul style="list-style-type: none"> <li>• Funding*</li> <li>• Land assembly*</li> <li>• Licences*</li> <li>• Vacant possession of Band Room building*</li> <li>• Car parking*</li> </ul> <p><b>Design</b></p> <ul style="list-style-type: none"> <li>• Detailed design*</li> <li>• Additional design for access works to new RI Band room*</li> </ul> <p><b>Approvals</b></p> <ul style="list-style-type: none"> <li>• Planning approvals*</li> <li>• Highway approvals*</li> <li>• NR &amp; LNER approvals*</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Site Investigation &amp; Archaeology Investigation*</li> <li>• Buried utilities survey*</li> <li>• Pre-demolition asbestos survey*</li> <li>• Unknown archaeology (i.e above that identified in the arch investigation)</li> </ul>
Contractor Risks	<p><b>Design</b></p> <ul style="list-style-type: none"> <li>• None</li> </ul> <p><b>Approvals</b></p> <ul style="list-style-type: none"> <li>• Detailed Traffic Management proposals</li> <li>• Method statements for working on NR/LNER land</li> </ul>

	<ul style="list-style-type: none"> <li>• Formal highway adoption process</li> </ul> <p><b>Conditions</b></p> <ul style="list-style-type: none"> <li>• Weather</li> <li>• Ground conditions (incl. contamination)</li> <li>• Buried utilities</li> <li>• Known archaeology (i.e that identified in the arch investigation)</li> <li>• Unexploded ordnance</li> <li>• Asbestos in buildings</li> </ul> <p><b>Programme</b></p> <ul style="list-style-type: none"> <li>• Meeting agreed contract completion date</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Security</li> </ul>
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\*Employer risks which should be resolved prior to contract award

### 8.8.3 Contract approach

The Phase 4 works are similar in nature to the Phase 2 Highway works, albeit with lower risks. The Employer for both the Phase 2 and the Phase 4 works will be CYC. Therefore, it is sensible that the same approach is adopted to both packages.

It is recommended that the contract arrangements for the Phase 4 works is the same as that used for the Phase 2 works, i.e:

- “Traditional” contract with detailed design (RIBA Stage 4) produced for tender
- The contract form shall be the NEC Option A (Priced Contract with Activity Schedule)
- The same team is used to administer the Contract

### 8.8.4 Procurement Route

Given that CYC will be the Employer for both the Phase 2 and the Phase 4 works, and with the potential that the Phase 4 works could be undertaken in parallel with, or shortly after, the Phase 2 works, there is sense in joining the two procurement processes.

It is recommended that the Phase 4 Loop Road & Short Stay Car Park works are tendered and procured as and “optional extra” to the Phase 2 Highway Works Contract.

The rationale for this recommendation is as follows:

- The Loop Road and Short Stay car park works will be designed at the same time as the Highway Works. Tender documents can be prepared in parallel
- The price for the Loop Road & Short Stay works will be determined early on. This will allow funding to be confirmed.

- Once agreement has been reached between CYC, NR and LNER the phase 4 works can commence very quickly as a contract will be in place.
- This approach minimises costs and time associated with procuring this Phase 4 package.

If there is a significant delay in completing the Phase 2 works and deciding to start construction of the Phase 4 works, the contractor's price may not be held and there may be additional costs due to the impacts of inflation and the need to remobilise. If such a situation were to occur, CYC has the following options:

- 1) Renegotiate prices with the Phase 2 Contractor and instruct the Phase 4 works under the "option" arrangement, or
- 2) Run a new procurement process to select a contractor for the Phase 4 works. The recommended approach for this procurement would be similar to Phase 2, ie using the YORcivils framework and running a single-stage tender with award on a mixture of price & quality. The only difference is the value of the works would mean that this contract would be procured under a different Lot with a different mix of eligible contractors.

## 8.9 Summary

The recommended approach for the Phase 4 Highway Works is summarised as follows:

- CYC will be responsible for delivering this package and will enter into contract for the construction works
- CYC to take a lead in resolving the key issues associated with this phase. NR & LNER to address specific issues relating to the LC17 process and location of displaced car parking on York Central.
- The design should be developed in detail (RIBA Stage 4) prior to tender. A "traditional" form of contract is used for the construction works.
- The works should be procured as an "optional extra" package of works under the Phase 2 Highway Works contract. CYC are then able to instruct the works once agreement has been reached with NR and LNER.

## 9 Phase 5 – Multi-Storey Car Park

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### 9.1 Overview

The multi-storey car park is a stand-alone building project which enables car-parking displaced during the Phase 2, 3 and 4 works outlined above, to be relocated back to the eastern side of the station. The new car park should also provide a higher quality parking offer for users.

This is primarily a new-build, buildings project as opposed to the civil engineering works being undertaken in Phases 1, 2 and 4.

### 9.2 Delivery Body

Network Rail will be the organisation responsible for delivering this phase.

### 9.3 Scope of Works

The scope of the works in this phase includes the following:

- Construction of a new multi-storey car park building
- Provision of motorcycle parking (and potentially additional cycle parking)
- Realignment and repaving of pedestrian and cycle route from Lowther Terrace to the Loop Road

### 9.4 Programme Dependencies

The MSCP can be constructed at any time and there is advantage in constructing this as early as possible to minimise disruption to car parking on the west side of the station.

Whilst there would be additional traffic impacts if the MSCP were constructed in parallel with the Phase 2 Highway Works, the impact would be no worse than that caused by any other construction project occurring in central York at that time. This impact can be managed.

The MSCP is likely to draw power from the new substation built as part of Phase 3 (there may be a need to upgrade this substation to meet the power demand of the MSCP).

The Phase 4 works would best be undertaken before or after the Phase 5 works to avoid conflict regarding construction access.

These Phase 2 Highway works cannot commence until the Phase 1 Enabling Works have been completed and the utilities have been diverted from the Queen Street bridge.

## 9.5 Impacts & Key Issues to Resolve

The following issues need to be resolved in order to implement Phase 5 works:

**Table 9.1: Issues to be resolved for Phase 5**

Issue	Description	Issue Owner
Electrical power	The MSCP is likely to have increased power demands due to the requirement to provide electric car charging points. The substation by the station (likely power supply) is currently at capacity. The benefits of upgrading the substation as part of the Phase 3 works should be explored.	NR
Car Parking	Long-stay car parking will be displaced to allow the construction of the MSCP. Arrangements for managing this car parking will need to be agreed	NR & LNER
Station Change	Station Change process to be implemented for changes to car parking arrangements.	NR
Right of Way	The public access route between Lowther Terrace and the Loop Road shall need to be formalised as part of a Rights of Way agreement (or similar) with CYC.	NR

## 9.6 Approvals Required

Prior to commencement of construction, the following approvals will need to be obtained:

- Sign off on pre-commencement conditions attached to the planning consent
- Highways approvals for tie in works (if required)
- Station Change
- NR ASPRO

## 9.7 Contractor Procurement

### 9.7.1 Procurement Objectives

Network Rails objectives for the procurement of the MSCP is suggested below:

**Quality Objectives**

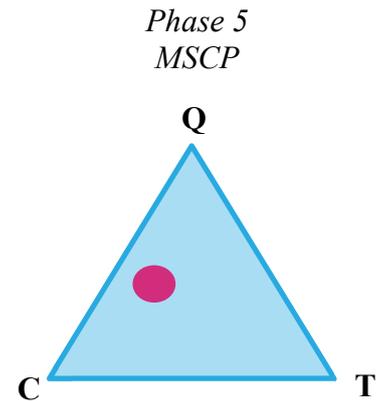
- This car park lies within the conservation area and will be visible from the train line and from Queen Street. The façade quality of the building is important.
- The car park should provide a higher quality service to users. This will support increased revenue generation from the car park, which will help to deliver on the business case for this investment.

**Cost objectives**

- This is a relatively un-constrained new build project, or relative low complexity. Price certainty is required at contract award.

**Programme Objectives**

- Completing the construction works in reasonable time will help to minimise the disruption to car park users. However temporary provision can be made to accommodate car parking during the construction period.



**9.7.2 Key Risks & Risk Allocation**

MSCP construction is well understood and many contractors have their own standard “kit” systems which are adapted to individual projects. Therefore, it is proposed that the detailed design responsibilities (and risks) can be transferred over to the Contractor.

The proposed risk allocation for Phase 5 is set out in the table below. The majority of the Employer Risks can be addressed prior to contract award which will limit the residual risk to NR once the contract has been signed.

**Table 9.2: Phase 5 Risks and Risk Allocation**

Risk Owner	Risk Item
Employer Risks (NR)	<p><b>Funding &amp; Land</b></p> <ul style="list-style-type: none"> <li>• Funding*</li> <li>• Car parking*</li> </ul> <p><b>Design</b></p> <ul style="list-style-type: none"> <li>• Reference design with approval in principle*</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Site Investigation &amp; Archaeology Investigation*</li> <li>• Buried utilities survey*</li> <li>• Substation upgrade*</li> <li>• Unknown archaeology (i.e above that identified in the arch investigation)</li> <li>• Any constraints imposed by Phase 2, 3, &amp; 4 works running concurrently</li> </ul>
Contractor Risks	<p><b>Design</b></p> <ul style="list-style-type: none"> <li>• Detailed design</li> </ul> <p><b>Approvals</b></p> <ul style="list-style-type: none"> <li>• Detailed Traffic Management proposals</li> <li>• Planning approval*</li> </ul>

	<ul style="list-style-type: none"> <li>• Highway approval &amp; adoption (if required)*</li> <li>• NR approvals*</li> </ul> <p><b>Conditions</b></p> <ul style="list-style-type: none"> <li>• Weather</li> <li>• Ground conditions (incl. contamination)</li> <li>• Buried utilities</li> <li>• Known archaeology (i.e that identified in the arch investigation)</li> <li>• Unexploded ordnance</li> </ul> <p><b>Programme</b></p> <ul style="list-style-type: none"> <li>• Meeting agreed contract completion date</li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li>• Security</li> <li>• Commissioning &amp; handover</li> </ul>
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\*Employer risks which should be resolved prior to contract award

### 9.7.3 Contract approach

The principal options available for the contractual relationship between the Employer and the Contractor for this contract are identified below together with their respective pros and cons:

**Table 9.3 – Contract options**

	Traditional (build only)	Design & Build	Management Contracting
Pros	<ul style="list-style-type: none"> <li>•Relies on a fully developed design – allows the Employer to control quality</li> <li>•Cost certainty provided at the outset of the contract</li> <li>•Well suited to complex projects and those where change is likely – the Employer is in control of the process</li> <li>•Design risk sits with the Employer and Contractor tenders on full design – so less likely to price risk.</li> </ul>	<ul style="list-style-type: none"> <li>•Can support early Contractor Engagement / Innovation with input from specialist supply chain and design solution developed to suit the Contractor’s proposed construction methodology</li> <li>•Allows for risk transfer between Employer and Contractor – particularly on interface risks between design and construction</li> <li>•Can offer greater cost certainty for Employer (so long as Employer led change is avoided)</li> <li>•Single point of responsibility for delivery of the project</li> <li>•Pain/gain mechanism can be applied to incentivise Contractor to deliver within a target cost.</li> </ul>	<ul style="list-style-type: none"> <li>•Rapid procurement route</li> <li>•Employer can retain control of the design</li> <li>•Allows packages of work to be let before design complete – works start on site whilst design is continuing – programme advantage</li> <li>•Early contractor involvement and construction advice can be incorporated – particularly in packaging strategy</li> <li>•Pain/gain mechanism can be applied to incentivise Contractor to deliver within a target cost.</li> </ul>
Cons	<ul style="list-style-type: none"> <li>•Relies on sequential programme for design, procurement and construction – extends programme</li> </ul>	<ul style="list-style-type: none"> <li>•Not well suited where design quality is paramount (unless design is more developed – eg RIBA Stage 4 – at contract award).</li> </ul>	<ul style="list-style-type: none"> <li>•Out-turn cost uncertainty – the Employer carries the risk that individual packages may costs more/less than the original budget</li> </ul>

<ul style="list-style-type: none"> <li>•Limits ability for early Contractor engagement to innovate – opportunities may be missed for time/cost savings on non-standard elements</li> <li>•Employer takes time and cost risk for changes to the design</li> <li>•Employer takes the design risk</li> <li>•Can be a contractual / adversarial approach</li> </ul>	<ul style="list-style-type: none"> <li>•Not well suited for complex projects with many 3<sup>rd</sup> party interfaces</li> <li>•Total cost maybe higher due to greater risk transfer to Contractor (Early Contractor Involvement as part of a two stage tender process can mitigate this in part)</li> <li>•Not well suited where change is likely post contract award. Change can be expensive as Contractor is not in competition.</li> </ul>	<ul style="list-style-type: none"> <li>•Employer takes programme risk</li> <li>•No single point of responsibility</li> <li>•Does not suite some civil engineering contractors who have their own labour. May reduce competition</li> <li>•May be challenging to secure funding approvals if tender price is unavailable.</li> </ul>
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### Recommended Approach

It is recommended that a “Design and Build” contract approach is adopted for the MSCP package.

The rationale for this recommendation is as follows:

- The works are not unusually complicated and are well understood by the building industry. Many contractors specialising in multi-storey car parks offer a Design & Build service as standard.
- This route provides a single point of contact and therefore simplifies the delivery of the MSCP
- Cost certainty can be achieved at tender
- An outline design for the car park has been developed for the Planning Application. This could be turned into a reference design for tender purposes relatively quickly.

#### 9.7.4 Level of Design at Contract Award

Design and build contractors are experienced at developing designs and often have a supply chain of architects and engineers in place to support them. Network Rail build many MSCP’s across the country and the Contractors are also used to working with NR approval processes. The D&B contractors are therefore capable of developing the detailed design for the MSCP and securing technical approvals

Currently an outline design (approx. GRIP Stage 2) has been produced for the planning application. This sets out the key parameters regarding layout, massing, façade quality and the connection points to the public highway. This information provides a strong basis for a reference design to be used for tender purposes. Further details will be required to define the quality of finishes within the car park, however use of Park Mark standards can be used to simplify this/

For the MSCP it is recommended that a GRIP 2 stage design is produced. This will provide a reference design for tendering purposes.

### 9.7.5 Form of Contract

JCT forms of contract are more often used for buildings works, however the NEC form can also be used. The contract form is likely to be dictated by the framework route used to procure the contractor.

### 9.7.6 Contract Administration

Depending on how Network Rail decide to manage this contract, the Contract Administrator role (Architect under JCT, Project Manager under NEC) could be undertaken either by Network Rail direct or by a consultant appointed to act on behalf of Network Rail.

### 9.7.7 Procurement Route

Network Rail have a regional framework structure through which a contractor can be appointed to undertake this work. This project is likely to be targeted at the small-medium building contractors Lot.

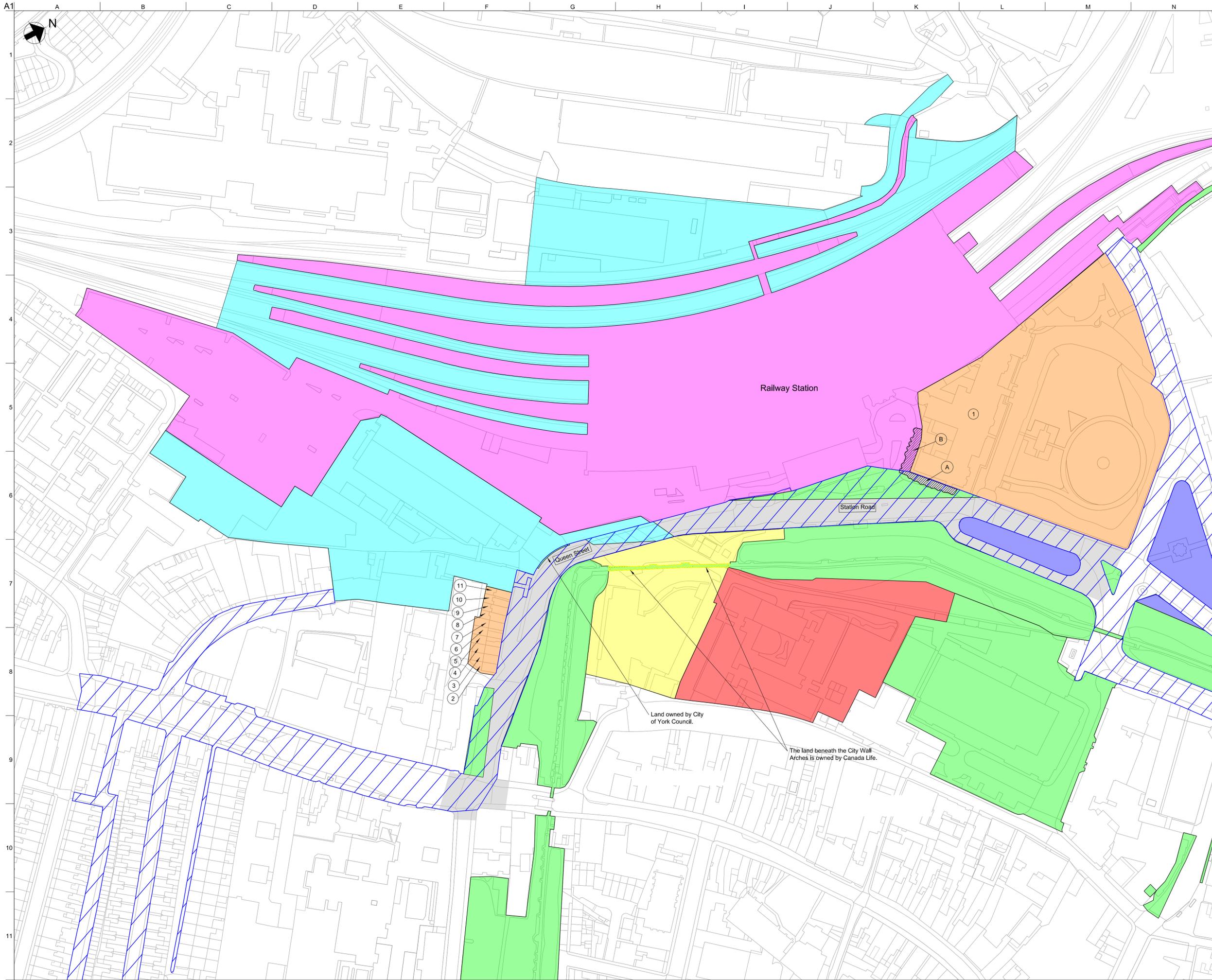
## 9.8 Summary

The recommended approach for the Phase 5 MSCP is summarised as follows:

- NR will be responsible for delivering this package
- NR to take a lead in resolving the key issues associated with this project. These related to power supply, car parking and station change and the formalisation of the pedestrian and cycle route from Lowther Terrace.
- A design and build contract approach is recommended. This is a standard approach for MSCP buildings.
- The design should be developed to GRIP Stage 2 prior to tender. The outline design developed for the Planning Application provides a basis for this.
- Network Rail are likely to procure this contract through a buildings Lot on their Regional contractor framework.

## Appendix A

Drawings - Masterplan & Land  
Ownership



Notes:

- Land ownership boundaries have been taken from:
  - YCP Appendix 4 received 01/08/2016,
  - Network Rail Ownership Plans received 17/10/2017,
  - HM Land Registry.
- Hatched Area A shows the cellars owned by the Principal York Hotel. Surface / subsol rights (above and below the cellars) are unknown.
- Hatched Area B shows the cellars owned by the Principal York Hotel. Surface / subsol rights (above and below the cellars) belong to the Network Rail Station Franchise Area.

Key:

- Network Rail
- Network Rail - Station Franchise Area
- City of York Council Ownership
- City of York Council Long Term Leasehold
- Palace Capital
- Canada Life
- Adopted Highway
- Unregistered Land
- Refer to Note 2
- Refer to Note 3
- Third Party Ownership:

Ref Number:	Owner:
1	Principal Hotel
2	11 Queen Street
3	12 Queen Street
4	13 Queen Street
5	14 Queen Street
6	15 Queen Street
7	16 Queen Street
8	17 Queen Street
9	18 Queen Street
10	19 Queen Street
11	20 Queen Street

A	26/10/18	JB	CW	RB
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Rev	Date	By	Chkd	Appd
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# ARUP

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78 East Street, Leeds, LS9 8EE  
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www.arup.com

Client  
**City of York Council**

Project Title  
**York Station Frontage**

Drawing Title  
**Existing Land Ownership**

Scale at A1  
1:1000

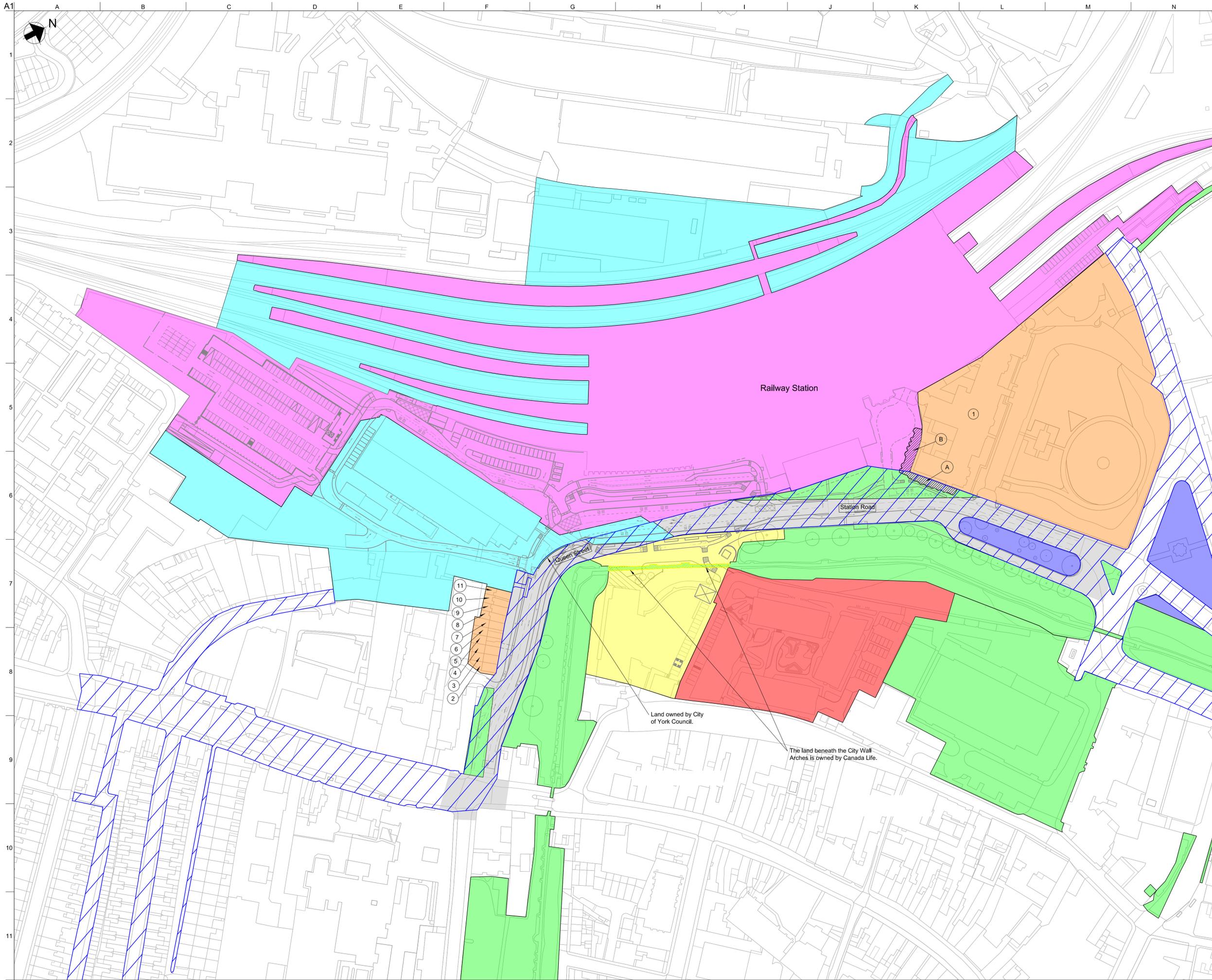
Role  
Civil - General

Suitability  
- S2 - Fit for information

Arup Job No  
**257903**

Rev  
**A**

Name  
**YSF-ARP-00-XX-DR-CX-0120**



Notes:

- Land ownership boundaries have been taken from:
  - YCP Appendix 4 received 01/08/2016,
  - Network Rail Ownership Plans received 17/10/2017,
  - HM Land Registry.
- Hatched Area A shows the cellars owned by the Principal York Hotel. Surface / subsol rights (above and below the cellars) are unknown.
- Hatched Area B shows the cellars owned by the Principal York Hotel. Surface / subsol rights (above and below the cellars) belong to the Network Rail Station Franchise Area.

Key:

- Network Rail
- Network Rail - Station Franchise Area
- City of York Council Ownership
- City of York Council Long Term Leasehold
- Palace Capital
- Canada Life
- Adopted Highway
- Unregistered Land
- Refer to Note 2
- Refer to Note 3
- Third Party Ownership:

Ref Number:	Owner:
1	Principal Hotel
2	11 Queen Street
3	12 Queen Street
4	13 Queen Street
5	14 Queen Street
6	15 Queen Street
7	16 Queen Street
8	17 Queen Street
9	18 Queen Street
10	19 Queen Street
11	20 Queen Street

A 26/10/18 JB CW RB  
For Comment

Rev	Date	By	Chkd	Appd

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Client  
**City of York Council**

Project Title  
**York Station Frontage**

Drawing Title  
**Existing Land Ownership  
With Proposed Scheme**

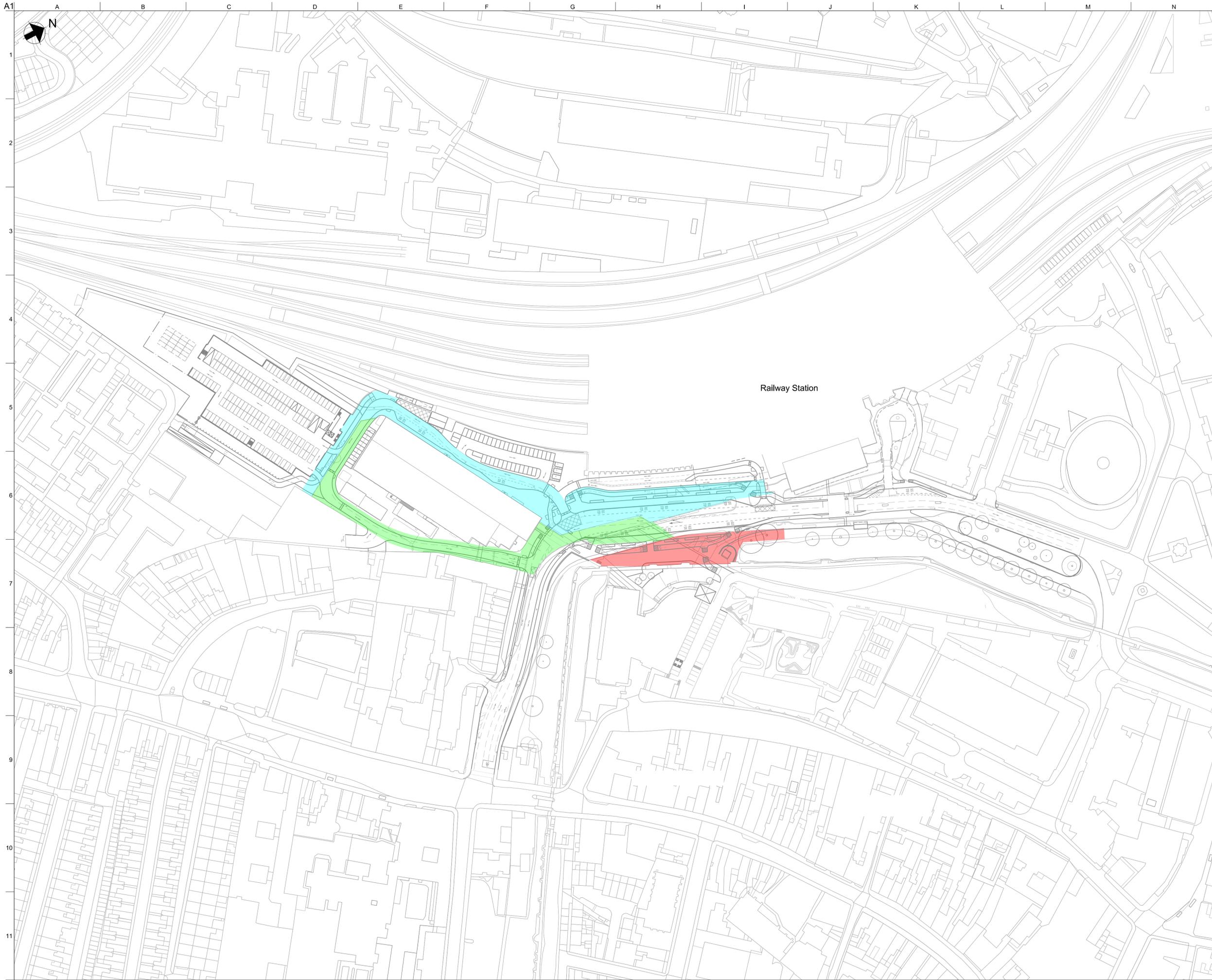
Scale at A1 1:1000

Role Civil - General

Suitability - S2 - Fit for information

Arup Job No **257903** Rev **A**

Name **YSF-ARP-00-XX-DR-CX-0121**



- Key:
- Land Purchase area from Network Rail
  - Land Purchase area from Network Rail within the LNER franchise
  - Land Purchase area from Canada Life

Railway Station

A	26/10/18	JB	CW	RB
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For Comment

Rev	Date	By	Chkd	Appd
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Client  
**City of York Council**

Project Title  
**York Station Frontage**

Drawing Title  
**CYC Land Purchase Areas**

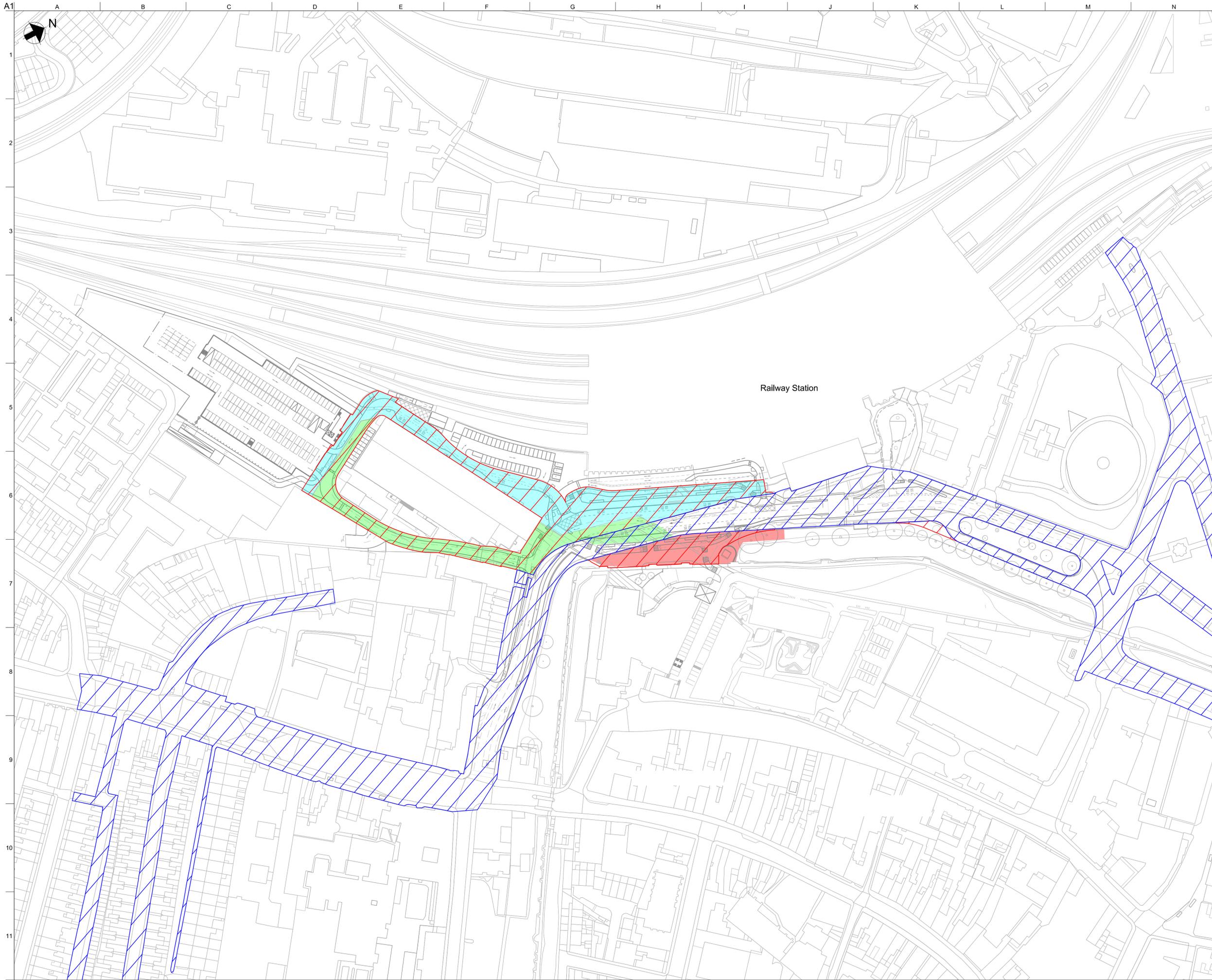
Scale at A1 1:1000

Role Civil - General

Suitability - S2 - Fit for information

Arup Job No **257903** Rev **A**

Name **YSF-ARP-00-XX-DR-CX-0122**



- Key:
- Land Purchase area from Network Rail
  - Land Purchase area from Network Rail within the LNER franchise
  - Land Purchase area from Canada Life
  - Existing Adopted Highway Boundary
  - Proposed Adopted Highway Boundary

Railway Station

A	26/10/18	JB	CW	RB
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For Comment

Rev	Date	By	Chkd	Appd

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Client  
**City of York Council**

Project Title  
**York Station Frontage**

Drawing Title  
**Proposed Adopted Highway Boundary**

Scale at A1 1:1000

Role Civil - General

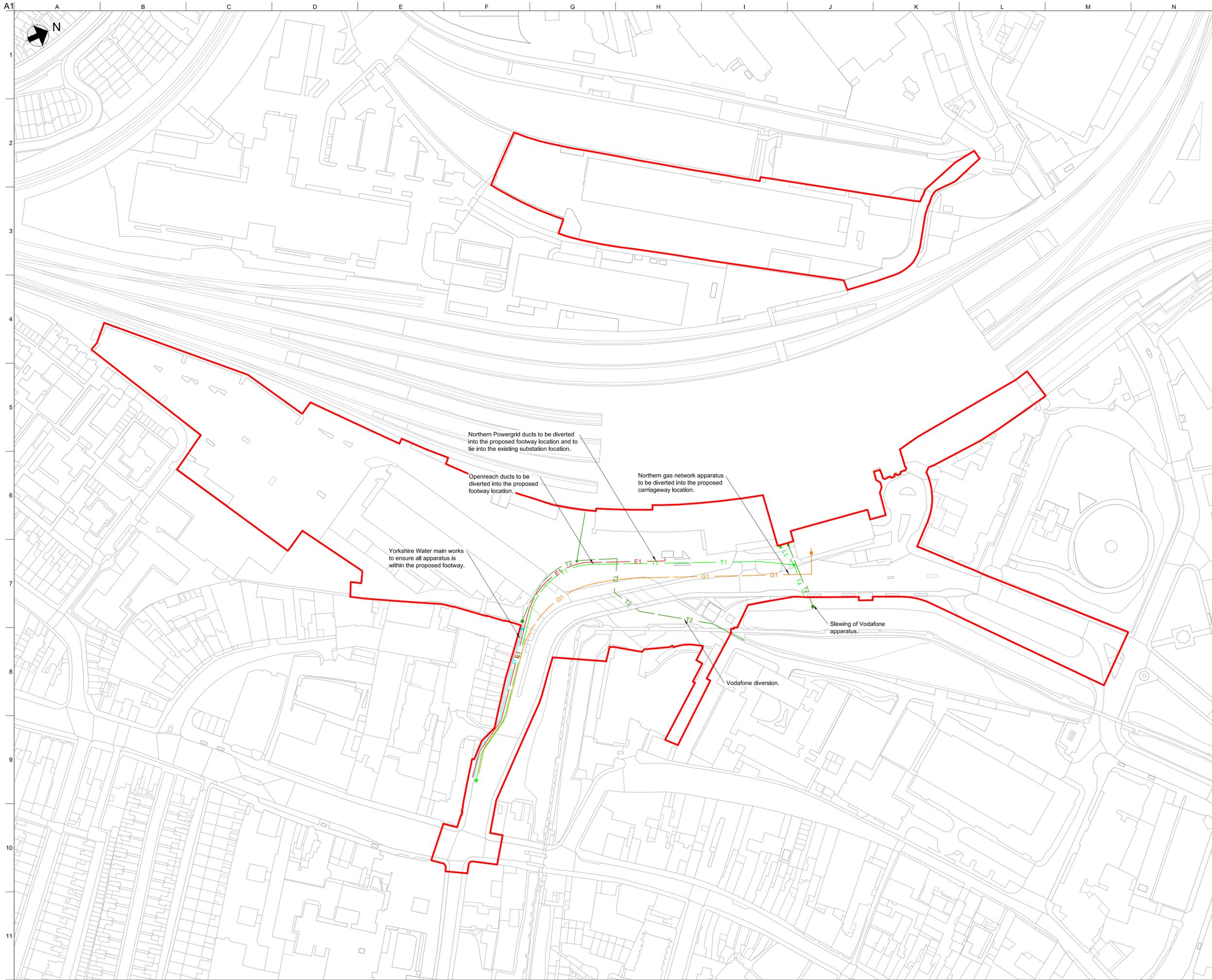
Suitability - S2 - Fit for information

Arup Job No **257903** Rev **A**

Name **YSF-ARP-00-XX-DR-CX-0123**

## **Appendix B**

### **Drawings - Delivery Phases**



- Key:
- T1 Openreach Diversion
  - T2 Vodafone Diversion
  - W1 Yorkshire Water Main Diversion
  - G1 Northern Gas Diversion
  - E1 Northern Power Grid Diversion

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Do not scale

I:\data\arup\leeds\user\55000257903\2010\_Arup\020 CAD\Drawings\Delivery Strategy Phase 1\YSF-ARP-00-XX-DR-CH-0110 Phase 1 Enabling Works.dgn

A	08/10/20	JB	CW	RB
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For Information

Rev	Date	By	Chkd	Appd

# ARUP

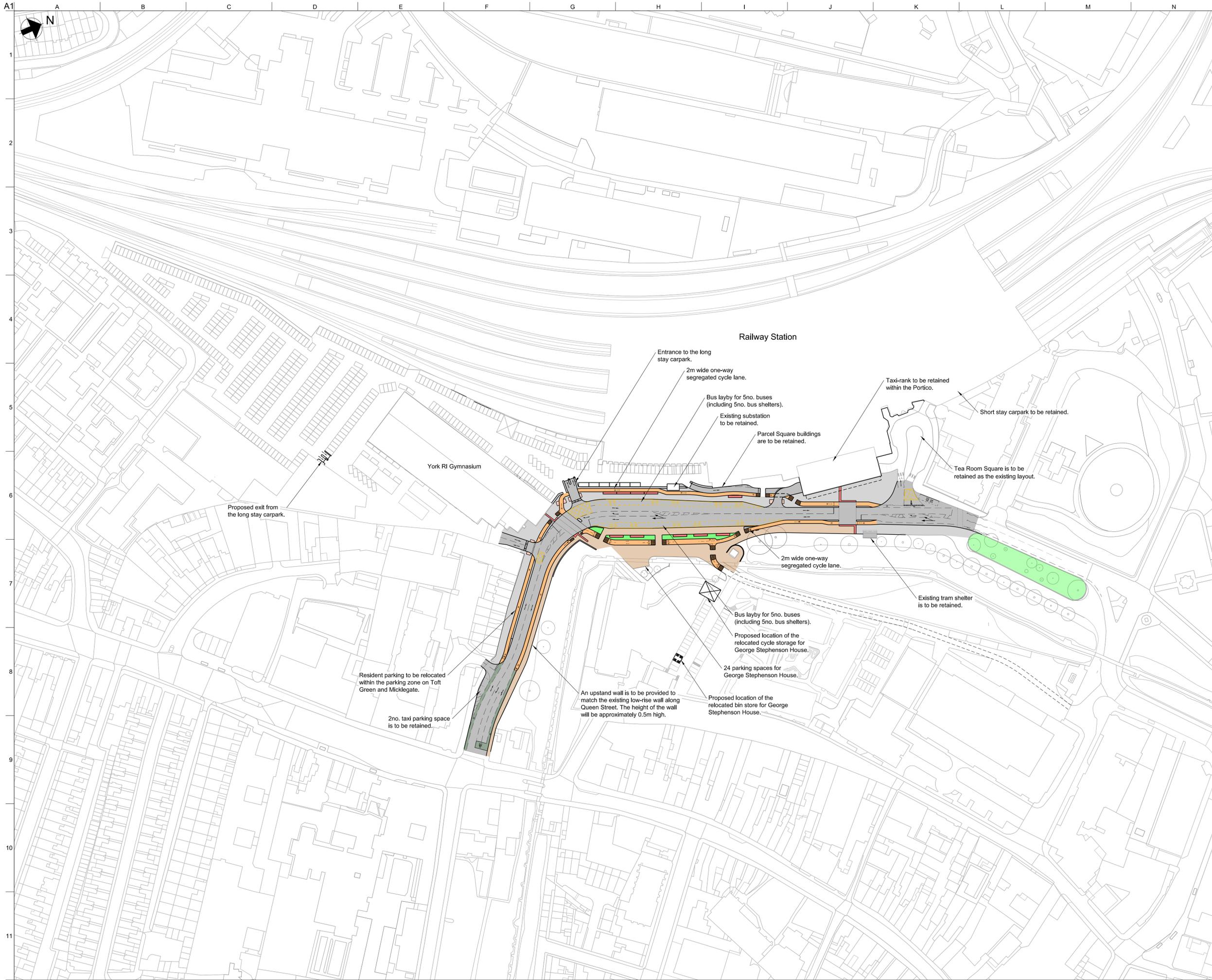
Admiral House, Rose Wharf,  
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Tel +44(0)113 242 8498 Fax +44(0)113 242 8573  
www.arup.com

Client  
**City of York Council**

Project Title  
**York Station Frontage**

Drawing Title  
**Delivery Strategy Phase 1  
Enabling Works**

Scale at A1	1:1000		
Role	Civil		
Suitability	- S2 - Fit for information		
Arup Job No	257903	Rev	A
Name	YSF-ARP-00-XX-DR-CH-0110		



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**Railway Station**

- Entrance to the long stay carpark.
- 2m wide one-way segregated cycle lane.
- Bus layby for 5no. buses (including 5no. bus shelters).
- Existing substation to be retained.
- Parcel Square buildings are to be retained.
- Taxi-rank to be retained within the Portico.
- Short stay carpark to be retained.
- Tea Room Square is to be retained as the existing layout.
- Proposed exit from the long stay carpark.
- York RI Gymnasium
- 2m wide one-way segregated cycle lane.
- Existing tram shelter is to be retained.
- Resident parking to be relocated within the parking zone on Toft Green and Micklegate.
- 2no. taxi parking space is to be retained.
- An upstand wall is to be provided to match the existing low-rise wall along Queen Street. The height of the wall will be approximately 0.5m high.
- Bus layby for 5no. buses (including 5no. bus shelters).
- Proposed location of the relocated cycle storage for George Stephenson House.
- 24 parking spaces for George Stephenson House.
- Proposed location of the relocated bin store for George Stephenson House.

A	08/10/20	JB	CW	RB
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For information

Rev	Date	By	Chkd	Appd

**ARUP**

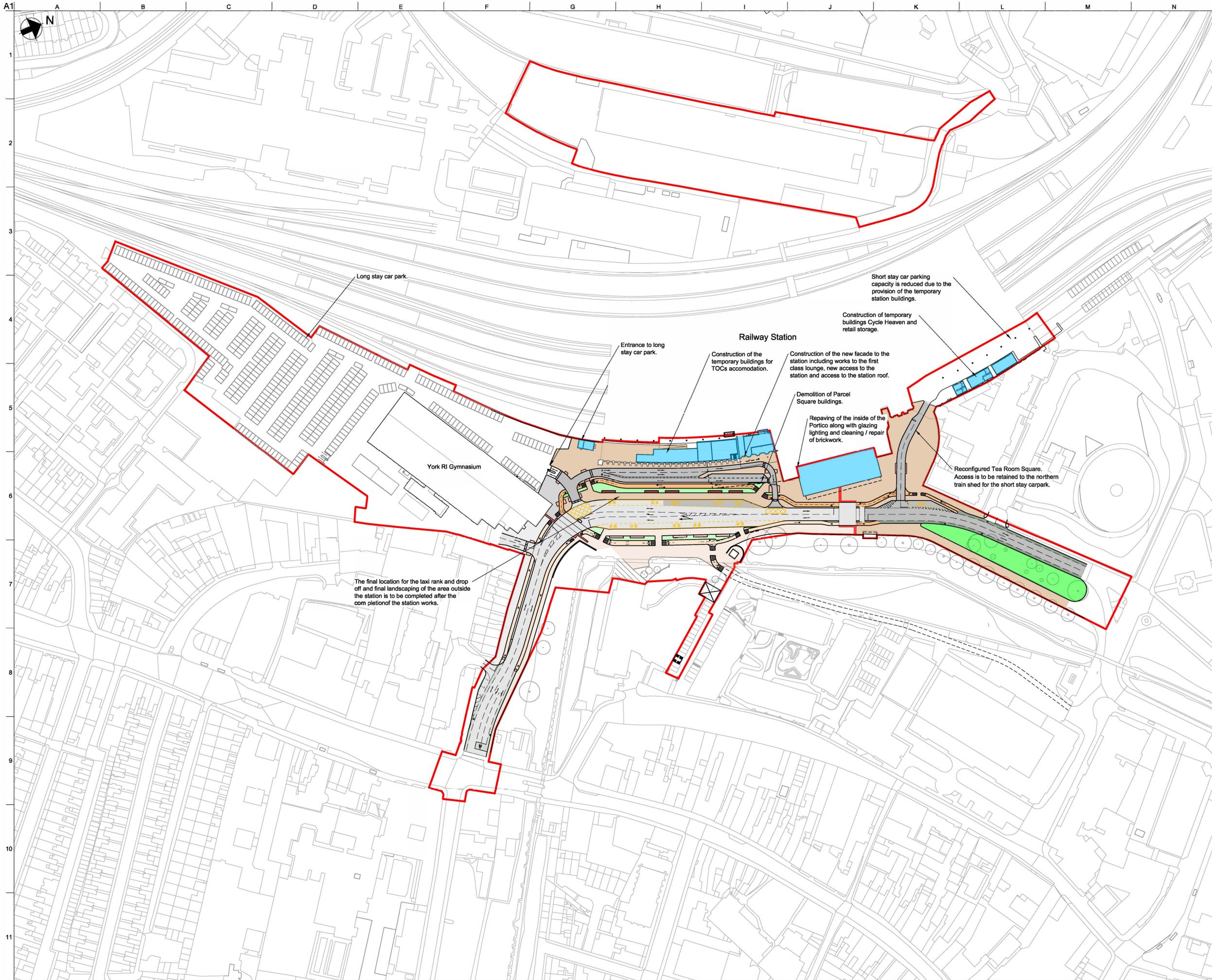
Admiral House, Rose Wharf,  
78 East Street, Leeds, LS9 8EE  
Tel +44(0)113 242 8498 Fax +44(0)113 242 8573  
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Client  
**City of York Council**

Project Title  
**York Station Frontage**

Drawing Title  
**Delivery Strategy Phase 2  
Highway Works**

Scale at A1	1:1000
Role	Highways
Suitability	- S1 - Fit for co-ordination
Arup Job No	257903
Name	YS-ARP-00-XX-DR-CH-0111
Rev	B



Long stay car park.

York RI Gymnasium

Railway Station

Entrance to long stay car park.

Construction of the temporary buildings for TOCs accommodation.

Construction of the new facade to the station including works to the first class lounge, new access to the station and access to the station roof.

Demolition of Parcel Square buildings.

Reparing of the inside of the Portico along with glazing lighting and cleaning / repair of brickwork.

Short stay car parking capacity is reduced due to the provision of the temporary station buildings.

Construction of temporary buildings Cycle Heaven and retail storage.

Reconfigured Tea Room Square. Access is to be retained to the northern train shed for the short stay carpark.

The final location for the taxi rank and drop off and final landscaping of the area outside the station is to be completed after the completion of the station works.

A	08/10/20	JB	CW	RB
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For information

Rev	Date	By	Chkd	Appd

**ARUP**

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Client  
City of York Council

Project Title  
York Station Frontage

Drawing Title  
Delivery Strategy Phase 3  
Station Works

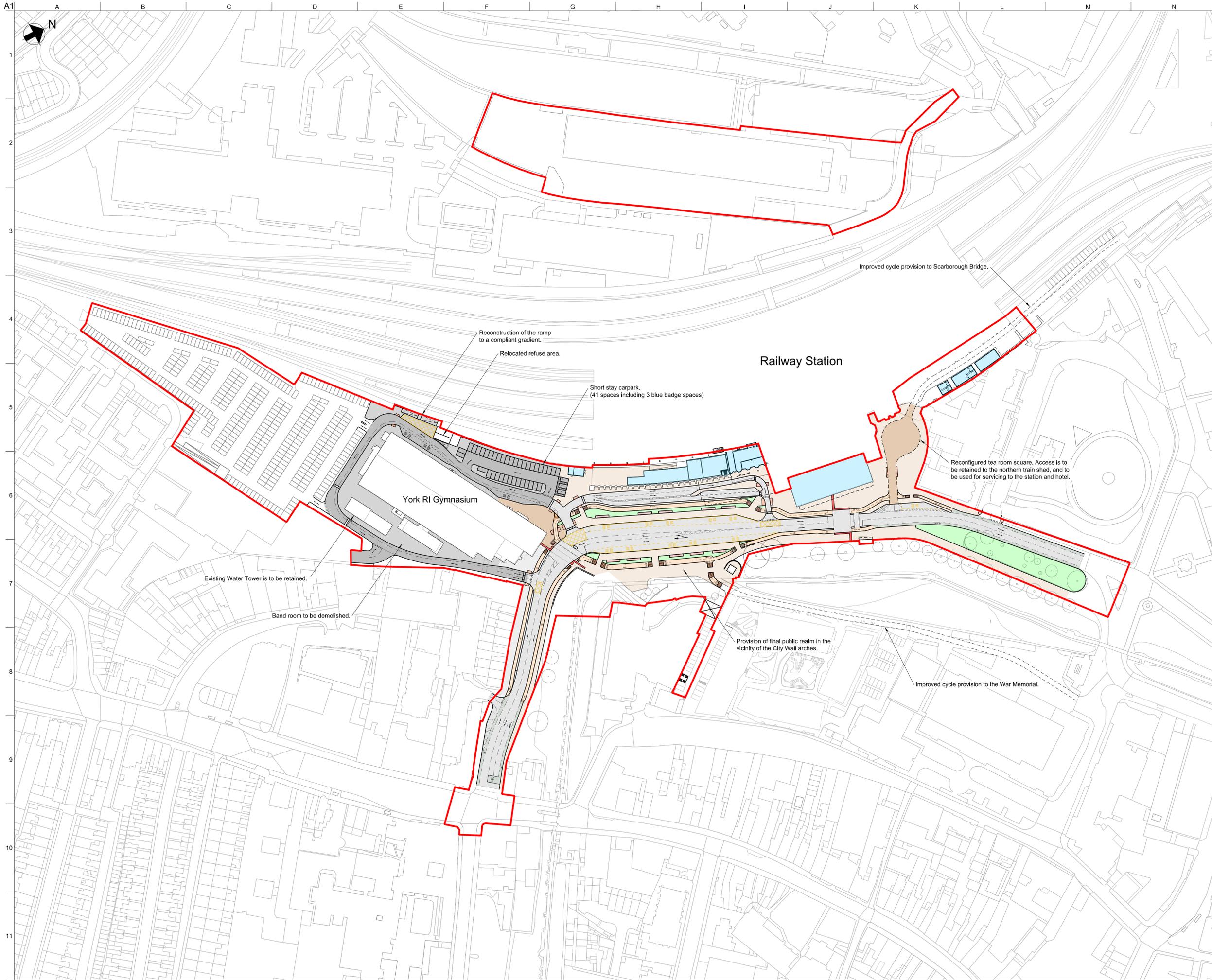
Scale at A1 1:1000

Role Highways

Suitability - S2 - Fit for information

Anup Job No <b>257903</b>	Rev <b>A</b>
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Name  
**YS-ARP-00-XX-DR-CH-0112**



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**Railway Station**

York RI Gymnasium

Short stay carpark.  
(41 spaces including 3 blue badge spaces)

Reconstruction of the ramp  
to a compliant gradient.  
Relocated refuse area.

Improved cycle provision to Scarborough Bridge.

Reconfigured tea room square. Access is to  
be retained to the northern train shed, and to  
be used for servicing to the station and hotel.

Existing Water Tower is to be retained.

Band room to be demolished.

Provision of final public realm in the  
vicinity of the City Wall arches.

Improved cycle provision to the War Memorial.

Do not scale

A	08/10/20	JB	CW	RB
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For Information

Rev	Date	By	Chkd	Appd
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**ARUP**

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www.arup.com

Client  
**City of York Council**

Project Title  
**York Station Frontage**

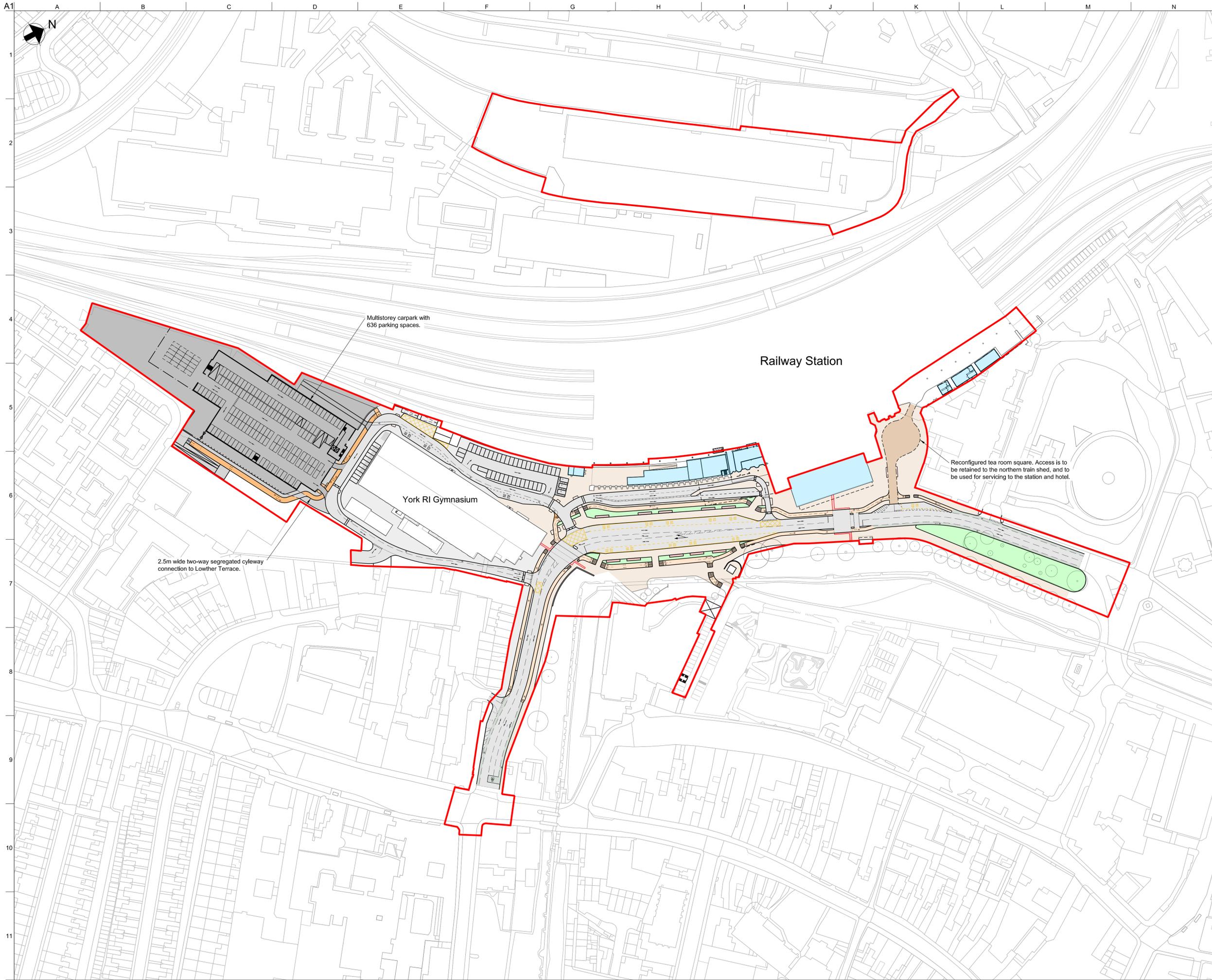
Drawing Title  
**Delivery Strategy Phase 4  
Loop Road & Short Stay Carpark**

Scale at A1  
1:1000

Role  
Highways

Suitability  
- S1 - Fit for co-ordination

Arup Job No <b>257903</b>	Rev <b>B</b>
Name <b>YSF-ARP-00-XX-DR-CH-0113</b>	



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A B C D E F G H I J K L M N



Multistorey carpark with 636 parking spaces.

Railway Station

York RI Gymnasium

Reconfigured tea room square. Access is to be retained to the northern train shed, and to be used for servicing to the station and hotel.

2.5m wide two-way segregated cycleway connection to Lowther Terrace.

A	08/10/20	JB	CW	RB
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Rev	Date	By	Chkd	Appd
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**ARUP**

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78 East Street, Leeds, LS9 8EE  
Tel +44(0)113 242 8498 Fax +44(0)113 242 8573  
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Client  
**City of York Council**

Project Title  
**York Station Frontage**

Drawing Title  
**Delivery Strategy Phase 5  
MSCP**

Scale at A1  
1:1000

Role  
Highways

Suitability  
- S1 - Fit for co-ordination

Arup Job No <b>257903</b>	Rev <b>B</b>
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Name  
**YSF-ARP-00-XX-DR-CH-0113**

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The 'Better Decision Making' tool has been designed to help you consider the impact of your proposal on the health and wellbeing of communities, the environment, and local economy. It draws upon the priorities set out in our Council Plan and will help us to provide inclusive and discrimination-free services by considering the equalities and human rights implications of the decisions we make. The purpose of this tool is to avoid decisions being made in isolation, and to encourage evidence-based decision making that carefully balances social, economic and environmental factors, helping us to become a more responsive and resilient organisation.

The Better Decision Making tool should be used when proposing new projects, services, policies or strategies, or significant amendments to them. The tool should be completed at the earliest opportunity, ideally when you are just beginning to develop a proposal. However, it can be completed at any stage of the decision-making process. If the tool is completed just prior to the Executive, it can still help to guide future courses of action as the proposal is implemented.

**The Better Decision Making tool must be attached as an annex to Executive reports. A brief summary of your findings should be reported in the One Planet Council / Equalities section of the report itself.**

Guidance to help you complete the assessment can be obtained by hovering over the relevant question.

Please complete all fields. If you wish to enter multiple paragraphs in any of the boxes, hold down 'Alt' before hitting 'Enter'.

#### Introduction

Service submitting the proposal:	Major Transport Projects
Name of person completing the assessment:	Brendan Murphy
Job title:	Senior Transport Project Manager
Directorate:	Economy and Place
Date Completed:	06/11/2018
Date Approved (form to be checked by head of service):	

#### Section 1: What is the proposal?

1.1	<b>Name of the service, project, programme, policy or strategy being assessed?</b> York Station Front Improvements
1.2	<b>What are the main aims of the proposal?</b> City of York Council (CYC), in collaboration with Network Rail (NR) and London North East Railway (LNER), has developed a masterplan that proposes to reorganise highway and public realm areas to the front of York Station through: <ul style="list-style-type: none"> <li>the removal of the Queen Street Road Bridge and rebuilding the Inner Ring Road at grade;</li> </ul>
1.3	<b>What are the key outcomes?</b> A better and more organised arrival experience and transport interchange in York for users of all demographics

#### Section 2: Evidence

2.1	<b>What data / evidence is available to support the proposal and understand its likely impact?</b> (e.g. hate crime figures, obesity levels, recycling statistics) Traffic and pedestrian data and traffic models showing vehicle, cycle and pedestrian flows.
2.2	<b>What public / stakeholder consultation has been undertaken and what were the findings?</b> One month full public consultation across modern and traditional platforms. Key findings were: <ul style="list-style-type: none"> <li>- In total 14 stakeholder groups responded and over 1,400 comments were received from the general public. Responses were channelled through a variety of sources including social media, email and written responses, together with face-to-face meetings and</li> </ul>

	<b>Are there any other initiatives that may produce a combined impact with this proposal?</b> (e.g. will the same individuals / communities of identity also be impacted by a different project or policy?)
2.3	York Central and York Station improvements scheme will form part of a broader upgrade of the area.

---

### Section 3: Impact on One Planet principles

Please summarise any potential positive and negative impacts that may arise from your proposal on residents or staff.  
This section relates to the impact of your proposal on the ten One Planet principles.

For 'Impact', please select from the options in the drop-down menu.  
If you wish to enter multiple paragraphs in any of the boxes, hold down 'Alt' before hitting 'Enter'.

#### Equity and Local Economy

Does your proposal?	Impact	What are the impacts and how do you know?
3.1 <b>Impact positively on the business community in York?</b>	Positive	Improved access to York Station encouraging more travel to the area.
3.2 <b>Provide additional employment or training opportunities in the city?</b>	Positive	Improved access and to the station and raised profile to the city will encourage new businesses to the city.
3.3 <b>Help improve the lives of individuals from disadvantaged backgrounds or underrepresented groups?</b>	Positive	The reorganised station seeks to improve dramatically access to the station and reduce conflict with different forms of transport.

#### Health & Happiness

Does your proposal?	Impact	What are the impacts and how do you know?
3.4 <b>Improve the physical health or emotional wellbeing of residents or staff?</b>	Positive	An easier to use station will reduce stress in station users. Better cycle access will encourage more healthier forms of travel too and from the station.
3.5 <b>Help reduce health inequalities?</b>	Positive	Through better station access
3.6 <b>Encourage residents to be more responsible for their own health?</b>	Positive	Simpler and more legible station and improved cycle facilities will encourage cycling and walking to the station.
3.7 <b>Reduce crime or fear of crime?</b>	Positive	Through anti-terror measures and providing a more open public realm.
3.8 <b>Help to give children and young people a good start in life?</b>	Unsure	N/A

#### Culture & Community

Does your proposal?	Impact	What are the impacts and how do you know?
3.9 <b>Help bring communities together?</b>	Positive	Better transport interchange will provide better station access and ease of travel.
3.10 <b>Improve access to services for residents, especially those most in need?</b>	Positive	The transport interchange and public realm spaces are designed with equality in mind.
3.11 <b>Improve the cultural offerings of York?</b>	Positive	The scheme will provide a much improved arrival experience sympathetic to the city's cultural heritage.
3.12 <b>Encourage residents to be more socially responsible?</b>	Neutral	N/A

#### Zero Carbon and Sustainable Water

Does your proposal?	Impact	What are the impacts and how do you know?
---------------------	--------	---

3.13	<b>Minimise the amount of energy we use and / or reduce the amount of energy we pay for?</b> E.g. through the use of low or zero carbon sources of energy?	Positive	More cyclists and pedestrians will reduce car use.
3.14	<b>Minimise the amount of water we use and/or reduce the amount of water we pay for?</b>	Neutral	N/A.

**Zero Waste**

Does your proposal?		Impact	What are the impacts and how do you know?
3.15	<b>Reduce waste and the amount of money we pay to dispose of waste by maximising reuse and/or recycling of materials?</b>		

**Sustainable Transport**

Does your proposal?		Impact	What are the impacts and how do you know?
3.16	<b>Encourage the use of sustainable transport, such as walking, cycling, ultra low emission vehicles and public transport?</b>		
3.17	<b>Help improve the quality of the air we breathe?</b>		

**Sustainable Materials**

Does your proposal?		Impact	What are the impacts and how do you know?
3.18	<b>Minimise the environmental impact of the goods and services used?</b>	Unsure	

**Local and Sustainable Food**

Does your proposal?		Impact	What are the impacts and how do you know?
3.19	<b>Maximise opportunities to support local and sustainable food initiatives?</b>	Neutral	N/A.

**Land Use and Wildlife**

Does your proposal?		Impact	What are the impacts and how do you know?
3.20	<b>Maximise opportunities to conserve or enhance the natural environment?</b>	Positive	The scheme will incorporate a soft landscape design, including trees and planting. This will encourage biodiversity.
3.21	<b>Improve the quality of the built environment?</b>	Positive	The scheme will incorporate a soft landscape design, including trees and planting. This will greatly enhance the area in front of the station.
3.22	<b>Preserve the character and setting of the historic city of York?</b>	Positive	Conservation architects have been engaged, along with a dialogue with Historic England and relevant stakeholders to present a design that is sympathetic to the heritage of the city.
3.23	<b>Enable residents to enjoy public spaces?</b>	Positive	Greatly enhanced public spaces will be created.

3.40	<b>Additional space to comment on the impacts</b>		

**Section 4: Impact on Equalities and Human Rights**

Please summarise any potential positive and negative impacts that may arise from your proposal on staff or residents. This section relates to the impact of your proposal on **advancing equalities and human rights** and should build on the impacts you identified in the previous section.

For 'Impact', please select from the options in the drop-down menu.  
If you wish to enter multiple paragraphs in any of the boxes, hold down 'Alt' before hitting 'Enter'

**Equalities**

Will the proposal **adversely impact** upon 'communities of identity'?  
Will it **help advance equality** or **foster good relations** between people in 'communities of identity'?

		Impact	What are the impacts and how do you know?
4.1	Age	Positive	Improved public realm designed through consultation with older peoples groups creating greatly improved and inclusive areas.
4.2	Disability	Positive	Improved public realm designed through consultation with disability groups creating greatly improved and inclusive areas.
4.3	Gender	Neutral	N/A
4.4	Gender Reassignment	Neutral	N/A
4.5	Marriage and civil partnership	Neutral	N/A
4.6	Pregnancy and maternity	Neutral	N/A
4.7	Race	Neutral	N/A
4.8	Religion or belief	Neutral	N/A
4.9	Sexual orientation	Neutral	N/A
4.10	Carer	Neutral	N/A
4.11	Lowest income groups	Neutral	N/A
4.12	Veterans, Armed forces community	Neutral	N/A

**Human Rights**

Consider how a human rights approach is evident in the proposal

	Impact	What are the impacts and how do you know?
--	--------	---

4.13	<b>Right to education</b>	Neutral	N/A
4.14	<b>Right not to be subjected to torture, degrading treatment or punishment</b>	Neutral	N/A
4.15	<b>Right to a fair and public hearing</b>	Neutral	N/A
4.16	<b>Right to respect for private and family life, home and correspondence</b>	Neutral	N/A
4.17	<b>Freedom of expression</b>	Neutral	N/A
4.18	<b>Right not to be subject to discrimination</b>	Neutral	N/A
4.19	<b>Other Rights</b>	Neutral	N/A

4.20	<b>Additional space to comment on the impacts</b>		



**Section 5: Planning for Improvement**

5.1	<b>What have you changed in order to improve the impact of the proposal on the One Planet principles?</b> (please consider the questions you marked either mixed or negative, as well as any additional positive impacts that may be achievable)
	The scheme has been designed through careful consultation with a very diverse range of stakeholders and members of the public to create greatly enhanced and inclusive proposals.

5.2	<b>What have you changed in order to improve the impact of the proposal on equalities and human rights?</b> (please consider the questions you marked either mixed or negative, as well as any additional positive impacts that may be achievable)
	Following detailed consultation with the public and disability groups, various elements to improve the legibility and usability will be incorporated into station access and public realm design.

5.3	<b>Going forward, what further evidence or consultation is needed to ensure the proposal delivers its intended benefits?</b> e.g. consultation with specific vulnerable groups, additional data)
	A broad and diverse consultation process has already been carried out, the results of which have been analysed and a detailed statement of Community Involvement has been produced. This statement will be submitted as part of a full planning application.

5.4 **Please record any outstanding actions needed to maximise benefits or minimise negative impacts in relation to this proposal?** (Expand / insert more rows if needed)

Action	Person(s)	Due date
Investigate an appropriate level of anti-terrorism response to incorporate into the landscape design	Senior Project Manager	Mar-19
Research methods to provide sustainable landscape and sustainable drainage options	Design Team	Mar-19
Continue to research and build an understanding of heritage in and around station	Design Team	Mar-19
Identify a philosophy to provide public art to enhance public engagement and wellbeing in the public realm	Design Team	Mar-19

**In the One Planet / Equalities section of your Executive report, please briefly summarise the changes you have made (or intend to make) in order to improve the social, economic and environmental impact of your proposal.**

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**Executive****18 November 2021**

Report of the Director of Prevention and Commissioning / Corporate  
Director of People  
Portfolio of the Executive Member for Health and Adult Social Care

**Recommissioning of Carers Support Services****1. Summary**

- 1.1 The purpose of this report is to seek the agreement of CYC Executive to recommission the Carers Support Services for adults and young people. The service will be recommissioned through an open tender exercise. The tender will seek to deliver a sustainable, integrated support model for unpaid carers, delivered by a competent and professional external provider who fully understands the needs of carers of all ages and from all backgrounds.
- 1.2 Members are asked to agree the approach in line with section 7.8 of the council's Contract Procedure Rules which stipulate that where the aggregate contract value (including any extension) is £500,000 or more the decision will be regarded as a Key Decision unless the Chief Finance Officer, acting in consultation with the Monitoring Officer, has approved the procurement as Routine.
- 1.3 The existing contract is due to expire on 31st March 2022. The current contract receives a financial contribution from VoY CCG. The VoY CCG have confirmed an agreement to continue the financial contribution over the next 7yrs at the current annual amount for the proposed duration of the re-tendered contract in line with any inflationary uplifts that may apply.
- 1.4 The recommendation is fully in line with the principles of the Care Act 2014 and the NHS long term plan, placing emphasis on prevention, early intervention and the maximisation of self-care.

## **2. Recommendations**

### **2.1 The Executive are asked to:**

- a) Approve Option 1 within the report - undertake a tender exercise to re-commission Carers Support Services for adults and young people in line with the Key Decision criteria as set out in section 7.8 of the council's Contract Procedure Rules.
- b) That the decision to award is then delegated to the Director of Prevention and Commissioning Jamaila Hussain in consultation with the Executive Member for Adults Cllr Carol Runciman and the Chief Finance Officer and the Director of Governance.

**2.2 Reason:** To deliver a sustainable, integrated support model for carers, delivered by a competent and professional external provider who fully understands the needs of carers of all ages and from all backgrounds. Working within the principles of the Care Act 2014, placing emphasis on prevention, early intervention and the maximisation of self-care.

## **3. Background**

### **The Care Act 2014**

- 3.1 The Care Act 2014 brought about the most significant advance in carers' statutory rights since the first legislation in 1996, giving carers the right to be recognised and involved in assessments and care planning of the person they care for.
- 3.2 The Care Act made material changes to the pre-existing statutory duty to assess carers' needs. Under Care Act guidance the duty to assess is triggered by the 'appearance of need' and is no longer dependent upon the carer making a request or dependent upon the carer providing (or intending to provide) regular or substantial care.
- 3.3 The Care Act also provided a clear definition of eligible needs, placing a duty upon local authorities to ensure that these assessed eligible needs are met – either through the provision of services to the carer or by making a Direct Payment available on request, thus enabling carers to exercise control over their own care and support requirements.

3.4 Furthermore the Act introduced a general duty to prevent, reduce and delay needs for care and support and to have regard to both the needs of the whole family and particularly young carers within this process. The Act also introduced a duty to provide information and advice to carers in relation to their caring role and their own needs.

## **Need and Demand**

### **3.5 National Context: Census data and Carers UK research:**

- The 2011 Census found that over 6.5 million people in the UK are carers however in 2019, using population projections from the ONS and polling by Carers UK it was estimated that 8.8 million adults in the UK are carers
- The 2011 Census indicates almost 4 million of the UK's carers care for 1-19 hours each week whilst 775,000 provide 20-49 hours and 1.4 million provide 50 hours or more unpaid care
- Three in five people will be carers at some point in their lives in the UK.
- Out of the UK's carers, 42% of carers are men and 58% are women.
- The economic value of the contribution made by carers in the UK is £132bn a year (average of £19,336 per carer).
- In 2020 Carers UK estimated there were around 13.6 million people caring through the pandemic
- By 2030 the number of carers is estimated to increase by 3.4 million (around 60%).
- Informal carers are increasingly undertaking more hours of care per week and are, on average, getting older.
- 19% of carers known to local authorities are not in paid work due to their caring responsibilities.
- Caring has affected the health of 86% of carers.
- 20% of emergency hospital admissions for carers/cared-for are for existing conditions which could be managed effectively by primary, community or social care and could be avoided.
- An estimated 35% of working age in-household carers may be entitled to, but not receiving, Carer's Allowance.
- Research suggests that funding carer support services is a cost effective preventative investment – that for every £1.00 invested in carers, there is a potential equivalent reduction in local authority cost of £5.90, and with significantly greater 'social return' benefits.

**3.6 Local Context:** Figures obtained from the 2011 Census, York Carers Centre and the Joint Strategic Needs Assessment for York indicate that;

- There are 18,224 carers recorded in the 2011 census in York, comprising 9.2% of the population.
- The number of registrations with York Carers Centre is increasing at a rate of over 10% per annum.
- Figures from the 2011 census show that there has been a 25% increase in the number of young adult carers, aged 16-25. Most of these carers remain hidden.
- City of York Council and its partners are aware of over 5,000 carers (or 27% of the total number of carers registered through the 2011 census).
- 19% of these carers provide 50+ hours of care per week.
- In the next 15 years the number of York residents aged over 65 will increase from 36,000 to 46,000 and those aged over 75 will increase from 17,000 to over 26,000.
- As York's population increases so does the prevalence of dementia and other long term health conditions. As a result it is envisaged that the demand for spouses and adult children to provide unpaid care will more than double over the next 30 years.

### **3.7 Impact of the Pandemic**

The Carers UK research "Caring Behind Closed Doors: 6 months on" (October 2020) found:

- 4 in 5 unpaid carers (81%) are currently providing more care than before lockdown.
- More than three quarters (78%) of carers reported that the needs of the person they care for have increased recently.
- Most carers (64%) have not been able to take any breaks at all in the last six months.
- More than half (58%) of carers have seen their physical health impacted by caring through the pandemic
- 64% of carers said their mental health has worsened

### **Carers Hub Approach**

3.8 City of York Council and the Vale of York CCG currently commission York Carers Centre to deliver a wide range of support

services to adult and young carers in the city. The existing contractual arrangement commenced on 1<sup>st</sup> April 2018 and is due to expire on 31<sup>st</sup> March 2022.

- 3.9 In 2016 an agreement to support the creation of a Carers Hub was achieved, a highly visible referral point where carers could be offered early-stage assessment and preventative support in order to reduce and delay the need for more complex interventions.
- 3.10 Under the branding of the Carers Hub York Carers Centre has successfully established itself as highly visible, front-door contact point in the city which responds rapidly to carers' needs. Carers therefore have one clear point of contact; a competent and highly respected provider who is able to offer immediate support - or signpost to an appropriate partner agency.
- 3.11 The Carers Hub has delivered strongly against the strategic priorities set out in the operating model for Adult Social Care, particularly the principle of 'preventing, reducing and delaying the need for ongoing care and support'.
- 3.12 Through a combination of early intervention, proportionate assessment and triage for more complex cases of need the Hub provides a highly responsive, integrated and flexible carers support model - one which has proved effective in sustaining carers in their care giving role and reducing the demand for permanent, long-term care. This in turn has led to measurable cost savings across the health and social care system.
- 3.13 Outcomes associated with the current Carers Hub approach include:
- Consistent growth in new registrations.
  - Targets for carer referrals being met and often exceeded.
  - Targets for Carers Assessments of Need being met and often exceeded.
  - Increase in the number of outreach hubs available to carers.
  - Preventing the complete breakdown of the care giving role and associated longer term benefits
  - Prevention in admissions to residential care / reduction in the take up of domiciliary care packages
  - Prevention of a significant deterioration in carer mental health
  - Prevention of a significant deterioration in carer physical health

- Sustaining carers in employment and alleviating financial hardship
- 3.14 It is the continuation and extension of the successful Carers Hub model that is proposed to be taken forward through the re-tendering arrangements.
- 3.15 It is envisaged that this investment will continue to significantly reduce the call on long term care, welfare and other benefits and physical and mental health services.
- 3.16 The current provider York Carers Centre has added significant value to the contract through their registered charity status, leveraging additional funding into the city to support carers as well as further volunteering opportunities for our population.

#### **4. Consultation**

- 4.1 Consultation and customer feedback has been sought on a continual basis by York Carers Centre as part of their contract monitoring arrangements and annual review process, through focus groups, surveys and interviews with carers of all ages from a wide variety of backgrounds. Quarterly monitoring reviews have taken place throughout the current contracted period.
- 4.2 Consultation feedback has been consistent - customers see significant value in the alignment of carers support services through the existing Carers Hub model and are strongly in favour of its continuation. Customers also see particular value in this model being delivered by the voluntary sector, often placed closer to the service user and able to understand and deliver on their support requirements.
- 4.3 Case notes from the York Carers Centre system and from Carers Assessments also point to customer satisfaction with existing support arrangements - particularly the co-ordination of all services through a single point of contact. The emphasis on early intervention and prevention through community outreach provision has been particularly valued. The ability to access Carers Assessments simply and easily within a community setting has also been widely appreciated.

- 4.4 The results and key findings of the 2021 National State of Caring Survey is due to be released in November 2021.
- 4.5 The current York Carers Strategy 2019 – 2024 and accompanying action plan was introduced following extensive consultation with carers across the city. Continuous feed-in and delivery of the strategy and action plan takes place with the oversight of the York Carers Strategy Group attended by carers, health and social care providers and voluntary sector partners crucial to the delivery of carers support services. The York Carers Action Group have direct feed-in to the strategy group through carer representatives.
- 4.6 The agreed vision of the York Carers Strategy is to create a carer friendly city. One where all carers in York will be able to say:
- I know who to turn to for help
  - I can cope
  - I can live a life of my own
  - My voice is heard – my views make a difference

## 5. Options

### OPTION 1: The Re-commissioning of Carers Services

- 5.1 **The Preferred Option.** Through Option 1 CYC would approach the market to seek a single external provider or consortium to deliver the carers support service provision from 1<sup>st</sup> April 2022 onwards. (A timetable for the procurement is attached as Annex A: Carers Service Open Procedure Procurement Timetable).
- 5.2 The VoY CCG have been approached and have agreed to continue to contribute £81,153.75 per annum for up to a maximum of seven year contract duration.
- 5.3 If the re-procured carers services were delivered by a provider other than the York Carers Centre it is likely that the York Carers Centre staff supported through existing contractual arrangements would transfer to the new provider in accordance with the Transfer of Undertakings Protection of Employment Regulations (TUPE). However, this would be a process to be determined and taken forward by the incoming and outgoing service providers.

### **Option 1: Advantages**

- 5.4 A re-commissioned approach (driven and co-ordinated by a dynamic lead organisation) is likely to see a continuation and expansion of the existing good practice realised through the tendering of carers services, bringing about more sustainable, customer focused solutions and outcomes.
- 5.5 Although open to all providers this approach would be particularly suited to the local voluntary sector. The opportunity to leverage external funding into the city would bring added value to the contract.
- 5.6 Whilst valuing the strengths of the local voluntary sector a re-commissioning approach could also potentially open up the market to national providers who might bring an added dimension in terms of innovation and best practice gleaned from other areas. Such organisations might also bring experienced consortia management and leadership skills.

### **Option 1: Additional Considerations**

- 5.7 Expectations around innovation and added value and evidence of the savings realised by health and social care services are contained within the existing service specification and captured / monitored through contractual arrangements. The existing provider has successfully delivered a highly valued service. The service specification has been reviewed and outcomes are clearly defined to support the carers support service and carers hub approach through the re-tendering process.
- 5.8 If a consortia approach were to be successful the providers would need to evidence robust governance / joint working arrangements and indicate how they will effectively draw together various strands of service delivery and financing models. If partnership arrangements were to break down this could impact negatively on a highly vulnerable group.

## **ALTERNATIVE OPTIONS**

### **Option 2: Do Not Recommission**

- 5.9 Through this option CYC would not approach the market to re-procure carers support services. The existing carers services contract (and the activities delivered through it) would cease as of 31<sup>st</sup> March 2022. The in-house element of carers provision delivered by the Adult Social Care Community Team Carers Support Workers would continue.

### **Analysis**

- 5.10 Whilst the in-house Carers Support Workers are able to fulfil some of the authority's statutory duties (these staff undertake the most complex carers assessments and support planning functions alongside York Carers Centre staff) the full range of statutory obligations as set out in the Care Act 2014 would not be met.
- 5.11 Section 2 of the Act requires local authorities to provide a range of support services that will prevent or delay the development of needs by carers. (It is not sufficient for authorities to rely on their general preventative services to meet these needs). In light of legal guidance contained within the Care Act it is therefore not possible for the council to discontinue providing a comprehensive range of support services for carers in the city and only proceed with a restricted level of in house provision post March 2022.

### **Option 3: In House Delivery Model**

- 5.12 Through this option CYC would seek to deliver carers support services through an entirely in-house approach. The existing Carers Services contract with York Carers Centre would cease on 31<sup>st</sup> March 2022 and all carers support services would thereafter be delivered in-house by the Adult Social Care Community Team.

### **Analysis**

- 5.13 Carers' services are already closely aligned and carefully coordinated through the Carers Hub. All referrals for carers support in the city are channelled through the Hub, where York Carers Centre and CYC staff meet on a weekly basis to jointly assess customer needs and agree which provider is best placed to offer ongoing support.

- 5.14 Delivering all carers support services directly through the council would not improve upon the existing co-ordination and alignment of services, and could cause confusion by changing a model which is widely recognised and understood by customers and other partner agencies.
- 5.15 It is also recognised that this may also put additional pressure on front line staff teams and managers to support and deliver.
- 5.16 This approach would not be in line with the principles set out in the Care Act 2014 of developing the provider marketplace, and ensuring that provision is flexible, responsive and tailored to the specific requirements of customer need; nor would it be in line with the approach of other local authorities, many of whom have already delegated the majority of their functions to local, independent carer support groups.
- 5.17 The approach also goes against the broader direction of travel identified in the Care Act to promote outreach, early intervention and prevention within community and neighbourhood settings and to encourage preventative approaches to independence and wellbeing.
- 5.18 Option 3 contradicts the wishes of carers in terms of the operating model that might best deliver their desired outcomes. Customer case studies evidence the belief that carers' provision would be better supported by strengthening and sustaining the existing voluntary sector driven approach.

## **6. Analysis**

### **Financial Analysis**

- 6.1 The current contract value is £422,286.75 pa (including a VoY CCG contribution of £81,153.75 per annum. The CYC element of the contract is from the BCF.
- 6.2 The VoY CCG have been approached and have agreed to continue to contribute £81,153.75 per annum for up to a maximum of seven year contract duration.

- 6.3 A range of studies have been conducted nationally related to the financial impact of carers including:
- 6.4 Carers UK and Leeds University's "Valuing Carers"  
[http://www.leeds.ac.uk/news/article/2008/unpaid\\_carers\\_save\\_11\\_9\\_billion\\_a\\_year](http://www.leeds.ac.uk/news/article/2008/unpaid_carers_save_11_9_billion_a_year)  
"New estimates show the care provided by friends and family members to ill, frail or disabled relatives is now worth a staggering £119 billion every year."  
  - The figure has risen by over a third since the 2007 estimate, which stood at £87 billion
  - Carers' contribution now far outstrips the total cost of the NHS (£98.8 billion).
  - The figure amounts to £2.3 billion per week and £326 million per day."
- 6.5 Royal College of GPs  
<http://www.rcgp.org.uk/clinical-and-research/clinical-resources/carers-support.aspx>  
"1.2 million carers spend over 50 hours caring for others, this equates to a full time workforce larger than the entire NHS. Carers are estimated to save the UK economy £119 billion a year in care costs, more than the entire NHS budget and equivalent to £18,473 per year for every carer in the UK."
- 6.6 NHS England  
<http://www.england.nhs.uk/commissioning/comm-carers/>  
Commissioning for carers: Principles and resources to support effective commissioning for adult and young carers. The study indicates that this could equate to a saving of almost £4 for every £1 invested.
- 6.7 Department of Health – Impact Assessment (Carers)  
<http://www.legislation.gov.uk/ukpga/2014/23/impacts>  
The Impact Assessment published by the Department of Health (October 2014) makes an estimate of the "monetised health benefits" of additional support for carers. This estimates that an anticipated extra spend on carers for England of £292.8 million would save councils £429.3 million in replacement care costs and result in "monetised health benefits" of £2,308.8 million. This suggests (as a ratio) that each pound spent on supporting carers

would save councils £1.47 on replacement care costs and benefit the wider health system by £7.88.

## **7. Council Plan**

7.1 The proposals are fully aligned with the Council Plan 2019 – 2023 and its corporate priorities, particularly:

- good health and wellbeing
  - o The carers support service and carers hub model supports carers to undertake their carer role. This approach is aligned to early intervention and prevention to avoid carer breakdown and improve the physical and mental health of carers across the city enabling them to undertake their carer role.
  
- well paid jobs and an inclusive economy
  - o The carers support service supports carers and their employers to recognise and adapt to carers needs, allowing them to gain and remain in employment alongside their carer role.
  
- a better start for children and young people
  - o The carers support service supports young carers and very young carers in their carer role, giving them a better start and sustained support to enable them to live a life of their own and have their own voice.

## **8. Implications**

8.1 No implications at this stage in terms of inequalities and quality. However this is time critical

- **Financial:**

8.2 The contract value for re-commissioning will be set at £402,286,75 per annum. There is a slight reduction in contract value recognising the increase in innovation within the contract and Social Value resource.

- **Human Resources (HR)**

8.3 If the tender is awarded to a new provider through a re-procurement process. Then then the existing York Carers centre staff may be able to TUPE under the Transfer of Undertakings Protection of Employment Regulations (TUPE). However, this process would not involve the council as it would be up to the incoming and outgoing service providers to meet their respective HR obligations under the TUPE regulations.

- **Equalities**

8.4 Equalities Impact Assessment is attached (Annex B: Carers Support Service Equality Impact Assessment)

- **Legal**

8.5 Legal Advice has be sought in regards to procurement timescales and contract structure.

- **Crime and Disorder:** *N/A*
- **Information Technology (IT)** *N/A*
- **Property** *N/A*
- **Other** *N/A*

## **9. Risk Management**

9.1 There are limited risks associated with the recommended approach other than the need to determine clear outputs and outcomes expected from the service and exercise robust contract management procedures to ensure that the outputs and outcomes are delivered to a high standard.

## Contact Details

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### Chief Officer Responsible for the report:

Name: Jamaila Hussain  
Title: Director of Prevention and Commissioning

**Report  
Approved**



**Date** 08/10/2021

Jamaila Hussain, Director of Prevention and Commissioning

**Report  
Approved**



**Date** 03/11/2021

**Wards Affected:** *List wards or tick box to indicate all*

**All**

**For further information please contact the author of the report**

## Annexes

Annex A: Carers Service Open Procedure Procurement Timetable

Annex B: Carers Support Service Equality Impact Assessment

## Annex A: Carers Service Open Procedure Procurement Timetable

Carers Service OJEU Open Procedure Timetable	Achieved By
CYC Exec Decision to approve re-commissioning of Carers Services	18/11/2021
SQ, ITT, contract T&C's finalised	Friday 26/11/2021
SQ, ITT docs published on Yortender website	Monday 29/11/2021
SQ & ITT return deadline	12noon Wednesday 5/01/2022
SQ evaluation quality submissions, Financial accounts/References/ H&S policies. Bidders for tender evaluation identified	From 5/01/2022 to 10/01/2022
ITT quality evaluations: evaluate quality method statements, tenderers prices & tenderers clarifications	From 10/01/2022 to 14/01/2022
ITT quality evaluations: Interviews/ presentations	Completed by 13/01/2022
Formal clarifications of bidders responses and recommendation for contract award	Week commencing 17/01/2022
Decision report for contract award Director's approvals obtained	Week commencing 17/01/2022
Standstill period (10 calendar days)	Starts 24/01/2022 Ends: 3/02/2022
Contract Award	4/02/2022
Contract Award Notice published	4/02/2022
Contract Mobilisation period commences	5/02/2022
Contracts signed by appointed Provider/Legal	By no later than 15/02/2022
Contract Mobilisation period ends	31/03/2022
New Service Commences	31/03/2022

Key of Procurement stages:

	Decisions/Approvals to procure and commence procurement exercise – Executive
	Publish Contract Notice and procurement documents onto Yortender website (SQ, ITT docs etc.)
	Evaluation of Selection Questionnaire (SQ) and Invitation to Tender (ITT) submissions
	Recommendations for contract award, Decision Board, Standstill period contract award process
	Contract mobilisation period, TUPE consultation/transfer of staff (if applicable), start date

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**Annex B**

**City of York Council  
Equalities Impact Assessment**

**Who is submitting the proposal?**

<b>Directorate:</b>	People		
<b>Service Area:</b>	Adults Commissioning Team		
<b>Name of the proposal :</b>	Carers Support Service		
<b>Lead officer:</b>	Craig Waugh		
<b>Date assessment completed:</b>	03/11/2021		
<b>Names of those who contributed to the assessment :</b>			
<b>Name</b>	<b>Job title</b>	<b>Organisation</b>	<b>Area of expertise</b>
Craig Waugh	Commissioning Manager	City of York Council	Commissioning portfolio covering unpaid carers
		York Carers Centre	Provision of support and services for unpaid carers
		York Carers Strategy Group	Unpaid carers and cross-sector providers of support and services for unpaid carers.

## Step 1 – Aims and intended outcomes

<b>1.1</b>	<p><b>What is the purpose of the proposal?</b> Please explain your proposal in Plain English avoiding acronyms and jargon.</p>
	<p>To deliver a sustainable, integrated support model for unpaid carers, delivered by a competent and professional external provider who fully understands the needs of carers of all ages and from all backgrounds.</p>
<b>1.2</b>	<p><b>Are there any external considerations?</b> (Legislation/government directive/codes of practice etc.)</p>
	<p>The main external considerations are to ensure delivery of the local authority's statutory duties under The Care Act 2014 in an equitable and fair manner.</p> <p>Considerations are in line with current legislation, initiatives and directives within Adult Social Care (driven by the Care Act 2014) to place emphasis on prevention, early intervention and the maximisation of self-care. The Carers Support Service and Carers Hub model will deliver strongly against the strategic priorities set out in the Operating Model for Adult Social Care.</p>
<b>1.3</b>	<p><b>Who are the stakeholders and what are their interests?</b></p>
	<p>Main stakeholders are unpaid carers, their families and the cared for. Further stakeholders include the local authority, health partners and VCSE organisations providing support and services for unpaid carers and their families.</p>

<b>1.4</b>	<b>What results/outcomes do we want to achieve and for whom?</b> 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>Major outcome to significantly reduce the call on long term care, welfare and other benefits and physical and mental health services through recommissioning of the Carers Support Service under the Carers Hub model. Avoidance of carer breakdown and improved quality of life for carers, the cared for and their families.</p> <p>Outcomes associated with the Carers Support Service include:</p> <ul style="list-style-type: none"> <li>- Consistent growth in new carer registrations.</li> <li>- Targets for carer referrals being met and often exceeded.</li> <li>- Targets for Carers Assessments of Need being met and often exceeded.</li> <li>- Increase in the number of outreach hubs available to carers.</li> <li>- Preventing the complete breakdown of the care giving role and associated longer term benefits.</li> <li>- Prevention in admissions to residential care / reduction in the take up of domiciliary care packages.</li> <li>- Prevention of a significant deterioration in carer mental health.</li> <li>- Prevention of a significant deterioration in carer physical health.</li> <li>- Sustaining carers in employment and alleviating financial hardship.</li> </ul> <p>The proposals are fully aligned with the Council Plan 2019 – 2023 and its corporate priorities, particularly:</p> <ul style="list-style-type: none"> <li>- good health and wellbeing <ul style="list-style-type: none"> <li>o The carers support service and carers hub model supports carers to undertake their carer role. This approach is aligned to early intervention and prevention to avoid carer breakdown and improve the physical and mental health of carers across the city enabling them to undertake their carer role.</li> </ul> </li> <li>- well paid jobs and an inclusive economy</li> </ul>

- The carers support service supports carers and their employers to recognise and adapt to carers needs, allowing them to gain and remain in employment alongside their carer role.
- a better start for children and young people
  - The carers support service supports young carers and very young carers in their carer role, giving them a better start and sustained support to enable them to live a life of their own and have their own voice.

The current York Carers Strategy 2019 – 2024 and accompanying action plan was introduced following extensive consultation with carers across the city. Continuous feed-in and delivery of the strategy and action plan takes place with the oversight of the York Carers Strategy Group attended by carers, health and social care providers and voluntary sector partners crucial to the delivery of carers support services. The York Carers Action Group have direct feed-in to the strategy group through carer representatives.

The agreed vision of the York Carers Strategy is to create a carer friendly city. One where all carers in York will be able to say:

- I know who to turn to for help
- I can cope
- I can live a life of my own
- My voice is heard – my views make a difference

The Carers Support Service aligns directly with the York Carers Strategy.

## Step 2 – Gathering the information and feedback

<b>2.1</b>	<b>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?</b> 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.
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<b>Source of data/supporting evidence</b>	<b>Reason for using</b>
<p><b>Carers Support Service contract monitoring arrangements</b></p> <p><b>Case management system</b></p> <p><b>National Carers Survey</b></p> <p><b>York Carers Strategy</b></p> <p><b>Carers UK National research and consultation</b></p>	<p>Consultation and customer feedback has been sought on a continual basis by York Carers Centre as part of their contract monitoring arrangements and annual review process, through focus groups, surveys and interviews with carers of all ages from a wide variety of backgrounds.</p> <p>Consultation feedback through customer satisfaction surveys has been consistent - customers see significant value in the alignment of carers support services through the existing Carers Hub model and are strongly in favour of its continuation.</p> <p>Case notes from the York Carers Centre case management system and from Carers Assessments also point to customer satisfaction with existing support arrangements - particularly the co-ordination of all services through a single point of contact. The emphasis on early intervention and prevention through community outreach provision has been particularly valued. The ability to access Carers Assessments simply and easily within a community setting has also been widely appreciated. The data supports the provision of a fair and equitable service highly valued by customers.</p>

### **Step 3 – Gaps in data and knowledge**

<b>3.1</b>	<b>What are the main gaps in information and understanding of the impact of your proposal? Please indicate how any gaps will be dealt with.</b>		
<b>Gaps in data or knowledge</b>		<b>Action to deal with this</b>	
Updated national and local analysis of the impact of the pandemic on carers is due in the coming weeks and months.		Where consultation, stakeholder feed-in and local intelligence can be used to predict the impact of the pandemic on carers this has been used to inform the service specification. Any updated analysis of the impact of the pandemic can be implemented through the contract monitoring and review process.	

#### Step 4 – Analysing the impacts or effects.

<b>4.1</b>	<b>Please consider what the evidence tells you about the likely impact (positive or negative) on people sharing a protected characteristic, i.e. how significant could the impacts be if we did not make any adjustments?</b> Remember the duty is also positive – so please identify where the proposal offers opportunities to promote equality and/or foster good relations.		
<b>Equality Groups and Human Rights.</b>	<b>Key Findings/Impacts</b>	<b>Positive (+) Negative (-) Neutral (0)</b>	<b>High (H) Medium (M) Low (L)</b>
<b>Age</b>	Caring responsibilities can affect people of all ages but children and young adults are particularly affected and their life chances disadvantaged as a result of their caring duties. Through various dedicated support mechanisms the service will impact positively on this age group. Older people are another age group that the project will benefit from tailored	<b>+</b>	<b>H</b>

	support packages - many older people face disproportionate caring responsibilities at a time when their own health may be deteriorating.		
<b>Disability</b>	<p>Many of the adults in need who people care for will possess some form of physical or mental disability. By supporting and sustaining their carers the project will impact positively on this client group - ensuring that their existing care arrangements are maintained and enhanced, thereby preventing their conditions from deteriorating or worsening.</p> <p>The service also aims to support and promote the avoidance of carer breakdown.</p>	<b>+</b>	<b>H</b>
<b>Gender</b>	<p>In total more women are carers than men in York, the same trend as nationally. The re-commissioned service will continue reaching out to female carers through a variety of channels that have already proved effective e.g. outreach / pop-up hubs at community events, social clubs and support groups with a high female attendance, through family support networks and by having a presence in GP surgeries etc.</p> <p>However, it should be noted that while more women than men under 65 are carers, men aged in the 50-64 age group provide a higher percentage of unpaid care than women aged 25-49. Among the over 65s, more men provide care (15%) than women (13%).</p>	<b>+</b>	<b>H</b>

	<p>Many older men who care for spouses, partners or family can become isolated and unwilling to ask for help, or even ignored by GPs who focus on the person needing care. From the general to the very individual, older male carers experience loss in many areas of their lives and experiences. Similar challenges are faced by female carers – but a significant problem for men is the lack of support networks, and a reluctance to discuss these problems.</p> <p>Overall, older men are less likely and less forthcoming generally in asking for help and support than older female carers; they tend to reach crisis point before asking for support from care services. Family support, for example, isn't necessarily something that older male carers feel they can rely on. This suggests that male carers – older and perhaps younger – can have a different kind of experience and need different kinds of support than older women carers. The re-tendered service provision will therefore give careful consideration as to the issues affecting carers as a result of gender (and in some cases a combination of age and gender).</p>		
<b>Gender Reassignment</b>	The service will not impact positively or negatively on gender reassignment.	<b>0</b>	<b>L</b>
<b>Marriage and civil partnership</b>	The project will not impact positively or negatively on marriage and civil partnership.	<b>0</b>	<b>L</b>
<b>Pregnancy and maternity</b>	The project will not impact positively or negatively on pregnancy and maternity.	<b>0</b>	<b>L</b>
<b>Race</b>	The re-commissioned service will demonstrate that all communities of identity use / feel welcome to use the	<b>+</b>	<b>M</b>

	<p>service. The service will engage meaningfully over the longer term with carers from all communities of identity in York. Raising awareness of services and support within these communities is a key element to improving levels of take-up. Making specific, tailored support packages available to a range of communities is also critical. (Levels of take-up will be carefully tracked as part of the monitoring arrangements for the new service).</p>		
<b>Religion and belief</b>	<p>The re-commissioned service will demonstrate that carers of all religions and beliefs will use / feel welcome to use the service. The service will engage meaningfully over the longer term with carers from all religions and beliefs. Raising awareness of services and support within these communities is a key element to improving levels of take-up. Making specific, tailored support packages available to carers of all religions and beliefs is also critical. (Levels of take-up will be carefully tracked as part of the monitoring arrangements for the new service).</p>	<b>+</b>	<b>M</b>
<b>Sexual orientation</b>	<p>The re-commissioned service will demonstrate that carers of all sexual orientations will use / feel welcome to use the service. The service will engage meaningfully over the longer term with carers of every sexual orientation. Raising awareness of services and support within these communities is a key element to improving levels of take-up. Making specific, tailored support packages available to carers of all sexual orientations is also critical. (Levels of take-up will be</p>	<b>+</b>	<b>M</b>

	carefully tracked as part of the monitoring arrangements for the new service).		
<b>Other Socio-economic groups including :</b>	<b>Could other socio-economic groups be affected e.g. carers, ex-offenders, low incomes?</b>		
<b>Carer</b>	The primary intention of the service is to support carers of all ages and from all backgrounds.	+	H
<b>Low income groups</b>	In the Carers UK “State of Caring” 2021 report 31% of respondents said that they are struggling to make ends meet, and over two-thirds reported that they regularly use their own income or savings to pay for care or support services, equipment or products for the person they care for. The report found that nationally the average carer looking after someone outside of residential care faces a financial penalty of over £114 a month.  Carers are amongst some of the lowest income groups in the city. Support with income maximisation will be one of the specific strands of the service.	+	H
<b>Veterans, Armed Forces Community</b>	Many families from armed forces backgrounds have substantial caring responsibilities therefore the service will work with the veterans and armed forces community in York.	+	M
<b>Other</b>			
<b>Impact on human rights:</b>			



	<p>treated with respect, or being treated in a humiliating and degrading way.</p> <p><u>Freedom of expression</u> The project will have a positive impact in this area. Freedom of expression gives children the right to learn and get information on what they want, which means that young carers have the right to be told about the support and benefits that are available to them. The re-commissioned service will be monitored to ensure that outcomes for young carers are being achieved in this respect.</p> <p><u>Protection from discrimination</u> The service will support carers and ensure that they are not discriminated against or treated in a manner which makes it difficult for them to fulfil their caring responsibilities, particularly carers in the workplace.</p>	<p>+</p> <p>+</p>	<p>M</p> <p>H</p>
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**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><b>High impact</b> (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><b>Medium impact</b> (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><b>Low impact</b> (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	<b>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?</b>
<p>There has been ongoing, significant consultation with service users and other stakeholders which has been undertaken through regular project monitoring (quarterly review meetings and an intensive Annual Project Review). This process of stakeholder and service user engagement combined with regular monitoring of project outputs and outcomes will be sustained and enhanced through the re-commissioning procedures.</p> <p>In addition to regular monitoring of outputs and outcomes, continuous feedback is provided through the York Carers Strategy Group and Carers Action Groups alongside regular reviews and monitoring of the service.</p>	

**Step 6 – Recommendations and conclusions of the assessment**

<b>6.1</b>	<p><b>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:</b></p>	
	<ul style="list-style-type: none"> <li>- <b>No major change to the proposal</b> – 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.</li> </ul>	
	<ul style="list-style-type: none"> <li>- <b>Adjust the proposal</b> – the EIA identifies potential problems or missed opportunities. This involves taking steps to remove any barriers, to better advance quality or to foster good relations.</li> <li>- <b>Continue with the proposal</b> (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</li> <li>- <b>Stop and remove the proposal</b> – 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.</li> </ul>	
	<p><b>Important:</b> If there are any adverse impacts you cannot mitigate, please provide a compelling reason in the justification column.</p>	
	<b>Option selected</b>	<b>Conclusions/justification</b>
	<b>No major change to the proposal</b>	Through a combination of early intervention, proportionate assessment and triage for more complex cases of need the Carers Support Service will provide a highly responsive, integrated and flexible carers support model - one which will prove effective in sustaining carers in their care giving role thereby reducing the demand for permanent, long-term care. This in turn will also lead to measurable cost savings across the health and social care system.

	<p>The service also impacts positively on One Planet York principles of creating strong communities, a vibrant and inclusive economy and a healthy environment. The intention is to maximise the existing positive impacts by extending the service reach and influence and impact within these specific themes. This is not a new project, rather than the re-commissioning of an existing successful scheme. If there is one area that could potentially be improved through the re-commissioning process it is around the setting of clear, measurable outputs and outcomes that directly support the One Planet Principles - ensuring that there are robust monitoring procedures in place to ensure that the outcomes are being delivered.</p> <p>The existing service’s impacts on equalities and human rights have been highly positive, particularly in the areas of age, disability, supporting the lowest income groups and carers (the primary beneficiaries of this project). The recommissioning of the service will build on these positive impacts.</p>
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**Step 7 – Summary of agreed actions resulting from the assessment**

<b>7.1</b>	<b>What action, by whom, will be undertaken as a result of the impact assessment.</b>		
<b>Impact/issue</b>	<b>Action to be taken</b>	<b>Person responsible</b>	<b>Timescale</b>

	Ensure the Carers Support Service contains clear, measurable outputs and outcomes that support the One Planet Principles	Craig Waugh	Throughout the recommissioned service duration.
	Ensure the Carers Support Service contains clear, measurable outputs and outcomes that support Equalities and Human Rights Principles	Craig Waugh	Throughout the recommissioned service duration.

**Step 8 - Monitor, review and improve**

<b>8. 1</b>	<b>How will the impact of your proposal be monitored and improved upon going forward?</b> 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?
	As part of the re-tendering arrangements expectations around innovation, added value and impact upon the One Planet and Equalities & Human Rights Principles will be built into the service specification and carefully measured through contract monitoring arrangements. Whilst the existing provider has delivered a highly valued service the service specification will be reviewed and outcomes clearly defined for an enhanced service approach through the re-tendering process.

	<p>Any learning and enhancements can be captured, considered and implemented through the contract monitoring and review procedures.</p>
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**Executive**

18 November 2021

Report of the Assistant Director (Customer and Communities)  
Portfolio of the Executive Member for Culture, Leisure and Communities

**Refresh of York's Parish Charter****Summary**

1. This reports back on a review undertaken of the charter between City of York Council and the 31 parish and town councils within the York local authority area. A revised version of the charter is set out for approval (See Annex).

**Recommendations**

2. The Executive is asked to approve the revised charter and:
  - Ask the Executive Member for Culture, Leisure and Communities to sign it on behalf of the council
  - Refer it to the York Branch of the Yorkshire Local Councils Associations (YLCA) for signature on behalf of the local councils.

Reason: To advance joint working between City of York Council and York's parish councils.

**Background**

3. There are two tiers of local government operating in the outer wards of the City of York local authority area. Those parts of the City of York which were outside of the pre-1996 non-metropolitan district of York have parish councils, of which there are 31 in total. One of the parish councils (Haxby) takes the style of Town. In order to advance joint working between the two tiers of local government, and to recognise the legal and other relationships between the two, a Parish Charter was produced setting-out an agreed way of working.
4. The Charter was last reviewed in 2016. The 2016 Charter states that the document should be reviewed every three years, meaning the review is now overdue. The current review of the Charter has been co-ordinated by the York Parish Council Liaison Group which

meets with the aim of improving working relations between the parish councils and City of York Council. The Liaison Group comprises six parish councillors (who are appointed by the York Branch of the YLCA) together with the Executive Member for Culture, Leisure and Communities, the Assistant Director (Communities and Culture) and the Communities Team Manager, representing City of York Council. The York Branch of the YLCA comprises representatives from the 30 (out of 31) parishes that are members of the YLCA. The YLCA itself is a county association of the National Association of Local Councils.

### **Consultation**

5. In addition to discussion at the York Parish Council Liaison Group the Charter has been consulted on at an open meeting for all parish councils held at the Mansion House in January 2020. The draft charter was also considered by the Joint Standards Committee at its 6 July meeting and the committee's suggested amendments have been incorporated.

### **Proposals**

6. The proposed revised draft is attached at Annex 1.

### **Options**

7. The principal options open to the Executive are:  
**Option 1:** Approve the draft charter for signing by City of York Council and the York Branch of the YLCA.  
**Option 2:** Suggest amendments to the draft charter.

### **Analysis**

8. Option 1 will reinforce existing joint working, taking into consideration the contributions of consultees. Option 2 provides an opportunity to make amendments to the text.

### **Council Plan**

9. Parish councils are the first tier of local government in the neighbourhoods they serve and (to quote the motto of YLCA) "closest to the people". In the parished wards of the city, the Parish Charter is important to advancing the Council Plan. In particular, relations with parish councils are a key component of the Council Plan's priority for the City of York to be "an open and effective council".

## Implications

10. There are no additional Financial, Equalities, Human Resources, Legal, Information Technology, Property, Crime and Disorder or Other implications arising from the report.

## Risk Management

11. In compliance with the Council's risk management strategy the main risks that have been identified associated with the proposals contained in this report are those which could lead to the inability to meet business objectives and to deliver services, leading to damage to the Council's reputation and failure to meet stakeholders' expectations. The level of risk is assessed as "Low". This is acceptable but means that regular monitoring is required of the operation of the new arrangements.

**Annex:** The revised Parish Charter

## Contact Details

<b>Author:</b>	<b>Chief Officer responsible:</b>			
Charlie Croft Assistant Director (Customer and Communities)	Pauline Stuchfield Director (Customer and Communities)			
	<b>Report Approved</b>	✓	<b>Date</b>	2.11.21.
<b>Specialist Implications Officers:</b>				
<b>Wards Affected:</b> All				
<b>For further information please contact the author of the report</b>				

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## ANNEX A

### **Charter between City of York Council and York Local (Parish and Town) Councils**

Dated: 18 November, 2021

#### **The Objectives**

1. The main objectives of this Charter are to:
  - Set out how the parties aim to work together and to continue existing best practice
  - Continually review and establish improved ways of working
  - Confirm the principles of democratic local government
  - Continually review and improve the system of local democracy
  - Encourage greater public participation in the system
  - Promote sustainable social, economic and environmental development
  - Advance the provisions of the Equality Act 2010 including the Public Sector Equality Duty
  - Encourage the sharing of information and data to improve outcomes for residents

#### **Local Governance**

2. City of York Council and the Local Councils are committed to the principles of democratic local government. They will continue efforts to improve the system of local democracy and to see greater participation in and appreciation of this system.
3. City of York Council acknowledges and recognises that parish and town councils are the grass roots level of local government. By working with Local Councils, City of York Council aims to act in partnership with local communities, while balancing the needs of the wider locality.
4. Local Councils offer a means of shaping the decisions that affect their communities. They offer a means of revitalising or sustaining local communities. In turn, Local Councils recognise the strategic role of the principal authority and the equitable distribution of services which it has to achieve.

5. City of York Council will work with Local Councils to promote sustainable social, economic and environmental development in the area of the City of York.
6. Arrangements for engagement of Local Councils in City of York Council's governance arrangements and for liaison between councils will be as follows:
  - City of York Council will maintain its close working relationship with the York Branch of the Yorkshire Local Councils Association.
  - City of York Council will identify one of its officers to be responsible for the liaison work with Local Councils (the Liaison Officer – see Appendix 2). The Liaison Officer will report to Members on matters that are relevant to this charter.
  - Local Councils will invite, as appropriate, Members and Officers of City of York Council to their meetings giving adequate notice to facilitate attendance.
7. In order to strengthen the relationship between Ward Members and Local Councillors, the agenda for Local Council meetings should include an item "To receive a report from a City of York councillor". This will enable a Ward Member to update the Local Council on events locally and provide an opportunity for questions to be raised.
8. Ward members will make every effort to attend Local Council meetings at regular intervals.

### **Communications**

9. City of York Council will ensure that the Clerk of the relevant Local Council receives copies of any newsletters which it circulates in the parish of the Local Council and will ensure that the Clerk is sent an invitation to attend any public meeting organised by City of York Council in the parish.
10. City of York Council and Local Councils will acknowledge and respond to correspondence between the respective organisations. Further to this, City of York Council will respond to communications in line with current customer care standards:
  - Written correspondence including electronic correspondence to City of York Council will be either acknowledged or responded to fully within 5 working days. If information is not readily available the Local Council will be kept informed of

progress at intervals not exceeding 5 working days until either a full response is available or there is no other solution.

- For ongoing projects the Parish Council will receive a monthly update prior to the Parish Council meeting. Should this not happen the matter should be referred to the Liaison Officer.
11. Planning application consultations have their own period of time (currently twenty-one days) for Local Councils to respond. However, in recognition of Local Councils' meeting schedules, planning officers will make every effort to accommodate Local Councils' comments in a mutually agreeable timescale.
  12. In accordance with The Neighbourhood Plan (General) Regulations 2012, account will be taken of the Neighbourhood Plans adopted when determining planning applications within the identified Neighbourhood Plan areas. Additionally planning officers will take into account Village Design Statements and Parish Plans except where these are in conflict with the Local Plan.
  13. Parish Councils will be given advance warning of any works to be taking place in the Parish. This will include a copy of the highway works weekly bulletin being made available to Local Councils with respect to works being carried out within the parished area. Where possible and applicable it will be useful for this to include details of proposed traffic diversions.
  14. City of York Council will create and maintain a directory of key contacts within the authority and make it available to Local Councils.

### **Consultation**

15. City of York Council will aim to give Local Councils the opportunity to comment before making a decision which affects the local community. Specifically, City of York Council posts agendas of meetings and decision sessions on its website, giving five clear days' notice. A facility is provided for Local Councils to receive electronic notifications of agendas and supporting papers.
16. If consultation does not take place, a written explanation will be given on request to the Liaison Officer.
17. To help achieve the objectives laid down in this Charter, liaison and consultation (both formal and informal) will be further developed at Local Council level through regular meetings or specific consultative groups and at officer level, individually or through working parties and groups, as resources permit.

18. Local Councils will send, where possible electronically, a copy of the minutes of their meetings to the Liaison Officer at City of York Council. Copies of the agenda and minutes will also be sent to all City Ward Councillors elected for the respective area.
19. Officers and Members of the City of York Council will be given an opportunity to speak at Local Council meetings on matters of mutual interest by prior arrangement and at the discretion of the Local Council.

### **Practical Support**

20. City of York Council will, at its discretion, offer Local Councils access to support services, to enable them to deal with planning applications and to take advantage of facilities such as professional services, specialist knowledge, printing and purchasing, at a mutually agreed price.
21. The awareness needs for City of York Councillors and Officers to understand the roles and procedures for Local Councils will be carried out by Yorkshire Local Councils Association on behalf of Local Councils.

### **Standards Committee**

22. Both City of York Council and the Local Councils have adopted Codes of Conduct, with Local Councils adapting the model provided by the National Association of Local Councils (NALC). Local Councils will work with City of York Council's Joint Standards Committee to promote and maintain high standards of ethical conduct. Three councillors from Local Councils, who are not city councillors, will be appointed to the Joint Standards Committee. A Local Council Member must be present when ethical standards matters relating to Local Councils or their members are being considered.

### **Financial arrangements**

23. Elections – Where Local Council elections take place at the same time and venue as elections for City of York Council, the City Council will meet the full costs including any additional costs attributable solely to the Parish election. Financial arrangements for the carrying out of parish polls and the like will be made by City of York Council in consultation with the Local Councils with a view to limiting the costs of holding such events.

24. Arrangements for remedy of “Double Taxation” – If a service is provided by the Local Council rather than City of York Council and City of York Council charges taxpayers in the parish for equivalent services which it provides elsewhere then this may be a case of Double Taxation. City of York Council wants to ensure that residents of York do not have to pay twice for the same service. However, the existence of concurrent functions does not in itself mean that double taxation is occurring. Any Local Council that believes a service that it is providing creates Double Taxation is invited to put the case for remedy to City of York Council. A written proposal should be submitted in the first instance to the Head of Communities and Equalities for assessment and consideration.
25. With regard to section 106 and infrastructure levy arrangements, Local Councils may apprise the Liaison Officer of their priorities and plans for improving or providing public amenities in the form of playing fields, children’s playgrounds, allotment facilities, village halls, toilets, shelters and the like, so that these priorities may be taken account of in the planning process. Where City of York Council is holding unallocated section 106 funding Local Councils may submit requests, via the Liaison Officer, in order to facilitate appropriate qualifying projects.

### **Complaints Procedure**

26. In the event of a Local Council being dissatisfied with the actions of City of York Council, the Local Council shall use the City of York Council’s feedback and complaints procedure and, if the matter is unresolved, contact the Liaison Officer.
27. In the event of City of York Council being dissatisfied with the actions of a Local Council then a letter should be sent to the Clerk of the individual Local Council requesting further information or a meeting to discuss the issue.

### **Implementation and Review**

28. Operation of the charter will be monitored through quarterly liaison meetings between City of York Council and representatives of the Yorkshire Local Councils Association. These meetings will cover any issues arising regarding the relationship between the two parties.
29. This Charter Agreement shall be revised as and when appropriate by agreement between the parties to ensure its effectiveness.

Formal review will take place at no longer than three yearly intervals.

30. City of York Council staff will be briefed on their responsibilities as detailed in this Charter and such responsibilities will be included in the Induction programme for all staff. Staff will be expected to comply with the charter at all times and this will be ensured through line management arrangements.

**Attestation**

31. To signify agreement of the parties to this Charter it was signed by:

.....  
Elected Member of City of York Council having responsibility for  
Community Engagement

and

.....  
as Chair of the York Branch of the Yorkshire Local Councils  
Associations

## **Appendix 1**

The following are the Local (Parish and Town) Councils being parties to this agreement.

1. Acaster Malbis
2. Askham Bryan
3. Askham Richard
4. Bishopthorpe
5. Clifton Without
6. Copmanthorpe
7. Deighton
8. Dunnington
9. Earswick
10. Elvington
11. Fulford
12. Haxby Town Council
13. Heslington
14. Hessay
15. Heworth Without
16. Holtby
17. Huntington
18. Kexby
19. Murton
20. Naburn
21. Nether Poppleton
22. New Earswick
23. Osbaldwick
24. Rawcliffe
25. Rufforth with Knapton
26. Skelton
27. Stockton-on-the-Forest
28. Strensall with Towthorpe
29. Upper Poppleton
30. Wheldrake
31. Wigginton

## **Appendix 2**

The City of York Council Liaison Officer is: Assistant Director (Customer and Communities)

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**Executive****18 November 2021**

Report of the Director of Governance  
Portfolio of the Leader of the Council (Policy, Strategy and Partnerships)

**Merger of York coroner area with North Yorkshire County Council coroner areas****Summary**

1. A report was considered by Executive on 17 January 2019 to explore merging coroner areas with North Yorkshire. This report seeks approval to submit a merger request to the Chief Coroner and the Ministry of Justice.
2. North Yorkshire County Council's Executive agreed on 29 January 2019 to consider opening merger discussions with City of York Council.
3. The key driver for this is to improve standards of service. The Chief Coroner has a very clear view that larger coronial areas are more effective, allowing a senior coroner to manage work effectively, giving support staff the opportunity to work as part of a wider team providing enhanced support, resilience and a consistent service for relatives. Inquests would continue to be held in current locations, and would not be centralised.
4. In the event that approval is given for the submission of a merger request to the Chief Coroner and the Ministry of Justice, it is envisaged that the assessment and consultation process could be concluded within a 4-6 month time period.

**Recommendation**

5. Executive Members are asked to:
  - a. Approve the submission of a business case to the Ministry of Justice and Chief Coroner seeking permission to merge the existing City of York Council coroner area and the North Yorkshire County Council coroner areas into one area and to delegate to the Chief Operating Officer (in consultation with the Director of Governance or her delegated officers) the authority to make minor changes to the business case should they be required;

- b. Approve the proposed Service Level Agreement with North Yorkshire County Council and to delegate to the Chief Operating Officer (in consultation with the Director of Governance or her delegated officers) the authority to take such steps as are necessary to finalise and enter into the resulting agreement.

Reason: This would improve resilience and efficiency, with minimal financial impact and be in line with the Chief Coroner's Guidance.

## **Background**

6. The coroner service is an anomalous service within local authorities. Local authorities are responsible for the appointment and payment of the coroner and meeting all costs of the service. This includes the cost of the provision of mortuaries, pathology services, forensic testing, and inquests.
7. Coroners are independent judicial post holders and are not employees of the local authority. All appointments of coroners have to be agreed with both the Chief Coroner and the Ministry of Justice, and they effectively have a veto on any arrangements that do not meet their approval. Local authorities cannot remove or dismiss coroners.
8. At local government reorganisation in 1996 the coroner areas were divided into three: North Yorkshire East (Scarborough, Ryedale and Hambleton); North Yorkshire West (Richmondshire, Craven, Selby and Harrogate) and York. Each area had a part-time senior coroner, based in different offices, with separate support arrangements.
9. All three part-time senior coroners have now retired and City of York Council *and* North Yorkshire County Council appointed a joint Senior Coroner from 1 October 2020, in consultation with the Chief Coroner and the Ministry of Justice. The new joint Senior Coroner is responsible for the three separate coroner areas. If the areas merge, he would take responsibility for the new merged area.
10. Previously, the part-time areas were staffed by senior coroners as follows:
  - a. City of York Council two days per week;
  - b. North Yorkshire East three days per week;
  - c. North Yorkshire West three days per week;
11. This equates to a workload of eight days per week. The new senior coroner covers five days of this workload and the remaining three days are currently shared across four assistant coroners. Two assistant coroners have

indicated a wish to reduce their workload, and a recruitment exercise was recently undertaken to appoint three additional assistant coroners.

12. The use of assistant coroners is very flexible as they are paid per session, with a minimum commitment of 15 days per year across all coroner areas they work for (many work for several coroner areas so this is a minimum commitment on our part). Assistant coroners are also used to cover long inquests and senior coroner absence.
13. The Chief Coroner has published guidance to local authorities on how to organise the coroner service (see Annex 1 – Chief Coroner’s Guidance Note 14 - Merger of Coroners Areas). The guidance states that:
  - a. It is the Chief Coroner’s view that the number of coroner areas should be reduced in order to create sensibly sized coroner areas, taking into account the numbers of reported deaths, geographical size and types of coroner work in the area
  - b. There are many part-time coroner jurisdictions which are too small for effective management and cost-efficiency (the Chief Coroner believes that York, North Yorkshire East and North Yorkshire West fall into this category)
  - c. In many cases 3,000-5,000 reported deaths would be an appropriate number for a coroner jurisdiction, our deaths are slightly lower than this at 1820 but the Chief Coroner still wishes us to merge into a single area.
14. Schedule 2 of the Coroners and Justice Act 2009 gives the Lord Chancellor the power to make orders altering coroner areas. To date all mergers have been made by agreement.
15. Where a new coroner area is created, it must consist of one or more whole upper-tier local authority areas.
16. In 2014, when York’s part-time senior coroner retired, City of York Council was asked to consider a merger with Hull & East Riding, which the acting York senior coroner and the North Yorkshire Police (NYP) did not support. City of York Council’s refusal was upheld on the understanding that it would explore a merger with North Yorkshire County Council when the remaining North Yorkshire senior coroners retired.
17. In 2020 there were 565 deaths in the York coroner area, 603 in the East area and 652 reported deaths in the West area. This gives a total of 1820 deaths, which the Chief Coroner sees as an appropriate size for a single coroner jurisdiction.

18. It is now possible for City of York Council to merge coroner areas with North Yorkshire County Council, as North Yorkshire is considering the prerequisite step of merging East and West areas, due to the retirement of the both of their senior coroners. If North Yorkshire County Council merge East and West areas, then York would merge with this new area to make a single York and North Yorkshire coroner service.
19. To merge coroner areas the local authority has to apply to the Lord Chancellor with a business case for the merger. Before doing so it should consult with the Chief Coroner. The Chief Coroner and the Ministry of Justice have seen the draft business case and are happy for us to proceed to formal application.

### **Consultation**

20. A merger of the areas will require detailed assessment and joint proposal by the City of York Council and North Yorkshire County Council and consultation with the Chief Coroner and the Ministry of Justice, and a detailed draft business case has been developed by both Local Authorities.
21. The Chief Coroner and the Ministry of Justice have asked us to open these merger discussions, and have approved our draft business case.
22. The senior coroner and North Yorkshire Police are in favour of the proposed merger.
23. On 28 April 2021, using emergency delegated powers due to the COVID-19 pandemic, North Yorkshire County Council's Chief Executive, in consultation with the Executive Member with responsibility for the coroner service, agreed:
  - a. Subject to formal approval by the City of York Council, to submit the business case to the Ministry of Justice and Chief Coroner seeking permission to merge all three existing coroners' areas into one area.
  - b. Subject to formal approval by the City of York Council, to approve the proposed Service Level Agreement with the City of York Council.

### **Options**

24. There are two options:
  - 1) To seek permission from the Chief Coroner to remain as a separate area – which goes against his specific request that we merge areas, and is therefore not recommended.

- 2) To formally apply to the Chief Coroner's office and Ministry of Justice to merge the York and NYCC coroner areas –in line with the wishes of the Chief Coroner, the Ministry of Justice, the joint Senior Coroner, the North Yorkshire Police and the local authority officers.

## **Analysis**

Option 1: to seek permission to remain a separate area:

### 25. Advantages:

- Perceived as a local service for local people.

### 26. Disadvantages:

- It would be difficult to find sufficient reasons to justify departing from the preference of the Chief Coroner and the Ministry of Justice and would be unlikely to gain their support.
- In practical terms a single senior coroner covers both York and NYCC areas; administration is provided by central team; police support is provided by central team.

Option 2: to apply to Chief Coroner's Office and Ministry of Justice to merge the York and North Yorkshire coroner areas.

### 27. Advantages:

- A more resilient and consistent service for the bereaved.
- Better working practices for the senior coroner, North Yorkshire Police and City of York Council and North Yorkshire County Council.
- Supports the Chief Coroner and Ministry of Justice plan to merge small coroner areas into larger areas.
- Enables the senior coroner to cover the areas more efficiently, formalising current arrangements.

### 28. Disadvantages:

- Possible disadvantages might be pressure to establish a single venue for inquests, although this is not planned and is opposed by the senior coroner. Being able to offer a choice of inquest venues to families (rather than just York) would actually improve the current position for the bereaved since not all deaths in York are of York residents.

## **Council Plan**

29. The proposal to merge the Coroner areas will assist in the Council's priority of a prosperous City for all by seeking to improve a resilient and effective Coroner Service for citizens.

## **Implications**

30. All relevant implications of the proposals have been considered.

- **Financial**

It is estimated there will be a small cost reduction to City of York Council from merging the two North Yorkshire areas and reducing controllable spend. However as the Coroner budget has been under pressure from above inflationary pay awards in recent years, there will not be a budgetary saving.

- **Human Resources (HR)**

No CYC staff are affected, and there are no HR implications.

- **Equalities**

An initial Equalities Impact Assessment using the NYCC EIA template, has been carried out jointly by NYCC and CYC, approved by CYC officers, and we are content that the equalities issues related to York have been fully considered and the impact is summarised as follows:

The coroner service responds to all deaths within its jurisdiction regardless of protected characteristics and the service is sensitive to differences in culture associated in particular with differences of race or religion and belief. Certain groups with a protected characteristic could be expected to be disadvantaged if families were expected to travel further to attend inquests. This would be especially true for older people or people with a disability. However, inquests will continue to be delivered locally wherever possible and desirable and individuals should not see any change in the service as a result of the change in jurisdictions.

Therefore North Yorkshire County Council and City of York Council considered a full Equalities Impact Assessment is not required for the merger of the Coroner's areas, as it is proposed that inquests will continue to be held in the same venues as they are currently. City of York Council has carried out a better decision tool making assessment and this is attached at Annex 3. A merged coroner service will have a positive impact on the following human rights:

- Right to a fair and public hearing

- Right to respect for private and family life, home and correspondence

by reducing delays and offering a choice of inquest venues. The assessment shows that there will be no negative impacts caused by the merger of the services.

- **Legal**

A service level agreement has been drafted to cover the merger of the services between York and North Yorkshire County Council and will be signed by both authorities before the proposed merger takes effect.

- **Crime and Disorder**

No implications.

- **Information Technology (IT)**

No implications – North Yorkshire and York coroner's service currently share a database system which is contracted by North Yorkshire County Council and does not use City of York Council systems. Data belongs to the coroner, not to the local authorities.

- **Property**

No implications.

- **Data Protection**

North Yorkshire County Council as the lead for the merger completed a Data Protection Impact Assessment which is included in Appendix F of Annex 2: Business case for merger of York and North Yorkshire coroner areas.

City of York Council undertook their own screening assessment for whether a full DPIA was required both local authorities found that there was no requirement to do a full DPIA.

- **Risk Management**

There are no known risks in relation to the recommendation in this report.

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Report  
Approved



Date 29 October  
2021

**For further information please contact the author of the report**

### Background Papers:

- Chief Coroner's Guidance no 14 Merger of Coroners Areas.
- 17 January 2019 Executive Report - Discussion with North Yorkshire County Council to Explore Merging Coroner Areas.
- CYC DPIA Merger of Coroner Services
- List of consultees in business case.

**Annex 1:** Chief Coroner's guidance no 14 Merger of coroner areas

**Annex 2:** Business case to merge York and NYCC coroner areas

**Annex 3:** Better decision making tool



CHIEF CORONER

## **GUIDANCE No.14**

### **MERGERS OF CORONER AREAS**

#### **Introduction**

1. The purpose of this guidance is to advise local authorities and coroners of the powers under the Coroners and Justice Act 2009 (the 2009 Act) to merge coroner areas.
2. The guidance is also intended to identify the consequences of a merger in terms of the appointment of a senior coroner for the newly merged area and the position of senior coroners (and area and assistant coroners) from the old areas merged together.
3. Having considered the provisions (including the transitional provisions) of the 2009 Act, particularly Schedules 2, 3 and 22, and the Coroners and Justice Act 2009 (Coroners Areas and Assistant Coroners) Transitional Order 2013, all of which came into force on 25 July 2013, the Chief Coroner sets out the following guidance.
4. This guidance has been discussed with the Lord Chancellor and its contents are agreed.

#### **Coroner areas**

5. When the 2009 Act came into force in 2013 all coroner districts in England and Wales became coroner areas automatically. The names of the districts became the names of the areas.
6. A local authority area may comprise one or more coroner areas. In some parts of the country a coroner area is coterminous with the area of a local authority, whereas in others it may be part only of a local authority area. A coroner area may also consist of the combined areas of two or more local authority areas, with one local authority taking the lead for coroner purposes as the relevant authority for the coroner area.
7. However, where a new coroner area is created by combining two or more old coroner areas (under powers of the Lord Chancellor in the 2009 Act), the new

coroner area cannot consist of part only of a local authority area. It must consist of a whole local authority area or more than one local authority area.

8. Where decisions are to be made about mergers of coroner areas or the appointment of a senior coroner for a newly created coroner area, in the case of a coroner area consisting of two or more local authority areas, the relevant authority must consult the other authorities before making a decision.
9. For the purposes of this guidance the local authority (whether a single authority or multiple authorities) will be referred to as the relevant authority.

### **Mergers of coroner areas**

10. The Lord Chancellor may, after consultation, make orders altering coroner areas, either combining (merging) or dividing coroner areas.
11. The Lord Chancellor has no present plans for dividing coroner areas.
12. There are presently 95 coroner areas in England and Wales (with 87 senior coroners). It is the view of the Chief Coroner, following upon the recommendations of the *Luce Review* in 2003<sup>1</sup>, that the number of coroner areas should be reduced in order to create sensibly sized coroner areas, taking into account the numbers of reported deaths, geographical size and types of coroner work in the area. In many cases 3,000-5,000 reported deaths would be an appropriate number, although smaller or larger areas may in places be appropriate. There are many part-time coroner jurisdictions which are too small for effective management and cost-efficiency.
13. In the short term mergers of coroner areas are only likely to take place with the agreement of all local authorities concerned. The Lord Chancellor must in any event consult with local authorities (amongst others) before ordering a merger. There is, however, no reason in principle why the Lord Chancellor should not in due course combine areas after consultation but without agreement where there is a clear case for merger.
14. Where a relevant authority wishes to merge one or more coroner areas into one larger coroner area it should apply to the Lord Chancellor with written reasons, providing a business case for the merger. Before doing so it should consult with the Chief Coroner. The Ministry of Justice has standard forms and specimen examples to help with the business case.
15. Where, following statutory consultation, the Lord Chancellor makes an order altering coroner areas by combining an existing coroner area with one or more coroner areas, the newly combined area will receive a new name from the Lord Chancellor.
16. As above, a newly combined coroner area cannot consist of only part of a local authority area. It must consist of a whole local authority area or more than one local authority area.
17. In considering a potential merger local authorities are encouraged to think carefully about the future of their coroner area(s), including sensible succession

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<sup>1</sup> *Death Certification and Investigation in England, Wales and Northern Ireland: The Report of a Fundamental Review*, Cm 5831.

where appropriate for the post of senior coroner, and planning for the prudent development of their local coroner service in the interests of the public.

18. Where possible the relevant authority should state its intentions about the appointment of a new senior coroner in advance of merger. In this way senior coroners who may be affected by the merger will know in advance what is intended and can, if required, have discussions with the relevant authority about their future.

#### **Appointment of new senior coroner**

19. Where a new coroner area is created by the merger of one or more coroner areas (the old areas), the relevant authority must appoint a senior coroner for the new area. The appointment must be made within three months of the merger (or within whatever further period the Lord Chancellor allows).

20. The relevant authority responsible under the 2009 Act will appoint a senior coroner for the new coroner area in one of two ways:

**Option 1.** - The relevant authority may appoint one of the senior coroners from the old areas.

**Option 2.** - Alternatively, the relevant authority may appoint a senior coroner following an open competition. The competition will be open to all suitably qualified coroners.

21. In either case the appointment of the new senior coroner cannot be made without the consent of the Lord Chancellor and the Chief Coroner.

22. It will be a matter for the relevant authority to decide which option to choose, bearing in mind the matters set out below. The relevant authority may seek the views of the Chief Coroner or the Ministry of Justice but in the end it will be the relevant authority's decision.

23. If option (1) is chosen there will be no open competition.

#### **Option 1: Appointment from one of the senior coroners of the old areas**

24. Relevant authorities are advised that option (1) should usually be the preferred option. It has the effect of preserving the status quo (in part at least), of allowing an existing coroner to remain in office and therefore not putting an existing coroner at risk of loss of senior coroner office in an open competition. It also avoids the possible payment of compensation for early retirement (see below).

25. But the relevant provisions of the 2009 Act do not provide automatic inheritance of the newly formed coroner area for the remaining coroner (where there is only one remaining). If two coroner areas are merged into one when one of the existing senior coroners retires, the other senior coroner has no entitlement as of right to become the new senior coroner. A new senior coroner must be appointed for the new coroner area and it will be a matter for the relevant authority as to how to proceed, with option (1) or option (2).

26. Where, therefore, the remaining senior coroner has had only limited experience as a senior coroner or where the merged area will be considerably larger (in terms of numbers of reported deaths) than the remaining coroner's current area,

the relevant authority may wish to consider the following points in deciding whether option (2) may be preferable:

- The extent of the experience of the remaining senior coroner. Whether that experience is a sufficient guide to their appointing him/her as senior coroner of a much larger coroner area or taking on a very different area profile eg prisons for the first time.
- Whether the public will have sufficient confidence in that person in the light of their experience.
- The likelihood that a good field of candidates will apply if a competition is held, so that the best candidate for the post can be appointed.

27. Where option (1) is chosen the relevant authority must be satisfied that their choice of senior coroner is a rational, fair and proportionate decision. The coroner so appointed may be over the age of 70 and/or not comply with the 5-year judicial appointment eligibility condition, so long as the coroner was in post as senior coroner for one of the old areas when the 2009 Act came into force. Against this legislative background local authorities are reminded that all coroners hold office on whatever terms they agree with their relevant authority.

28. Local authorities are reminded that senior coroners may only be removed from office by the Lord Chancellor (with the agreement of the Lord Chief Justice) for incapacity or misbehaviour. Local authorities appoint senior coroners but they do not employ them. **They cannot remove or dismiss senior coroners by merger of coroner areas or in any other way.**

29. Where, therefore, two or more areas are to be merged, the relevant authority must look carefully at the options in advance in order to achieve fairness for the senior coroners of the old areas.

30. There can only be one senior coroner in a newly merged coroner area. Merger of two or more coroner areas will therefore involve the loss of office of one or more senior coroners. If one (or more) retires leaving only one senior coroner from the old areas remaining, under option 1 that senior coroner will usually be chosen as senior coroner for the newly merged coroner area, subject to the necessary consents.

31. Where however there are two (or more) senior coroners from the old coroner areas, the relevant authority will apply one or more of the following alternatives -

- (1) Appoint one as the new senior coroner.
- (2) Allow one or more to retire.
- (3) Offer the other (or others) where appropriate the salaried post of area coroner for the enlarged area at no loss of salary, or
- (4) Pay agreed compensation for early retirement.

32. It is expected that the relevant authority will take all reasonable steps to accommodate a former senior coroner who is displaced from the post of senior coroner by this process.

33. The relevant authority would be well advised to consider these alternatives in advance of merger.

**Option 2: Appointment following open competition**

34. Where the relevant authority decides upon option (2), the relevant authority will apply one or more of the following alternatives -
- (1) Hold an open competition. One or more senior coroners of the old areas may apply for the new post, as well as other candidates from within or outside the old coroner areas. The relevant authority appoints the best candidate after a full and open competition (subject to the necessary consents). See the Chief Coroner's Guidance No. 6 *The Appointment of Coroners*.
  - (2) Allow one or more senior coroners to retire.
  - (3) Offer the other (or others) where appropriate the salaried post of area coroner for the enlarged area at no loss of salary, or
  - (4) Pay agreed compensation for early retirement.
35. Where a senior coroner (or senior coroners) from one of the old areas applies but fails to win the competition, that senior coroner (or senior coroners) will be offered alternatives (2) – (4).
36. The relevant authority which decides on option (2) would be well advised to consider these alternatives in advance of merger.

**Compensation**

37. As a result of the process of merger, in particular in relation to option (2), one or more senior coroners from the old coroner areas may no longer hold the position of senior coroner. It is arguable that the displaced senior coroner (or senior coroners) is entitled to remain a salaried coroner (with no reduction in salary) but not entitled as of right to continue to hold the office of senior coroner. Be that as it may one of the alternatives in the process is to offer a displaced senior coroner from an old area a new position as area coroner in an enlarged merged area.
38. Another alternative is to offer and agree compensation for early retirement.
39. The amount of compensation will be a matter for the relevant authority. Local authorities will have their own established procedures for assessing compensation for loss of contract of employment which can no doubt be used in appropriate cases as a starting point for assessing loss of office. They will of course have to take into account the existing agreed terms and conditions between coroner and relevant authority and be mindful that senior coroners in post at the coming into force of the 2009 Act are not obliged to retire at the age of 70.

**Area coroners and assistant coroners**

40. Where two or more areas are merged the relevant authority of the new area, together with the new senior coroner, will have to re-assess the extent of the coroner team. Existing area coroners and assistant coroners cannot lose their posts just as a result of a merger. But the relevant authority is entitled to consider the needs of the newly merged area.
41. As the Chief Coroner's Guidance No. 6 *The Appointment of Coroners* provides, assistant coroners appointed after the coming into force of the 2009 Act should be appointed for an initial term of 12 months and thereafter for a renewable term of three years. For those who held these posts in the old areas, either as old or

new appointments, they should also be subject to renewable terms for posts in the new coroner area.

42. The Guidance also provides that assistant coroners who have not worked for three years should not be retained. That should apply to old and new areas.
43. Relevant authorities should always bear in mind that they can negotiate with all coroners for 'whatever terms are from time to time agreed' (paragraph 19, Schedule 3 to the Act).

**Advice**

44. In addition to receiving this written guidance local authorities or coroners may discuss any of these matters with the Ministry of Justice or the Chief Coroner's office at any time.
45. The Guidance of the Chief Coroner, Guidance No.6 *The Appointment of Coroners*, will be subject to this guidance and amended accordingly.

**HH JUDGE PETER THORNTON QC  
CHIEF CORONER**

**1 May 2014  
14 January 2016 revised**

10/08/21

**ALTERATION OF CORONER AREAS UNDER SCHEDULE 2  
TO THE CORONERS AND JUSTICE ACT 2009<sup>1</sup>  
MINISTRY OF JUSTICE BUSINESS CASE TEMPLATE FOR MERGERS**

**NAMES OF CORONER AREAS THAT ARE PROPOSING TO MERGE**

- North Yorkshire (Eastern),
- North Yorkshire (Western),
- City of York

**PROPOSED NAME OF NEW AREA**

- North Yorkshire and York

**INFORMATION ON AREAS THAT PROPOSE TO MERGE**

<b>Coroner area</b>	<b>North Yorkshire (Eastern)</b>	<b>North Yorkshire (Western)</b>	<b>York City</b>	<b>North Yorkshire and York</b>
Geographical area covered	Scarborough, Ryedale and Hambleton District Council areas	Harrogate, Craven, Richmondshire and Selby District Council areas	City of York	City of York and North Yorkshire County Council
Local authority/authorities that fund(s) coroner area and %	North Yorkshire County Council (100%)	North Yorkshire County Council (100%)	City of York Council (100%)	North Yorkshire CC (75%)  City of York (25%)
Relevant authority (formerly lead authority)	North Yorkshire County Council	North Yorkshire County Council	City of York Council	North Yorkshire County Council
Police Force(s)	North Yorkshire Police	North Yorkshire Police	North Yorkshire Police	North Yorkshire Police
Transport links	East Coast Mainline, M1/A1, A19, A64  Large volume of A roads and county roads	East Coast Mainline, M1/A1, A59, A66  Large volume of A roads and county roads	East Coast Mainline A19, A59, A64	East Coast Mainline, M1/A1, A19, A59, A64, A66  Large volume of A roads and county roads

<sup>1</sup> <http://www.legislation.gov.uk/ukpga/2009/25/schedule/2>

<b>Coroner area</b>	<b>North Yorkshire (Eastern)</b>	<b>North Yorkshire (Western)</b>	<b>York City</b>	<b>North Yorkshire and York</b>
Major hospitals	Friarage Hospital (Northallerton) Scarborough Hospital	Harrogate District Hospital Airedale General Hospital (Keighley West Yorkshire but serves the Craven area)	York District Hospital	Friarage Hospital; Scarborough Hospital; Harrogate District Hospital; York District Hospital  Airedale General Hospital (Keighley West Yorkshire but serves the Craven area)
Prisons in area	None	None	HM Askham Grange Prison (open category)	HM Askham Grange Prison (open category)
Other state detention facilities	None	None	None	None
Courtrooms/ inquest venues	County Hall Northallerton; ad-hoc venues in Scarborough	Skipton Magistrates' Court, Harrogate Magistrates' Court. Selby District Council (Civic Centre); ad-hoc venues as necessary	New Earswick Folk Hall; ad hoc venues as necessary	County Hall Northallerton; ad-hoc venues in Scarborough; Skipton and Harrogate Magistrates' Courts; Selby District Council (Civic Centre) New Earswick Folk Hall ad-hoc venues as necessary
Office/staff accommodation – location and capacity	Library HQ, Northallerton 1 FTE Admin support	Library HQ, Northallerton- 1 FTE Admin support	Moved to Northallerton 1 FTE Admin support	Library HQ Northallerton- To move to 3 Racecourse

Coroner area	North Yorkshire (Eastern)	North Yorkshire (Western)	York City	North Yorkshire and York
				Lane, Northallerton by 30/09/2021 3 Admin Support
Employer of coroner's officers	North Yorkshire Police	North Yorkshire Police	North Yorkshire Police	North Yorkshire Police
Name of senior coroner	Jonathan Heath (from 1 <sup>st</sup> October 2020)			
Number of area coroners	Nil	Nil	Nil	1
Number of assistant coroners See Note 1 below	7	7	7	7
Number of coroner's officers	3	3	2	8 (already shared)
Number of administrative support staff	1	1	1	3
Number of deaths reported in the previous calendar year	2020-603	2020-652	2020-565	2020-1820
Inquests opened in the previous calendar year	2020-114	2020-130	2020-118	2020-362
Inquests concluded in the previous calendar year	2020-123	2020-118	2020-133	2020-374
Post mortem rate as % of reported deaths in the previous calendar year	2020- 63%	2020-45%	2020-46%	2020-51%

Note 1: Assistant coroners hold appointments across all three existing coroner areas. Therefore, they will appear in the columns under each existing jurisdiction

## **INTRODUCTION**

Following the appointment of a joint senior coroner across all three areas, we seek to formalise the new joint working arrangements by formally merging the coroner areas. This will:

1. Improve the service to bereaved families;
2. Provide a more cost-effective, consistent and streamlined service to meet the needs of bereaved families without adversely impacting on quality;
3. Accord with national policy and guidance in the context of a move towards larger coronial areas.

The merger will have a positive impact on service delivery and will focus on improving services to bereaved families, whilst retaining high quality and consistent services for local people across the three jurisdictions.

The areas already work closely together, sharing premises, an ICT system and coroner's officers. All coroners (senior and assistant) are already appointed to all three existing areas. The administrative support is shared and has common work procedures.

The overall objective is to facilitate an efficient, sensitive, timely and local coroner service for the residents of and visitors to York and North Yorkshire while minimising financial risk.

## **SENIOR CORONER APPOINTMENT**

Appendix A illustrates the current coroner areas.

Jonathan Heath was appointed on 1<sup>st</sup> October 2020 as senior coroner for all three areas and this appointment is in contemplation of the merger. Jonathan Heath will be nominated as the senior coroner for the new coroner area.

All coroners (senior and assistant) are aware of the proposal for a merger and have previously contributed comments on this proposal and recognise its rationale. Engagement with the senior coroner for North Yorkshire and York has taken place throughout and he fully supports this proposal.

The recommendation is for the existing coroner areas to be merged into a single area with a full time senior coroner supported by a part-time area coroner and sessional assistant coroners.

There would then be the recruitment of a new area coroner for the merged area. This appointment will be recruited to by open competition.

The option to merge coroner areas is in line with the national policy position and is the model now in operation in a number of comparator areas. It would be the preferred option for the Chief Coroner and Ministry of Justice.

This is detailed in the:

- Chief Coroner's Draft Guidance 'A Model Coroner Area';
- Chief Coroner's Guidance No. 14 'Mergers of Coroner Areas'; and
- Chief Coroner's Guidance No. 6 'The Appointment of Coroners'.

The merger must be agreed by the Lord Chancellor.

#### Assistant coroner appointments

Any assistant coroners in post at the time of amalgamation would be re-appointed to the new amalgamated area.

### IMPACT OF PROPOSED MERGER ON SERVICE DELIVERY

Over the last seven years, the level of referrals to the coroners has varied; the higher number of deaths in 2015 and 2016 followed the national trend. A summary for the three areas combined is below and more detail is given in Appendix D.

	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
<b>Deaths</b>	3,003	3,363	3,437	3,077	2,156	2,100	1820
<b>Post Mortems</b>	1,185	1,183	1,153	1,250	1,199	1,169	932
<b>Inquests opened</b>	340	529	647	398	325	417	362
<b>Inquests concluded</b>	360	611	654	462	384	375	374

(Figures taken from the Ministry of Justice published statistics) From 2017, those deceased who were under a Deprivation of Liberty order no longer need to be referred to the senior coroner for this reason alone.

Considerable effort has been put into ensuring that only relevant cases are referred to the coroner and this has led to a reduction in the overall number of cases - previously a number of deaths that should not have been referred to the coroner were included in the total number of deaths. The percentage of post mortems as a percentage of the deaths reported has increased in consequence. This has led to a concentration of the workload to those more complex cases which in turn has increased the number of inquests and in particular the length of time taken to complete the more complicated inquests.

Consideration has been given to the impact of a merger on bereaved families in a large county like North Yorkshire. It should be noted that recent successful mergers of coroner areas covering large geographical areas include Norfolk (2010) and Peterborough with two Cambridgeshire areas (2015); East and West Somerset have also recently merged (2016) as well as Lincolnshire (2018) and Hampshire (2020). These amalgamations have improved local service provision and generated financial savings. An Equality Impact Assessment is at Annex E.

The move to a single coroner area and office does not mean that relatives will have to travel to one single place for an inquest; inquests can and will continue to be held across the county as they are currently. Locations for current inquests include Scarborough, Skipton, Harrogate, Northallerton, Selby and York. A dedicated courtroom for the use of the coroner is now permanently available in Northallerton. This has addressed an increasing problem with the availability of suitable venues. It would also improve the efficiency and timeliness of inquests. It is recognised that inquests will still need to be held in other towns depending on the wishes and location of the bereaved relatives. Their views will always be sought before a decision is taken on a venue.

Similarly, post-mortems will be undertaken in the same hospitals as they are now. This is subject to the continuing availability of both the facilities and pathologists to undertake post-mortems.

The councils are committed to improving the service provided to bereaved families in North Yorkshire and York alongside providing a more cost-effective service.

The move to one single coroner area will bring with it positive benefits and opportunities for harmonisation, co-location, standardised working practices, more streamlined workflow, with the ultimate benefit being an improvement in timescales. This will enhance the service to bereaved families and those supporting them. More detailed reasons are stated throughout this document.

The administrative support for the three coronial areas has already been brought together in one location, Northallerton. This means an office that is staffed during normal Monday- Friday working hours.

The main advantages and disadvantages are:

#### Advantages

- It is not expected that the merger in itself will generate significant savings, therefore none are predicted. However, it is expected there will be efficiency savings that will generate cashable savings e.g. better utilisation of court time, reduced admin overtime payments. These are difficult to quantify.
- It will reduce financial risk for both councils
- Standardised systems and processes across the whole county creating greater consistency
- Improved service to bereaved families
- More accessible / consistent service for associated organisations and individuals e.g. undertakers and pathologists
- An area coroner would be a dedicated 'deputy' to cover service requirements and would also improve business continuity and resilience for the area
- Known and better predictable staffing budget with the reduction of payments to assistant coroners to cover peaks in workload.

## Disadvantages

- The introduction of medical examiners may also impact on caseload

Statistics published by the Ministry of Justice indicate some families have an above average time in waiting for an inquest conclusion (Appendix D). This would be alleviated through the dedicated courtroom resource.

North Yorkshire County Council has agreed to be lead authority for the fully merged service. North Yorkshire County Council and the City of York Council will sign a formal Service Level Agreement that documents the financial agreement on how costs are shared, the governance structure and how the new arrangements will be managed. The lead authority will manage the expenditure on behalf of both authorities.

## **IMPACT OF MERGER ON THOSE WORKING IN / WITH THE SERVICE**

The impact of the merger on the following groups of individuals is detailed below:

**Coroners** – The existing three coroner areas would be merged into a single area with a full time senior coroner supported by a part-time area coroner and sessional assistant coroners. This option is in line with the national direction of travel; it is the model now in operation in a number of comparator areas; and would be the preferred option for the Chief Coroner and Ministry of Justice.

**Assistant coroners** have been consulted and kept up to date with developments. They will be offered an appointment to the new area upon amalgamation. All are currently being offered work. Assistant coroners often hold another assistant coroner position so can easily reach the recommended minimum of 15 days. Any other assistant coroner will have their workload monitored to ensure they are offered the recommended minimum of 15 days.

**Coroner's service managers** are employed by North Yorkshire County Council and the City of York Council (both as part of a wider role) and have been working on overarching service management and development. One manager from the lead authority will be appointed to manage the joint service.

**Coroner's officers** are employed by North Yorkshire Police. Regular meetings are held to provide increased support to the coroners and better resilience.

There are no anticipated changes to office locality for the coroner's officers, recognising the geographical challenges of a large county. This will be reviewed regularly to meet service needs and the availability of appropriate accommodation yet retaining the localised response where appropriate. Equality of workload distribution can be more actively supported by working as one team. The new shared ICT system has enabled closer working and communication with colleagues across the team.

There were previously two administrative offices in York and Northallerton. These have already been amalgamated into one location in Northallerton.

**Support Staff** were previously employed by North Yorkshire County Council and the City of York Council and were managed by two different managers. Currently, one authority, North Yorkshire County Council, manages them so the same policies and standards have been adopted, as the old policies reflected the current (and historic) working styles of the three previous senior coroners. Greater centralisation of work (both physical and/or virtually) will increase standardisation, job satisfaction and service resilience as well as providing greater opportunities for experience.

Most contact with the coroner office now is by telephone or email. This reflects that much of the contact to the administrative office is not by bereaved relatives but by other organisations (e.g. undertakers) or professionals (e.g. pathologists). If relatives do contact the office, it is by telephone.

Greater resilience and workload capacity will be achieved working as a 'virtual' team. Already, the service across North Yorkshire and the York have access to a common ICT system (WPC) which was jointly procured and implemented in November 2019.

There are no staff subject to TUPE as North Yorkshire County Council now employs directly all the administrative staff.

**Pathologists** – no changes are anticipated to the post mortem and mortuary arrangements that are currently in place. It is unclear whether the rate of post mortems will decrease or increase and this will depend on the judicial decision making of the coroner. There would be no change to the post mortem or mortuary location as a result of this merger.

It is not possible to estimate the impact of a medical examiners service on the work of the coroner service. This issue will be kept under review.

**Coroners' Courts Support Service** - an established team of volunteers, are already working across all three coroner areas, and have been providing support to families since June 2016. They will be kept informed of developments and there are no anticipated issues for them. It should be easier for them to liaise with only one service rather than three coroner services in relation to inquest dates and venues.

**Funeral directors** - are a key partner, however there are no anticipated issues and they will be kept informed of developments.

The impact on other key stakeholders would be minimal.

## **RESOURCE IMPLICATIONS OF MERGER**

The impact of the merger on resources can be found in Annex A.

In summary:

- Salary costs will be broadly neutral with the appointment of a full time senior coroner and part-time area coroner;
- No impact on post mortem costs;
- No impact on body removal costs;
- No impact on toxicology costs;
- No impact on assistant coroner daily fees/costs in North Yorkshire as these are slightly higher than City of York. The fees paid will be harmonised at the (higher) North Yorkshire level;

- No change to the number of assistant coroners although workload in excess of the Chief Coroner's recommended 15 days is likely to be minimised with the appointment of an area coroner;
- IT – no impact on costs;
- Improved ways of working and harmonisation of processes will improve timescales, reduce costs, and result in efficiency savings across the service.

## LEGAL IMPLICATIONS

No legal issues are anticipated except for the formal statutory instrument to bring the merger into legal effect.

A decision that a full Equalities Impact assessment is not required is at Appendix E.

A Data Protection Impact Assessment is at Annex F.

The coroner service responds to all deaths within its jurisdiction regardless of protected characteristics and the service is sensitive to differences in culture associated in particular with differences of race or religion and belief. Certain groups with a protected characteristic could be expected to be disadvantaged if families were expected to travel further to attend inquests. This would be especially true for older people or people with a disability. However, inquests will continue to be delivered locally wherever possible and desirable and individuals should not see any change in the service as a result of the change in jurisdictions.

Out of hours access to the coroner service is currently provided via the 999/101 service within North Yorkshire Police. There are no anticipated changes to this, although it will be a requirement for the senior coroner, and in their absence the area/assistant coroner, to be available.

## VIEWS OF THOSE AFFECTED BY MERGER

The proposed merger of the coroner areas has been considered by both North Yorkshire County Council and the City of York Council in January 2019. Both Councils agreed to enter formal negotiations with the aim of submitting a formal business case to the Ministry of Justice.

Both authorities subsequently formally agreed to submit this business case to the Ministry of Justice and Chief Coroner. North Yorkshire agreed on the 29<sup>th</sup> April 2021 and City of York on *(insert date when agreed)*.

Other key stakeholders have been informed of developments. This will be further supported by correspondence and where appropriate face-to-face meetings. This business case will form part of formal consultation exercise by the Ministry of Justice on behalf of the Lord Chancellor.

No other local authorities are impacted by the proposed merger.

One senior coroner, one Lead Authority and one Police Force will aid communications and provide a consistent approach across the county and improve service provision.

**RISKS AND MITIGATING ACTIONS**

In summary the risks are (or were recognised as being)

RISK	MITIGATION
Failure to reach agreement between the two authorities	Formal Service Level Agreement now prepared and each party to obtain formal consent
Health and wellbeing of coroners and staff is not supported with a resulting impact to morale which is underestimated	Transition of offices and staff completed. ICT systems merged
Imposing a new financial framework on the coroner may jeopardise relationships with the local authority and service managers/leaders	Consultation and briefings to all concerned
The options considered may lead to a dispute and/or judicial review of the decision or process	Proposed solution will be subject to formal consultation by the Ministry of Justice. Formal agreement in accordance with the constitution of both NYCC and the City of York will be obtained
Standardised operations, administrative processes and procedures are not realised	Work on-going and nearing completion to harmonise work procedures. Service Level Agreement between authorities have been agreed
Statutory Instrument not in place at time of appointment of senior/area coroner	Interim arrangements have been agreed

**ALTERNATIVE OPTION(S)**

A number of alternative options have been considered. These have included:

- 1) Merge the two North Yorkshire area areas but without a merger with the City of York;
- 2) The increased use of assistant coroners to reduce the hours worked by the appointed senior coroner (being mindful of the expected workload and the impact on their health and wellbeing);
- 3) The use of a legal executive to help manage the coroners' workload.

All of these options are less cost-effective and less beneficial than the one coroner area model.

Importantly the Chief Coroner has given clear guidance about his long-term aspiration to decrease the number of coroner areas, introduce standardised processes and support co-location, aspirations which are supported by the Ministry of Justice, in line with long-standing policy on merging coroner areas. The option of not merging with York is considered to be neither desirable nor feasible.

**CONTACT WITH THE CHIEF CORONER'S OFFICE / MINISTRY OF JUSTICE /  
CONSULTEES**

The Chief Coroner and the Ministry of Justice have both been engaged throughout the process. They have been very supportive and made it clear that their preference would be for a single coroner for the two local authority areas, providing there are effective area and/or assistant coroner arrangements in place.

The business case can be shared; consideration of the publication of historic salary details of the current post holders may be required. In addition, some personal email addresses are included which should be redacted.

Appendix A- Resource implications of the merger

Appendix B.1- List of consultees

Appendix B.2 – Redacted list of consultees

Appendix C – North Yorkshire coroner's Area – Maps of area showing the current position and proposed future area in the event of a merger. Both maps show details of inquest venues, hospitals, prisons and transport links

Appendix D– Statistics 2014-2020

Appendix E– Equality Impact Assessment record

Appendix F- Data Protection Impact assessment

## Resource implications of the merger- 11/08/21

Note table uses salary costs for 2020/21 unless otherwise specified but actual other costs for 2019/20 unless otherwise indicated

Table A: Details of current Senior Coroners and Area Coroner/s (if applicable) in each existing coroner area as at 1<sup>st</sup> April 2020

<b>Position (e.g. Senior Coroner, Area Coroner)</b>	<b>First name</b>	<b>Surname</b>	<b>Current salary (excluding employer NI and pension contributions)</b>	<b>Long Inquest Payments (if applicable) or other additional payments</b>	<b>Proposed salary in amalgamated area (if applicable)</b>
Senior Coroner North Yorkshire (West) and North Yorkshire (East)- (01/4/2020-30/09/2020)	Now retired	(retired 30/09 2020)	£109,242 pa (01/4/2020-30/09/2020)	2020-21 Nil	Not applicable
Senior Coroner City of York (Acting) (01/04/2020-30/09/2020)	Senior	Coroner	£61,112 pa (01/04/2020-30/09/2020)	2020-2021 Nil	See below
Senior Coroner – North Yorkshire & City of York (from 1/10/20)	Senior	Coroner	£128,490 pa (from 01/10/2020)	2020-21 Nil	Will be proposed as Senior Coroner for new amalgamated area on a salary of £128,490- pay award pending.

<b>Category</b>	<b>North Yorkshire</b>	<b>City of York</b>	<b>York and North Yorkshire (predicted)</b>
<b>Area Coroner (York &amp; North Yorkshire)- new position</b>	Not applicable	Not applicable	£56,100 (0.6FTE) (Estimate)
<b>wFees for Assistant Coroner(s) 2019/20 figures due to the exceptional use of assistant coroners during Covid lockdown</b>	£78,000	£3,931	£6,000 (This estimate is dependent on the appointment of An Area Coroner. The actual figure will also vary with caseload demand)
<b>Salary costs of Coroner's officer(s) (including National Insurance and pension contributions)</b>	Employed by North Yorkshire Police. Figures available on request	Employed by North Yorkshire Police. Figures available on request	Employed by North Yorkshire Police. Figures available on request. No change is anticipated as the coroner's officers currently serve all 3 existing areas
<b>Salary costs of administrative staff ( excluding National Insurance and pension contributions)</b>	£45,855	£15,285	£61,140
<b>Employer pension &amp; employer NI contribution for all staff including coroners</b>	£63,248	£19,796	£83,044

Table B: Office costs 2019/20 figures due to the exceptional circumstances of Covid lockdown

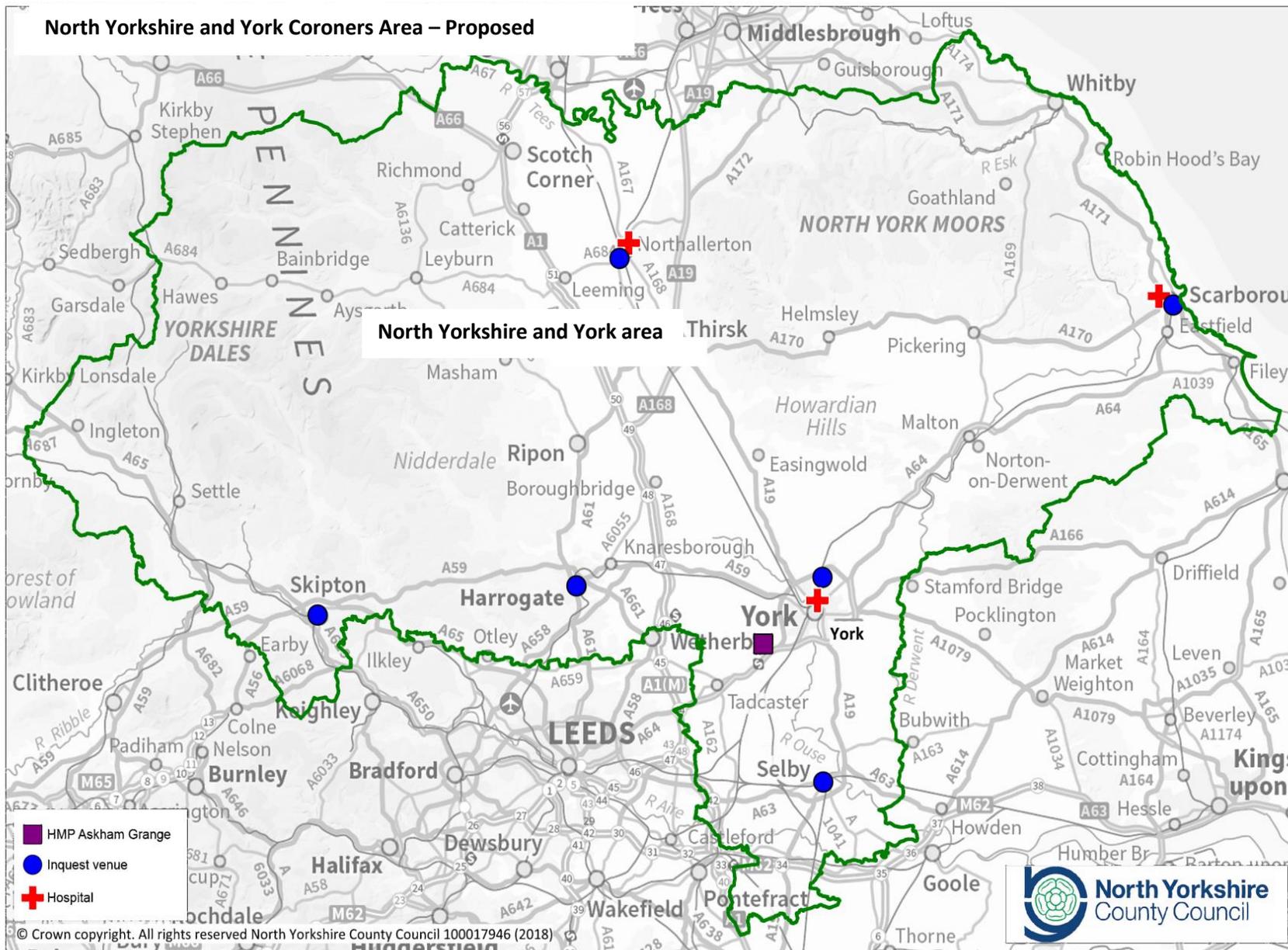
Category	North Yorkshire	City of York	York and North Yorkshire (predicted)
Staff accommodation	£17,000		£17,000
Inquest accommodation	£14,481	£9,520	£15,000
IT costs (Coroner software only)	£14,385	£4,795	£19,180
Post mortem/Pathologist costs etc.	£184,858	£140,775	£325,633
Hospital Costs	£338,102	£65,482	£403,584
Undertakers removals	£84,171	£13,706	£97,877
Other costs	£23,998	£2,273	£26,271
<b>Total</b>	<b>£676,995</b>	<b>£236,551</b>	<b>£904,545</b>

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**North Yorkshire and York Coroners Area – Proposed**



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**Statistics 2014-2020**

## Appendix D

<b>North Yorkshire (Western)</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Reported Deaths	1061	1202	1238	1053	823	830	652
Post Mortems (PMs)	362	384	390	416	408	415	295
PM % of reported deaths	34%	32%	32%	40%	50%	50%	45%
Inquests opened	131	250	249	152	123	149	130
Inquest % of reported deaths	12%	21%	20%	14%	15%	18%	20%
Inquests concluded	133	265	254	169	143	144	118

<b>North Yorkshire (Eastern)</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Reported Deaths	999	1187	1210	1155	726	714	603
PMs	543	534	485	518	461	466	377
PM % of reported deaths	54%	45%	40%	45%	63%	65%	63%
Inquests opened	121	189	199	134	109	132	114
Inquest % of reported deaths	12%	16%	16%	12%	15%	18%	19%
Inquests concluded	131	190	195	149	136	105	123

<b>City of York</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Reported Deaths	943	974	989	869	607	556	565
PMs	280	265	278	316	330	288	260
PM % of reported deaths	30%	27%	28%	36%	54%	52%	46%
Inquests opened	88	90	199	112	93	136	118
Inquest % of reported deaths	9%	9%	20%	13%	15%	24%	21%
Inquests concluded	96	156	205	144	105	126	133

<b>North Yorkshire and York (Combined)</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
Reported Deaths	3003	3363	3437	3077	2156	2100	1820
PMs	1185	1183	1153	1250	1199	1169	932
PM % of reported deaths	39%	35%	34%	41%	56%	56%	51%
Inquests opened	340	529	647	398	325	417	362
Inquest % of reported deaths	11%	16%	19%	13%	15%	20%	20%
Inquests concluded	360	611	654	462	384	375	374

**Timeliness of inquests (Weeks from death reported to conclusion of the inquest)**

<b>Area</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>
City of York	34	21	15	30	31	34	32
North Yorkshire (Eastern)	19	15	17	23	26	29	28
North Yorkshire (Western)	23	12	15	23	31	32	32

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Initial equality impact assessment screening form			
This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.			
Directorate	Central Services		
Service area	Coroners		
Proposal being screened	Amalgamation of Coroners areas		
Officer(s) carrying out screening	<b>Robin Mair &amp; Jane Milthorp (CYC)</b>		
What are you proposing to do?	To amalgamate Coroners areas, and thus alter the Senior Coroner structure. The recommendation is to amalgamate the 2 Coroners areas within N Yorkshire and also amalgamate with the City of York coroner area.		
Why are you proposing this? What are the desired outcomes?	<p>This will provide a more resilient service with a fulltime Coroner rather than 3 part-time Coroners as now. In addition, users of the service will receive a more consistent service across the 3 existing areas.</p> <p>In addition this is in line with the guidance on the amalgamation of part time jurisdictions from the Chief Coroner , who has to approve all appointments..</p>		
Does the proposal involve a significant commitment or removal of resources? Please give details.	<b>No</b>		
<b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristic</b> As part of this assessment, please consider the following questions: <ul style="list-style-type: none"> <li>To what extent is this service used by particular groups of people with protected characteristics?</li> <li>Does the proposal relate to functions that previous consultation has identified as important?</li> <li>Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <p>If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your <a href="#">Equality rep</a> for advice if you are in any doubt.</p>			
Protected characteristic	Yes	No	Don't know/No info available
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
NYCC additional characteristic			
People in rural areas		✓	

People on a low income		✓	
Carer (unpaid family or friend)		✓	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.	<b>No</b>		
<b>Will the proposal have a significant effect on how other organisations operate?</b> (E.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics? Please explain why you have reached this conclusion.	<b>No</b>		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	✓	Continue to full EIA:
<b>Reason for decision</b>	<p>The work of the Coroner will be identical before and after any amalgamation. There will be a commitment to continue to hold inquests in the same towns as now. The wishes of the family will be ascertained and will be paramount. The users of the service will see no impact on the service they are provided with.</p>		
<b>Signed (Assistant Director or equivalent)</b>	<p>Neil Irving</p> <p>Assistant Director (Policy Partnerships and Communities)</p>		
<b>Date</b>	1 <sup>st</sup> February 2020		



**North Yorkshire  
County Council**

## **Data Protection Impact Assessment (DPIA) – Screening Questions**

### **Overview**

A Data Protection Impact Assessment (DPIA) is essential to ensure that new systems and processes are compliant with the General Data Protection Regulation (GDPR). A DPIA is mandatory if the processing operation is “likely to result in a high risk to the rights and freedoms of natural persons”. The risk is considered high when processing personal information about a living person. Failure to carry out a DPIA, or failure to carry one out correctly when the risk is high, may result in a large fine.

What is Personal Data?

*“personal data’ shall mean any information relating to an identified or identifiable natural person (‘data subject’); an identifiable person is one who can be identified, directly or indirectly, in particular by reference to an identification number or to one or more factors specific to his physical, physiological, mental, economic, cultural or social identity.”*

It may be that a single piece of information can identify an individual, or it may be that it requires a combination of information to identify them. The following information would be considered personal data:

- Name
- Address
- Date of birth
- Email address (personal and work)
- NI number
- Bank details
- Medical records

Personal data also extends to items such as a photo, posts on social media or an IP address.

What is Sensitive Personal Data?

*“personal data revealing racial or ethnic origin, political opinions, religious or philosophical beliefs, trade-union membership, and data concerning health or sex life.”*

The following information would be considered sensitive personal data:

- Gender
- Age
- Religion
- Ethnicity
- Sexual orientation
- Health information
- Criminal history

Any biometric information is also classed as sensitive personal data.

In order to determine whether a DPIA is necessary, insert the required information into the table below and complete the checklist.

If the answer is **YES** to any of the screening questions in the checklist then a DPIA must be carried out.

<b>Project/Process Title</b>	Coroners – Amalgamation of areas		
<b>Overview of Project/Process (brief details)</b>	To consider the amalgamation of the 3 existing Coroners areas		
<b>Project Sponsor</b>	Robin Mair		
<b>Directorate / Service Area</b>	Central Services- Coroners		
<b>Date of Assessment</b>	13/06/18		
<b>Assessment Criteria</b>	<b>Yes/No</b>	<b>Justification for answer</b>	
Will there be a need to collect new information about individuals?	No		
Will there be a need to ask individuals to provide personal information about themselves?	No	No change is proposed on this point from the existing position	
Will information about individuals be disclosed to organisations or people who have not previously had routine access to the information?	No		
Are you using information about individuals for a purpose it is not currently used for, or in a way it is not currently used?	No		
Does the new system or process involve using new technology that might be perceived as being privacy intrusive? For example, the use of biometrics or facial recognition.	No		
Will introduction of the new system or process result in you making decisions or taking action against individuals in ways that can have a significant impact on them?	No		
Is the information about individuals of a kind particularly likely to raise privacy concerns or expectations? For example, health records, criminal records or other information that people would consider to be private.	No	No change is proposed on this point from the existing position	
Will you need to contact individuals in ways that they may find intrusive?	No		

If you have answered **YES** to **ANY** of the above screening questions then contact the Data Governance Team for the full DPIA documentation.

If you have answered **NO** to **ALL** of the above screening questions then a DPIA is not necessary. Please complete the declaration below and email a copy to the Data Governance Team, email: [datagovernance@northyorks.gov.uk](mailto:datagovernance@northyorks.gov.uk).

<b>Project Sponsor Name</b>	Robin Mair	<b>Data Governance Officer Name</b>	Gillian Hill
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<b>Project Sponsor Signature</b>		<b>Data Governance Officer Signature</b>	Gillian Hill
<b>Date of Declaration</b>	13/06/18	<b>Date of Approval</b>	28/6/18

**Note: If the scope of work changes in any way then the pre-assessment MUST be repeated.**

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The 'Better Decision Making' tool has been designed to help you consider the impact of your proposal on the health and wellbeing of communities, the environment, and local economy. It draws upon the priorities set out in our Council Plan and will help us to provide inclusive and discrimination-free services by considering the equalities and human rights implications of the decisions we make. The purpose of this tool is to avoid decisions being made in isolation, and to encourage evidence-based decision making that carefully balances social, economic and environmental factors, helping us to become a more responsive and resilient organisation.

The Better Decision Making tool should be used when proposing new projects, services, policies or strategies, or significant amendments to them. The tool should be completed at the earliest opportunity, ideally when you are just beginning to develop a proposal. However, it can be completed at any stage of the decision-making process. If the tool is completed just prior to the Executive, it can still help to guide future courses of action as the proposal is implemented.

**The Better Decision Making tool must be attached as an annex to Executive reports. A brief summary of your findings should be reported in the One Planet Council / Equalities section of the report itself.**

Guidance to help you complete the assessment can be obtained by hovering over the relevant question.

Please complete all fields. If you wish to enter multiple paragraphs in any of the boxes, hold down 'Alt' before hitting 'Enter'.

#### Introduction

<b>Service submitting the proposal:</b>	Legal Services
<b>Name of person completing the assessment:</b>	Jane Milthorp
<b>Job title:</b>	Practice manager
<b>Directorate:</b>	Governance
<b>Date Completed:</b>	05/10/21
<b>Date Approved</b> (form to be checked by head of service):	

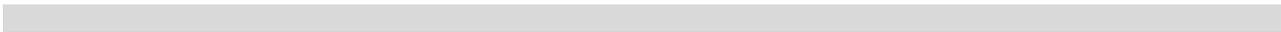
#### Section 1: What is the proposal?

1.1	<b>Name of the service, project, programme, policy or strategy being assessed?</b>
	Merger of York coroner area with North Yorkshire County Council coroner areas.
1.2	<b>What are the main aims of the proposal?</b>
	To merge York and North Yorkshire coroner services, at the request of the Chief Coroner.
1.3	<b>What are the key outcomes?</b>
	Improve standards of service, efficiency and resilience. Inquests will still be held in current locations.

#### Section 2: Evidence

2.1	<b>What data / evidence is available to support the proposal and understand its likely impact?</b> (e.g. hate crime figures, obesity levels, recycling statistics)
	<p>Chief Coroner's Guidance Note 14 - Merger of Coroners Areas, states that:</p> <ul style="list-style-type: none"> <li>a. it is the Chief Coroner's view that the number of coroner areas should be reduced in order to create sensibly sized coroner areas, taking into account the numbers of reported deaths, geographical size and types of coroner work in the area</li> <li>b. there are many part-time coroner jurisdictions which are too small for effective management and cost-efficiency</li> <li>c. in many cases 3,000-5,000 reported deaths would be an appropriate number for a coroner jurisdiction</li> </ul> <p>our deaths are slightly lower than this at 1820 but the Chief Coroner still wishes us to merge into a single area</p>

2.2	<p><b>What public / stakeholder consultation has been undertaken and what were the findings?</b></p> <p>A detailed business case has been developed by the City of York Council and North Yorkshire County Council in consultation with the Chief Coroner's office and the Ministry of Justice, in line with the wishes of the Chief Coroner, the Ministry of Justice, the Senior Coroner, the North Yorkshire Police and the local authority officers.</p> <p>Once the business case has been submitted to the Chief Coroner's Office they will conduct a comprehensive consultation, including for all North Yorkshire and York local authorities: MPs, chief executives and officers of local authorities, coroners, police, registrars, neighbouring coroner areas, NHS and clinical commissioning group.</p>
2.3	<p><b>Are there any other initiatives that may produce a combined impact with this proposal? (e.g. will the same individuals / communities of identity also be impacted by a different project or policy?)</b></p> <p>None</p>



**Section 3: Impact on One Planet principles**

Please summarise any potential positive and negative impacts that may arise from your proposal on residents or staff.  
This section relates to the impact of your proposal on the ten One Planet principles.

For 'Impact', please select from the options in the drop-down menu.  
If you wish to enter multiple paragraphs in any of the boxes, hold down 'Alt' before hitting 'Enter'.

**Equity and Local Economy**

Does your proposal?	Impact	What are the impacts and how do you know?
3.1 <b>Impact positively on the business community in York?</b>	Neutral	
3.2 <b>Provide additional employment or training opportunities in the city?</b>	Neutral	
3.3 <b>Help improve the lives of individuals from disadvantaged backgrounds or underrepresented groups?</b>	Neutral	

**Health & Happiness**

Does your proposal?	Impact	What are the impacts and how do you know?
3.4 <b>Improve the physical health or emotional wellbeing of residents or staff?</b>	Positive	Improved access to a better coroner service
3.5 <b>Help reduce health inequalities?</b>	Neutral	
3.6 <b>Encourage residents to be more responsible for their own health?</b>	Neutral	
3.7 <b>Reduce crime or fear of crime?</b>	Neutral	
3.8 <b>Help to give children and young people a good start in life?</b>	Neutral	

**Culture & Community**

Does your proposal?	Impact	What are the impacts and how do you know?
3.9 <b>Help bring communities together?</b>	Neutral	
3.10 <b>Improve access to services for residents, especially those most in need?</b>	Neutral	
3.11 <b>Improve the cultural offerings of York?</b>	Neutral	
3.12 <b>Encourage residents to be more socially responsible?</b>	Neutral	

**Zero Carbon and Sustainable Water**

Does your proposal?	Impact	What are the impacts and how do you know?
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3.13	<b>Minimise the amount of energy we use and / or reduce the amount of energy we pay for?</b> E.g. through the use of low or zero carbon sources of energy?	Neutral	
3.14	<b>Minimise the amount of water we use and/or reduce the amount of water we pay for?</b>	Neutral	

**Zero Waste**

Does your proposal?		Impact	What are the impacts and how do you know?
3.15	<b>Reduce waste and the amount of money we pay to dispose of waste by maximising reuse and/or recycling of materials?</b>	Neutral	

**Sustainable Transport**

Does your proposal?		Impact	What are the impacts and how do you know?
3.16	<b>Encourage the use of sustainable transport, such as walking, cycling, ultra low emission vehicles and public transport?</b>	Neutral	
3.17	<b>Help improve the quality of the air we breathe?</b>	Neutral	

**Sustainable Materials**

Does your proposal?		Impact	What are the impacts and how do you know?
3.18	<b>Minimise the environmental impact of the goods and services used?</b>	Neutral	

**Local and Sustainable Food**

Does your proposal?		Impact	What are the impacts and how do you know?
3.19	<b>Maximise opportunities to support local and sustainable food initiatives?</b>	Neutral	

**Land Use and Wildlife**

Does your proposal?		Impact	What are the impacts and how do you know?
3.20	<b>Maximise opportunities to conserve or enhance the natural environment?</b>	Neutral	
3.21	<b>Improve the quality of the built environment?</b>	Neutral	
3.22	<b>Preserve the character and setting of the historic city of York?</b>	Neutral	
3.23	<b>Enable residents to enjoy public spaces?</b>	Neutral	

3.40	<b>Additional space to comment on the impacts</b>		

**Section 4: Impact on Equalities and Human Rights**

Please summarise any potential positive and negative impacts that may arise from your proposal on staff or residents. This section relates to the impact of your proposal on **advancing equalities and human rights** and should build on the impacts you identified in the previous section.

For 'Impact', please select from the options in the drop-down menu.  
 If you wish to enter multiple paragraphs in any of the boxes, hold down 'Alt' before hitting 'Enter'

**Equalities**

Will the proposal **adversely impact** upon 'communities of identity'?  
 Will it **help advance equality** or **foster good relations** between people in 'communities of identity'?

		Impact	What are the impacts and how do you know?
4.1	Age	Neutral	
4.2	Disability	Neutral	
4.3	Gender	Neutral	
4.4	Gender Reassignment	Neutral	
4.5	Marriage and civil partnership	Neutral	
4.6	Pregnancy and maternity	Neutral	
4.7	Race	Neutral	
4.8	Religion or belief	Neutral	
4.9	Sexual orientation	Neutral	
4.10	Carer	Neutral	
4.11	Lowest income groups	Neutral	
4.12	Veterans, Armed forces community	Neutral	

**Human Rights**

Consider how a human rights approach is evident in the proposal

	Impact	What are the impacts and how do you know?
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4.13	<b>Right to education</b>	Neutral	
4.14	<b>Right not to be subjected to torture, degrading treatment or punishment</b>	Neutral	
4.15	<b>Right to a fair and public hearing</b>	Positive	A more efficient coroner service will improve access to a fair and public hearing by reducing delays and offering a choice of inquest venues
4.16	<b>Right to respect for private and family life, home and correspondence</b>	Positive	A more efficient coroner service will increase the respect to private and family life by reducing delays and offering a choice of inquest venues
4.17	<b>Freedom of expression</b>	Neutral	
4.18	<b>Right not to be subject to discrimination</b>	Neutral	
4.19	<b>Other Rights</b>	Neutral	

4.20	<b>Additional space to comment on the impacts</b>		



**Section 5: Planning for Improvement**

5.1	<b>What have you changed in order to improve the impact of the proposal on the One Planet principles?</b> (please consider the questions you marked either mixed or negative, as well as any additional positive impacts that may be achievable)
	A merged coroner service will improve standards of service, efficiency and offer increased resilience

5.2	<b>What have you changed in order to improve the impact of the proposal on equalities and human rights?</b> (please consider the questions you marked either mixed or negative, as well as any additional positive impacts that may be achievable)
	A merged coroner service will give families better access to coroner services and a fair hearing

5.3	<b>Going forward, what further evidence or consultation is needed to ensure the proposal delivers its intended benefits?</b> e.g. consultation with specific vulnerable groups, additional data)
	Consultation exercise to be carried out by chief coroner's office

5.4	<b>Please record any outstanding actions needed to maximise benefits or minimise negative impacts in relation to this proposal?</b> (Expand / insert more rows if needed)
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Action	Person(s)	Due date

**In the One Planet / Equalities section of your Executive report, please briefly summarise the changes you have made (or intend to make) in order to improve the social, economic and environmental impact of your proposal.**

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**Executive****18 November 2021**

Report of the Chief Operating Officer

Portfolio of the Executive Member for Finance and Performance

**2021/22 Finance and Performance Monitor 2****Summary**

- 1 To present details of the overall finance and performance position for the period covering 1 April 2021 to 30 September 2021, together with an overview of any emerging issues. This is the second report of the financial year and assesses performance against budgets, including progress in delivering the Council's savings programme.
- 2 This report highlights a number of known pressures that need to be carefully managed throughout the year, with mitigation strategies being in place and regularly monitored across all directorates. Through ongoing monitoring and identification of mitigation alongside a review of reserves and other funding, the Council will continue to make every effort to reduce this forecast position but it is possible that it will not be reduced to the point that the outturn will be within the approved budget. The Council has £6.9m of general reserves that would need to be called on if this were the case.
- 3 As outlined in reports to Executive throughout the previous year, the COVID-19 pandemic continues to have a significant impact on the Council's financial position and adversely affect performance against a number of indicators.
- 4 Despite the additional funding provided by Government in both 2020/21 and the current year, an ongoing impact is to be expected due to a range of issues, including the longer term impacts on individual residents leading to an increase in the cost of care. In addition, a potential loss of both Council Tax and Business Rates income is to be expected as some businesses struggle to recover, resulting in an increase in unemployment which in turn may leave some residents unable to pay Council Tax. However, performance in collecting income continues to be positive and schemes are in place to support those who are unable to pay.

- 5 We continue to see significant and ongoing pressure across both children's and adults social care budgets in particular and an increase in social care costs directly as a result of the pandemic.
- 6 Throughout the pandemic, all Council services have gone above and beyond what can be expected. However, a huge debt of gratitude is owed particularly to those individuals who routinely put their lives on the line to keep residents and communities safe, whilst putting themselves at great risk.
- 7 It should also be noted that the pandemic is far from over in the local health sector. At the time of writing (early October) York Hospital is continuing to experience unprecedented demand and GPs are seeing a spike in appointments. The increased complexity of adult social care cases and a tired workforce, combined with significant pressures in the NHS and within the community, is creating pressures in the adult social care sector that need to be addressed to prevent them impacting on City of York Council's own adult social care service. These issues are not unique to York but is a national situation that is being seen in most areas across the country.
- 8 To address these challenges, whilst accepting the impact of the pandemic is still being felt across social care services, a cross-council project has been put in place to help and support adult social care teams. By taking a staged approach as part of a co-ordinated project this will support adult's social care services, whilst avoiding introducing additional pressures or risks. This programme of work will also balance short term costs with long term savings plans and actively look to reduce costs rather than taking the more short-term immediacy approach which can have detrimental impacts in future.
- 9 Whilst the council's overall financial health provides a strong platform upon which to meet these financial challenges and good progress has been made with the achievement of savings in the year, the forecast outlined in this report remains a matter of serious concern. The ongoing pressures within social care will need to be addressed in the 2022/23 budget setting process.
- 10 With an unprecedented level of uncertainty in both the national and local economy it is therefore prudent to continue to plan on the basis of the current financial picture and begin to put in place mitigation and cost control strategies to bring the forecast expenditure down to within the current approved budgets.

## **Recommendations**

- 11 Executive is asked to:
- note the finance and performance information and the actions needed to manage the financial position

Reason: to ensure expenditure is kept within the approved budget.

## **Financial Summary**

- 12 The gross financial pressures facing the council are projected at £9.1m but after mitigation and further action it is considered that this can be brought down to a net position of £4.6m.
- 13 As previously reported, there are serious underlying budget pressures across both adult and children's social care. Both adult and children's social care is operating in an extremely challenging environment and as a result additional funding of £4.3m was allocated to the People directorate in the 2021/22 budget.
- 14 This report highlights a number of known pressures that need to be carefully managed throughout the year, with mitigation strategies being in place and regularly monitored across all directorates. Through ongoing monitoring and identification of mitigation alongside a review of reserves, the Council will continue to make every effort to reduce this forecast position but it is possible that it will not be reduced to the point that the outturn will be within the approved budget. The Council has £6.9m of general reserves that would need to be called on if this were the case.
- 15 York is maintaining both sound financial management, and delivering priority services to high standards, during a period of significant challenge for local government. Whilst the Council's track record of delivering savings and the robust financial management provides a sound platform to continue to be able to deal with these future challenges there remains a significant risk to ongoing service delivery and achievement of Council priorities that needs to be managed effectively.

## **Financial Analysis**

- 16 The Council's net budget is £131m. Following on from previous years, the challenge of delivering savings continues with £7.9m to be achieved in order to reach a balanced budget. Early forecasts indicate the Council is facing net financial pressures of £4.6m (after mitigation) and an overview of this forecast, on a directorate by directorate basis, is outlined in Table 1 below. The main variations and any mitigating actions that are proposed are summarised in Annex 1.

Service area	Net budget	2021/22 Net M1 Forecast Variation	2021/22 Gross M2 Forecast Variation	Mitigation	2021/22 Net M2 Forecast Variation
	£'000	£'000	£'000	£'000	£'000
People	69,592	8,313	+10,008	-1,500	+8,508
Place	21,772	0	-53		-53
Customers & Communities, Public Health & Corporate Services	22,182	0	0	0	0
Central budgets	18,344	-800	-800	0	-800
Sub Total		7,513	+9,155	-1,500	+7,655
Contingency	-500	-500		-500	-500
Use of COVID grants		-2,000		-2,000	-2,000
Use of earmarked reserves		0		-500	-500
Total including contingency	131,390	5,013	+9,155	-4,500	+4,655

Table 1: Finance overview

## Reserves and Contingency

- 17 The February 2021 budget report to Full Council stated that the minimum level for the General Fund reserve should be £6.4m (equating to 5% of the net budget). At the beginning of 2021/22 the reserve stood at £6.9m and, as part of the budget report, approval was given to maintain this level of reserve in 2021/22 thus giving some headroom above the minimum level to take account of the continued risks facing the council, in particular the scale of future reductions on top of those already made.
- 18 Should the mitigation outlined in annex 1 not deliver the required level of savings in the current financial year then this reserve is available to support the year end position. However, in light of the ongoing financial challenges being faced by all councils it is now more important than ever to ensure the Council has sufficient reserves. Therefore, should it be the case that we need to draw down a substantial amount from this general reserve in 2021/22, some growth will need to be included in the 2022/23 budget to ensure that reserves can be maintained at an appropriate level.

- 19 In addition to the general reserve of £6.9m there are a range of other earmarked reserves where funds are held for a specific purpose. These reserves are always subject to an annual review but during this year these funds will again be reviewed on a quarterly basis and where appropriate to do so will be released to support the in year position. It is estimated that £500k can be released this year. Whilst this is a prudent approach that will ensure the financial resilience of the Council it is not a substitute for resolving the underlying overspends but instead allows time to develop future savings proposals in a planned way.
- 20 As in previous years a contingency budget of £500k is in place and this is currently assumed to be available to offset the pressures outlined in this report.

### **Loans**

- 21 Further to a scrutiny review, it was agreed that these quarterly monitoring reports would include a review of any outstanding loans over £100k. There are 2 loans in this category. Both loans are for £1m and made to Yorwaste, a company part owned by the Council. The first was made in June 2012 with a further loan made in June 2017 as agreed by Executive in November 2016. Interest is charged on both loans at 4% plus base rate meaning currently interest of 4.1% is being charged. All repayments are up to date.

### **Performance – Service Delivery**

- 22 In spite of the many challenges that the organisation and City has faced over the last year, performance across the wider organisation, not just the Council plan indicators, has continued to remain high and continues to compare favourably when benchmarked against other areas with similar characteristics to York. Whilst Covid and the actions taken to tackle the global pandemic have in places affected performance in the short-term, the general pattern for data and information monitored by the Council is that levels of resident and customer satisfaction, timeliness and responsiveness, as well as various directorate and service based indicators, have remained positive.
- 23 The Executive for the Council Plan (2019-23) agreed a core set of strategic indicators to help monitor the council priorities and these provide the structure for performance updates in this report. The indicators have been grouped around the eight outcome areas included in the Council Plan. Some indicators are not measured on a quarterly basis and the DoT (Direction of Travel) is calculated on the latest three results whether they are annual or quarterly. It is likely that due to impacts of COVID, a number of the Council Plan indicators will see a significant change both in terms of

their numbers and their direction of travel in future reporting periods. The majority of the performance measures within the Council Plan have a lag between the data being available, and the current reporting period and therefore impacts will not be immediately seen, and may occur over several years as new data becomes available.

24 A summary of the strategic indicators that have a good or improving direction of travel based on the latest, new, available data are shown below and further details around all of the core indicator set can be seen in Annex 2.

- **P&R Passenger Journeys** - Passenger journeys for park and ride customers totalled 0.71m (provisional) for Q2 2021-22. This is a large increase on the 0.33m journeys made during the same period in 2020-21 showing signs of recovery, but lower than the 1.11m journeys made during the same period in 2019-20.
- **Local bus passenger journeys** - Passenger journeys on local buses totalled 1.68m (provisional) for Q2 2021-22. This is a large increase on the 1.04m journeys made during the same period in 2020-21, showing signs of recovery, but lower than the 2.74m journeys made during the same period in 2019-20.
- **Overall satisfaction of people who use services with their care and support** - The 2020-21 Adult Social Care User Survey (ASCS) showed that 72% of those who responded stated that they were “extremely” or “very” satisfied with the care and support they received. This is a significant improvement from 2019-20, where 68% gave one of these answers. This was the highest percentage reported in England of those LAs that took part in the survey, although due to Covid impacts only 18 LAs did so.
- **Recycling** - The latest provisional data for the amount of household waste sent for reuse, recycling or composting was 50.7% during Q1 2021-22 (the latest available data), which is an increase from 45.6% during the same period in 2020-21. This is above the Q1 average for the last 7 years.
- **Net Additional Homes Provided** - Between April 2020 and March 2021 there were 622 net additional homes completed, which is an increase from 560 the year before.
- **Number of homeless households with dependent children in temporary accommodation** - The number of homeless households with dependent children in temporary accommodation remains at a lower level to that seen in previous years. The latest available data

shows that there were 10 households with dependent children in temporary accommodation at the end of Q4 2020-21 compared to 19 at the end of Q3 2020-21. It should be noted that these figures are snapshot figures.

- **Library Visits** – Libraries fully re-opened during April 2021 and figures for Q2 2021-22 show that there were 167,342 visits, which is an increase on the 106,819 visits during Q1, showing a positive direction of travel, although these figures are still well below the pre-pandemic Q2 figures of around 300,000 visits each quarter.
- **Parliament Street Footfall** - Following the easing of restrictions in the leisure and tourism sector in April 2021, footfall in Parliament Street increased from 1,506,747 in Q1 to 2,064,986 in Q2 2021-22. This is still lower than the figures usually seen during Q2 (around 2.2 million) but the figures are heading in a much more positive direction.

25 Strategic indicators that have a worsening direction of travel, mainly due to direct adverse effect from COVID-19 are;

- **Net Housing Consents** - Between April 2020 and March 2021, there were 1,133 net housing consents, which is a decrease from 3,466 the year before.
- **Number of days to process Benefit claims** - Performance in this area has deteriorated over recent months, with the average number of days taken to process a new Housing Benefit claim, or a change in circumstance, being just over five days during August 2021 (compared to under two days during March 2021). York performance is, however, consistent with the most recent national average of 5.1 days (2019-20). Significant work is being completed by the benefits team on processing covid grants and dealing with changes to peoples circumstances due to the pandemic, meaning staff have been temporarily diverted into these areas affecting performance.

## Annexes

- 26 Annex 1 shows the quarterly financial summaries for each of the Council directorates.
- 27 Annex 2 shows performance updates covering the core set of strategic indicators which are used to monitor the progress against the Council Plan.
- 28 All performance data (and approximately 1,000 further datasets) within this document is made available in machine-readable format through the

Council's open data platform at [www.yorkopendata.org](http://www.yorkopendata.org) under the "performance scorecards" section.

### Consultation

29 Not applicable.

### Options

30 Not applicable.

### Council Plan

31 The information and issues included in this report demonstrate progress on achieving the priorities set out in the Council Plan.

### Implications

32 The implications are:

- **Financial** are contained throughout the main body of the report.
- **Human Resources (HR)** There are no HR implications related to the recommendations
- **One Planet Council / Equalities** Whilst there are no specific implications within this report, services undertaken by the council make due consideration of these implications as a matter of course.
- **Legal** There are no legal implications related to the recommendations
- **Crime and Disorder** There are no crime and disorder implications related to the recommendations
- **Information Technology (IT)** There are no IT implications related to the recommendations
- **Property** There are no property implications related to the recommendations
- **Other** There are no other implications related to the recommendations

### Risk Management

33 An assessment of risks is completed as part of the annual budget setting exercise. These risks are managed effectively through regular reporting and corrective action being taken where necessary and appropriate.

**Contact Details**

<b>Authors:</b>	<b>Chief Officer Responsible for the report:</b>		
Debbie Mitchell Chief Finance Officer Ext 4161	Ian Floyd Chief Operating Officer		
Ian Cunningham Head of Business Intelligence Ext 5749	<b>Report Approved</b>	√	<b>Date</b> 5/11/21
<b>Wards Affected:</b> All			✓
For further information please contact the authors of the report			

**Annexes**

Annex 1 – Directorate Financial Summaries

Annex 2 – Performance – Council Plan Outcomes

**Glossary of Abbreviations used in the report:**

NHS	National Health Service
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## Annex 1 – Directorate Financial Summaries

### People

- 1 Within the People directorate a net overspend of £8.5m is forecast. The reasons for this variation are explained in the following paragraphs.

### SAFEGUARDING

- 2 The budgets reported in this section are the majority of adult social care spend including external care, council run provision and social work staffing. It includes social care costs of children and the teams that support those children.
- 3 In terms of Adult Social Care, the gross position has worsened by approximately £1.4m, however this has been offset by mitigation of £1.5m from working across the health and social care system to identify areas of savings and cost reduction. There are more explanations in the paragraphs below and the following table describes the major movements since Q1 (figs in £k)

Forecast overspend at Q1	+1,729
Continuation of Hospital Discharge Programme helps position by being able to recover costs four weeks after discharge until 31 <sup>st</sup> March 2022	-1,000
Additional Cost of absorbing ex Ricall staff in to CYC	+356
Increase in OP Nursing Home Placement	+502
Increase in all Residential placements across all customer groups	+744
Increase in high cost Direct Payment customers	+258
Increase in Social Work staff costs	+376
Other minor movements	+115
System wide mitigation	-1,500
Forecast overspend at Q2	+1,580

- 4 The residential and nursing budget is being influenced by the current discharge requirements. People are being discharged sooner and with a higher level of care and support needs than previously.
- 5 There is funding available to support the first 4 weeks following discharge but after that time people are still requiring 24 hour care for a period of time or are prevented from returning home due to higher care needs or requirements of 24hr support at home. This has put pressure on the care home market due to amount of care required to support

additional needs. Discussions are taking place with Health to see if there's any resource across the system that could be redirected to address this growing pressure.

- 6 Commissioners are also exploring alternative options of excess to other regional care providers.
- 7 The projections in ASC also assume that a further £812k of savings will be made between now and the year end so the non delivery of these savings will exacerbate the overspend.
- 8 External Care budgets are projected forward based on current customer numbers. There is a small contingency set aside in the Better Care Fund for additional costs over Winter should the total number of individuals increase beyond current levels. System wide discussions are happening to consider what needs to be in place to be ready for the anticipated difficult Winter ahead.
- 9 It is clear that the impact of the pandemic is still being felt in the health and social care sector. Several factors are causing considerable pressures on the workforce and budget including but not limited to:
  - The individuals approaching ASC have more complex needs giving the paucity of available services over the last 18 months
  - A significant increase in the volume of referrals compared to pre-pandemic
  - A lack of social workers resulting in high use of agency and attendant high costs
  - A lack of care workers resulting in reduced market capacity at higher prices, particularly in the home care sector
  - A rise in provider failure and packages being passed back to the council
- 10 The pressures have been recognised corporately and a People Services Board has been set up to work collegiately across the council to support the People directorate by diverting expertise and resource to address the most pressing problems. This programme is still in its infancy and as yet too immature to determine whether this is helping ease the directorate's pressures

### **ASC Older People (OP) and Physical & Sensory Impairment (P&SI) budgets**

- 11 OP permanent residential and nursing is projected to overspend by £512k, a movement of £733k since Q1. This is largely due to an

increase in the average number of customers compared to Q1: OP residential customers have increased by 7 (£278k) and there are 8 more nursing customers (£482k).

- 12 P&SI Supported Living schemes are projected to overspend by £627k in 2021/22, an increase of £77k since Q1. This is in line with previous years and is largely due to the cost per customer being around £10k p.a. higher than when the budget was last rebased.
- 13 OP and P&SI Community Support budgets are expected to overspend by £459k in 2021/22. This is largely due to the average hourly rate for homecare being higher than in the budget (£630k) and to there being 22 more customers on exception contracts (£417k), offset by increased customer contributions. This is an increase of £314k since Q1 which is largely due to an increase in customers who have had to be placed with more expensive providers not on the Council's provider framework.
- 14 Staffing across Social work teams has increased by £356k in Q2 to an £828k overspend. This is due to having unfunded posts, not achieving the historic vacancy factor and vacant posts in the team being covered by WWY staff.
- 15 £1m has been removed from the external care projection as the Government announced the continuation of the Hospital Discharge Programme for a further six months to 31st March 2022 which will allow the Council to recover costs four weeks after discharge from hospital. This has helped the financial position and we still await further guidance on the recent government announcements re additional health and social care funding.

### **ASC Learning Disabilities (LD) and Mental Health (MH) budgets**

- 16 Learning disability residential budgets are projected to underspend by £127k in total. There are four more CHC customers in working age placements than assumed in the budget (£190k), partially offset by having two more customers in placement (£118k). There are two fewer customers in LD OP placements than in the budget (£118k), which is partially offset by the average cost of a placement being £6k more than budgeted for (£63k). Overall across the two budgets there has been an increase in projected costs of £340k since Q1, largely due to having 2 more working age customers in placement and to the average cost of a LD OP placement having increased by around £10k.
- 17 LD Supported Living schemes are projected to underspend by £310k due to having 8 fewer customers in placement than was assumed in

the budget. The underspend has increased by £264k since Q1, largely due to the average number of customers being 3 fewer than in the first quarter.

- 18 LD CSB budgets are projected to overspend by £270k. This is largely due to the average cost of a homecare placement being £36k more than in the budget. The overspend has increased by £287k since Q1 due to the backdated placement of an additional customer with costs going back to October 2020 (£190k) and in addition it is now likely that £97k of 2021/22 savings against this budget will not be achieved by the year end.
- 19 There is projected to be an overspend of £128k on Direct Payments for LD customers. This is due to the average direct payment paid per customer being £5k more than when the budget was last rebased (£609k) and the average transport DP paid per customer is also higher (£127k). This is largely offset by having three fewer customers than when the budget was set (£72k), having one additional CHC customer (£36k) and in addition, based on recoveries to date, there is likely to be an overachievement of the budget for recoveries this year (£500k).
- 20 There is a projected overspend of £289k on the LD Social Work team. This is due to the use of temporary WWY posts which have now been extended to the end of the financial year.
- 21 The Safeguarding and Mental Health budgets are projected to overspend by £342k in total, broken down as follows:
- |  |       |
|--|-------|
| • Residential Care                           | £23k  |
| • Nursing Care                               | -£64k |
| • Community Support (incl Supported Living)  | £49k  |
| • Direct Payments                            | -£72k |
| • Deprivation of Liberty Safeguarding (DoLS) | £22k  |
| • Social Work Team                           | £303k |
| • Other minor variations                     | £81k  |
- 22 The main overspends are on the MH Social Work staffing budget due to temporary unfunded WWY posts which have now been extended to the end of the financial year (£310k), MH CSB mainly due to the average cost of a home care package being £13k more than in the budget (£100k) and on the Safeguarding Team due to being over establishment on Service Manager hours and use of agency staff (£81k).

- 23 The MH budget pressures were more significant in 2020/21. The budget growth given in 2021/22 allowed us to rebase most of the external care budgets so the variances in MH are not as marked as last year. MH spend is, however, an area that is growing faster than the budget we have to support it so we will continue to see if there are better ways of supporting individuals, particularly regarding supported living.

### **ASC In house services Budgets**

- 24 Be Independent is projected to overspend by £327k. There is still a budget gap of £130k relating to the financial position of the service when brought back into the Council, together with an ongoing historical overspend on recharges (£50k). In addition to this there is a projected underachievement of income on sales (£49k), a projected overspend IT systems (£48k), and other overspends across the budget. We are investigating whether some of these costs can be capitalised against existing capital budgets.
- 25 Yorkcraft is projected to overspend by £54k. This is due to a budget saving of £62k agreed in 2020/21, which has not been achieved. There is a project team currently looking at future directions for the Yorkcraft service who will also review how this saving can be made by the end of the year.
- 26 Small Day Services are projected to underspend by £115k. This is largely due to vacancies at Pine Trees, Community Base and the Community Support Assistants as some of the services are not currently open due to Covid restrictions.
- 27 There is currently projected to be an overspend of £121k on the Community Care team arising from Riccall Carers going into administration and the subsequent transfer of staff to the Council.

### **Children's Specialist Services**

- 28 Before detailing the variances to be reported it is important to highlight some of the key reasons for the current budgetary position for Childrens Social Care in York.
- 29 The number of Looked After Children in York has increased significantly in the past 2 and a half years. The Looked After Children population had been stable for a number of years, in the range 190-210 at any one time however on appointment the new Directorate Management Team identified unsafe drift and delay for some children

in the system. This was subsequently identified by Ofsted and corrective action has led to significant recalibration in the system. Numbers of care orders and children on pre proceedings continues to be stable and those in need of child protection have now returned at or below our statistical neighbour average. This means the flow of children coming into the care system has significantly reduced. However, the complexity of needs of these children remains high and capacity in the system to meet need at this level nationally is a significant challenge which is subject to an independent care review.

- 30 At the time of this monitor the CYPIC number is 269. Within the next 3 years some 25% of these will leave local authority care. A Reducing Service Costs Board has been established in Specialist Services chaired by the Assistant Director which will review arrangements to reduce CYPIC numbers safely, the effectiveness and impact of the Edge of Care Service, current FGC activity and progress on foster care recruitment. In addition a Strategic Overview of Permanence Group has been established, chaired by the Assistant Director to monitor the new Permanence Strategy through tight oversight of children with a plan of permanence and ensuring rigorous use of trackers in order to prevent delay and manage demand in the system.
- 31 The placements budgets are predicted to overspend by a total of £3,669k (an increase of £141k since Q1). This includes variances of £1,147k on Fostering (including IFAs), £255k on adoption/SGO/CAO allowances and £2,465k on Out of City Placements.
- 32 The fostering projection is based on all local foster carer positions being filled, so where a child reaches 18 or a foster placement ends, then it is assumed that this is filled. The IFA and Out of City Placement projections are based on all existing placements at the monitor date and take account of all placements expected to end during 2021/22, with no provision included for any new placements. The Out of City placements overspend being reported here is a significant increase (£1.5m) on previous years due to the recalibration of the proportion of these costs between the General Fund and the DSG.
- 33 Staffing budgets within the Permanency Teams are also predicted to overspend by £395k (£521k in Q1), again due mainly to vacancies being filled by temporary staff.
- 34 Safeguarding Interventions are predicted to overspend by approximately £410k (£303k in Q1), mainly due to increases in the Court and Child Protection Teams who are dealing with the increase in cases. Legal fees are predicted to overspend by approximately £430k.

- 35 Staffing budgets with Children's Social Work Services are also predicted to overspend by approximately £291k (£172k in Q1). This is mainly due to temporary staffing across the service, which the directorate has worked hard to eliminate with permanent appointments.
- 36 Significant staffing overspends totalling £565k (£558k in Q1) are predicted in the MASH and Assessment teams mainly due to vacancies being covered by temporary and agency staffing.
- 37 Within Disabled Children's Services overspends on Short Breaks of £121k (£108k in Q1), Direct Payments of £298k (£199k in Q1) and staffing of £85k are predicted
- 38 It is important to note that the staffing projections included in this monitor assume that the Early Help restructure will begin to take effect from the 1st October 2021. Limited provision has been made in these projections for temporary staffing beyond this date so any further delay in implementation or of removal of posts not required following the restructure will worsen the staffing overspend position.
- 39 A number of other more minor variations make up the remaining projected net overspend.

## **COMMISSIONING AND PREVENTION**

### **ASC commissioning and contracting budgets**

- 40 There are no major variances to report in this area.

### **Education and Skills**

- 41 Education Psychology is predicted to overspend by £74k, mainly due to an unbudgeted post costing £43k and unachieved vacancy factor of £29k.
- 42 The Home to School Transport budget was already in a historic overspend position of approximately £200k. The savings targets for the SEN element of home to school transport have not been achieved because of a growth in the number of pupils/students requiring transport and the specialist requirements of that transport. The main increase in numbers have been at post 16/19 where because of the city now being able to provide more specialist education provision for this group of students more locally, subsequently we have had to provide more transport to the likes of York College, Askham Bryan, Choose 2 and Blueberry Academy. The changes in legislation to allow EHCPs to

ages 19-25, resulting in significantly more students accessing this option, has significantly increased our transport spend accordingly.

- 43 The overall overspend on Home to School transport is predicted to be £309k. The main pressures are on SEN taxi transport budgets, but an additional pressure has been created due to the need for three additional buses as a result of increased numbers of children eligible for transport to Huntington and Fulford schools, offset by an increased allocation of Extended Rights for Free Travel grant for 2021/22.
- 44 These figures are based on the existing contract costs for the 2020/21 academic year. The prices for the new academic year are not known at this point and could change depending on the effect of pupil movements in September. The effect of the new academic year provision on budgets will be reported at a later monitor, as soon as the information is available.
- 45 Underspends are projected in both the Governance Service (£41k) due to increasing external income for services, and in Early Years (£33k) due to savings on non-staffing budgets and the effect of an increase in the 5% Early Years block contribution.

### **School Funding and Assets (including DSG)**

- 46 The DSG position at 1st April 2021 is a deficit of £9.940m. Detailed work is ongoing to assess the 2021/22 position taking into account the savings already agreed as part of the budget process. At present the likely in-year deficit for 2021/22 is in the region of £3.5m, an improvement of approximately £1.5m on the final 2020/21 position. However this position will increase the overall deficit to approximately £13.5m at the end of 2021/22. Detailed work is ongoing to put in place a recovery plan to bring the position back to an in year balance.

### **Place**

- 47 The Directorate is currently forecasting an underspend totalling £53k (including commercial portfolio). Close monitoring will continue to ensure that this position is maintained through the remainder of the financial year.
- 48 There is a continued shortfall in commercial waste income as the service is still returning to normal operating levels. The government income compensation scheme has continued for the first quarter of 2021/22 which requires councils to fund the first 5% of shortfalls and then will split the balance 75% government funding and 25% council

funded. This compensation is assumed within the forecast. For the remainder of the year income levels will continue to be monitored as it is uncertain to what level income will recover.

- 49 Whilst Transport is forecast to outturn broadly in line with budget there are a number of pressures across the service. These include staffing costs within highway regulation and IT costs relating to the implementation of the permitting system (£200k) along with higher CCTV monitoring and maintenance costs (£100k). There are forecast savings as Concessionary Fares payments are lower than budget as passenger numbers remain lower than budget assumptions.
- 50 There was a gross shortfall of £245k from quarter 1 on revenues from car parking. Income in April was 37% below budget as lockdown measures continued through the month. Income recovered from the middle of May and was 12% ahead of budget in June. The government income compensation scheme remains in place for quarter 1 and once compensation is considered the net cost to the council will be £136k. It is proposed that this is funded from the general covid grant.
- 51 Income in quarter 2 has been 14% ahead of budget in particularly in August where revenues were 27% above budget. In total income was £290k above budget.
- 52 For the remainder of the year whilst income from off street parking is assumed to be broadly in line with budget there are anticipated shortfalls from season ticket revenues and penalty charge notices. Preliminary forecasts are a surplus of £69k after taking into account the Government compensation scheme.
- 53 There is a forecast shortfall in planning fees of c 10% (£157k) which have not fully recovered to budgeted levels.
- 54 Within Housing, Economy & Regeneration the main forecast variance relates to the reimbursement of Business Rates paid for Alliance House (£530k). This underspend is offset by a forecast overspend on commissioning design and facilities management (£277k). The savings agreed as part of the budget are looking unlikely to be delivered and there remain pressures across the trading account. There is a forecast saving of £57k from staff vacancies across the rest of the directorate.

### **Housing Revenue Account**

- 55 The Housing Revenue Account budget for 2021/22 was set as a net surplus of £741k. There were carry forwards of £2,819k agreed as part of the outturn report meaning the revised budget stands as a £1,599k

deficit. Overall, the account continues to be financially strong and is forecasting a nil variance against this revised budget.

- 56 There is a shortfall in dwelling rental income of c£320k due to the number of void properties and the work required to bring the properties to a lettable standard. Housing Operations & Building Services have been working together to improve the turnaround of void properties and have commenced a pilot scheme at the beginning of October to reduce the void days across the central areas. This shortfall in rental income also impacts the service charges income, which has a shortfall of £40k. These pressures will be offset by lower than budgeted debt costs as both the interest rate on debt being lower than that modelled in the business plan and land for the Housing Delivery Programme has not been appropriated as planned. Overall the HRA is forecasting to come in on budget at quarter 2.
- 57 The HRA working balance position as at 31st March 2021 was £28.8m. The HRA projected outturn position means the working balance will reduce to £27.2m at 31st March 2022. This compares to the balance forecast within the latest business plan of £26.8m.
- 58 The working balance has been increasing in order to start repaying the £121.5m debt that the HRA incurred as part of self financing in 2012. The current business plan assumes that reserves are set aside to enable the debt to be repaid over the period 2023/24 to 2042/43.

### **Corporate Services, including Customers & Communities and Public Health**

- 59 Overall the remaining Council services are expected to outturn within budget. There are a number of minor variations being managed and work will continue to try and identify additional savings to help the overall position.

### **Corporate Budgets**

- 60 These budgets include Treasury Management and other corporately held funds. It is anticipated that overall a £800k underspend will be achieved, predominantly as a result of reviewing capital financing assumptions.

## Annex 2 – Performance – Council Plan Outcomes

- 1 This report concentrates on the indicators that make up the Council Plan performance framework and does not cover COVID-related activity.
- 2 It is likely that due to impacts of COVID, a number of the indicators will see a significant change both in terms of their numbers and their direction of travel in future reporting periods. The majority of the performance measures within the Council Plan have a lag between the data being available, and the current reporting period and therefore impacts will not be immediately seen, and may occur over several years as new data becomes available.
- 3 Within the updates on the Council Plan indicators, are a number of indicators which show the status of economic, community or corporate recovery since the start of the pandemic.

### Well paid jobs and an inclusive economy

Well paid jobs and an inclusive economy						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
Business Rates - Rateable Value	£256,392,026 (Q1 2021/22)	£257,034,251 (Q2 2021/22)	➔	Quarterly	Not available	Q3 2021/22 data available in January 2022
Median earnings of residents - Gross Weekly Pay (£)	£574.60 (2019/20)	£572.60 (2020/21)	➔	Annual	National Data 2020/21: £587.1 Regional Data 2020/21: £540.4	2021/22 data available in November 2021
% of working age population qualified - to at least L2 and above	83% (2019/20)	83.6% (2020/21)	➔	Annual	National Data 2020/21: 78.20%	2021/22 data available in May 2022
% of working age population qualified - to at least L4 and above	49.10% (2019/20)	46.4% (2020/21)	➔	Annual	National Data 2020/21: 43.10% Regional Data 2020/21: 37.30%	2021/22 data available in May 2022
% of vacant city centre shops	9.67% (Q1 2021/22)	9.40% (Q2 2021/22)	➔	Monthly	National Data 2019/20 Q1 11.7%	Q3 2021/22 data available in January 2022
GVA per head (£)	29,274 (2018/19)	29,913 (2019/20)	➔	Annual	Regional Rank 2019/20: 2	2020/21 data available in July 2022
% of working age population in employment (16-64)	80.00% (2019/20)	76.60% (2020/21)	➔	Quarterly	National Data 2020/21 74.80%	Q1 2021/22 data available in January 2022

The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly.  
All historic data is available via the Open Data Platform

#### Business Rates

- 4 The 2021-22 collection rate for Business Rates up to the end of September 2021 was 47.58% (10.22% below the target collection rate and 3.99% below the collection rate as at the same point in 2020-21). The 2021-22 collection rate for Council Tax up to the end of September 2021 was 54.35% (1.96% below the target collection rate and 0.11% below the collection rate as at the same point in 2020-21).

**Median earnings of residents – Gross weekly pay**

5 No update since the Q4 2020-21 Monitor as annual data.

**% of working age population qualified – to at least L2 and above**

6 No update since the Q4 2020-21 Monitor as annual data.

**% of working age population qualified – to at least L4 and above**

7 No update since the Q4 2020-21 Monitor as annual data.

**GVA (Gross Value Added) per head (£)**

8 No update since the Q1 2021-22 Monitor as annual data.

**% of vacant city centre shops compared to other cities**

9 At the end of Q2 2021-22, there were 60 vacant shops in the city centre, which equates to 9.40% of all city centre shops, and is lower than the national benchmark in Q1 2019-20 of 11.7%. Properties in York are owned by different commercial parties and CYC commercial properties have very low levels of vacancies. The York figure has not fluctuated a great deal in the past 10 years, with a high of 10.3% in 2017-18 and the national benchmark figure has remained stable too, with a high of 12.3% in 2013-14.

10 This measure will continue to be monitored along with a number of new measures looking at vacancy rates within secondary shopping centres to broaden the economic picture of the city. At the end of Q2 2021-22, the vacancy rates within secondary shopping centres were relatively low (8% at Clifton Moor, 0% in Haxby Village and 3% in Acomb High Street), apart from at Monks Cross where the vacancy rate was 20%.

11 In the financial year up to the end of August 2021, there were 264 new business start-ups in the City of York Council area, which is lower than in previous years. Nationally the number of new companies registered in the UK in 2020 rose significantly as small and local businesses emerged in response to the pandemic; this may indicate why the 2020-21 figures looked positive for York and why a lower number of registrations could be seen during 2021-22.

**% of working age population in employment (16-64)**

12 In 2020-21, 76.6% of the working age population were in employment, which is higher than the national and regional figures (74.8% and 73.8% respectively) and the York performance gives the city a ranking of third regionally. The figure for 2020-21 is lower than in previous years, but this is mirrored both nationally and regionally.

13 At the end of September there were 12,335 people, in York, on Universal Credit which is an increase of 92% compared with February 2020 (pre-pandemic figures). However, there has been a decrease of -6% from April

2021. This trend should continue as restrictions continue to be lifted and the, nationally reported, staff vacancies in the service sector are filled.

## Getting around sustainably

Getting around sustainably						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
P&R Passenger Journeys	0.46m (Q1 2021/22)	0.71m (Q2 2021/22)	↑ Good	Quarterly	Not available	Q3 2021/22 data available in January 2022
Local bus passenger journeys originating in the authority area (excluding P&R)	1.46m (Q1 2021/22)	1.68m (Q2 2021/22)	↑ Good	Quarterly	Not available	Q3 2021/22 data available in January 2022
% of road and pathway network that are grade 4 (poor) or grade 5 (very poor) - roadways	20% (2019/20)	22% (2020/21)	→	Annual	Not available	2021/22 data available in November 2021
% of road and pathway network that are grade 4 (poor) or grade 5 (very poor) - pathways	3% (2019/20)	3% (2020/21)	→	Annual	Not available	2021/22 data available in November 2021
Area Wide Traffic Levels (07:00 -19:00) (Excluding A64) from 2009/10 baseline (2.07m)	2.17m (2017/18)	2.15m (2018/19)	→	Annual	Not available	2019/20 data available in November 2021
Index of cycling activity (12 hour) from 2009 Baseline (31,587)	109.00% (2019)	91.00% (2020)	↓ Bad	Annual	Not available	2021 data available in February 2022
Index of pedestrians walking to and from the City Centre (12 hour in and out combined) from 2009/10 Baseline (37,278)	111.00% (2019/20)	103.00% (2020/21)	→	Annual	Not available	2021/22 data available in January 2022
% of customers arriving at York Station by sustainable modes of transport (cycling, walking, taxi or bus - excluding cars, Lift, Motorcycle, Train)	75.40% (2019)	Not collected due to COVID restrictions (2020)	N/a	Annual	Not available	2021 data available in January 2022

The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly.  
All historic data is available via the Open Data Platform

### P&R Passenger Journeys

- 14 Passenger journeys for park and ride customers totalled 0.71m (provisional) for Q2 2021-22. This is a large increase on the 0.33m journeys made during the same period in 2020-21 showing signs of recovery, but lower than the 1.11m journeys made during the same period in 2019-20.

### Local bus passenger journeys

- 15 Passenger journeys on local buses totalled 1.68m (provisional) for Q2 2021-22. This is a large increase on the 1.04m journeys made during the same period in 2020-21, showing signs of recovery, but lower than the 2.74m journeys made during the same period in 2019-20.

### % of ROAD and pathway network that are grade 4 (poor condition) or grade 5 (very poor condition) - Roadways / Pathways

- 16 No update since the Q4 2020-21 Monitor as annual data.

### Area Wide Traffic Levels (07:00 -19:00) (Excluding A64)

- 17 No update since the Q4 2020-21 Monitor as annual data.

### Index of cycling activity (12 hour)

- 18 No update since the Q1 2021-22 Monitor as annual data.

19 The 2020-21 data from the National Travel and Active Lives surveys shows that 21% of respondents from York cycle once per week, which is 1% less than in 2019-20. When comparing the latest data to the previous year, a shift in activity can be seen which is likely to be a direct effect of changing mobility restrictions and behaviours caused by the pandemic. The percentage of respondents indicating that they cycle for leisure increased by 3% but those indicating cycling for travel decreased by 5%, which is why an overall slight decrease in cycling activity can be seen with the loss of those commuting by this method. However, York continues to perform well against the national and regional benchmarks of 12% and 10% respectively for weekly cycling activity.

20 Community mobility data has been available regularly from Google since the start of the pandemic to track how visits to places such as shops and transit stations are changing. Data is sourced through phone location history, where consented, and changes for each day are compared to a baseline value for that day of the week taken during January and February 2020. At the end of September 2021, in York, retail and recreation activity is the same as the baseline, there has been an 8% increase in grocery and pharmacy activity, and a 22% reduction in the use of Public Transport. Overall, York has performed better than the national averages.

**Index of pedestrians walking to and from the City Centre (12 hour in and out combined)**

21 No update since the Q4 2020-21 Monitor as annual data.

**% of customers arriving at York Station by sustainable modes of transport (cycling, walking, taxi or bus – excluding cars, lift, motorcycle or train)**

22 No update since the Q4 2020-21 Monitor as annual data.

## Good Health and Wellbeing

Good Health and Wellbeing						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
Proportion of adults in contact with secondary mental health services living independently, with or without support	73.00% (2020/21)	67.00% (Q1 2021/22)	➡	Quarterly	National Data 2020/21 58%	Q2 2021/22 data available in December 2021
Delayed transfers of care from hospital which are attributable to adult social care, per 100,000 population (YTD Average)	6.6 (2018/19)	4.9 (2019/20)	N/a	Quarterly	National Data 2019/20 3.2	Data collection for March 2020 onwards has been suspended due to COVID-19
Overall satisfaction of people who use services with their care and support	68.10% (2019/20)	72.30% (2020/21)	⬆ Good	Annual	National Data 2020/21 67.70%	2021/22 data available in November 2022
% of reception year children recorded as being obese (single year)	9.50% (2018/19)	7.60% (2019/20)	➡	Annual	National Data 2019/20 9.90%	2020/21 data available in December 2021
Slope index of inequality in life expectancy at birth - Female - (Three year period)	6.2 (2018/19)	6.2 (2019/20)	➡	Annual	Regional Rank 2019/20: 3	2020/21 data available in May 2022
Slope index of inequality in life expectancy at birth - Male - (Three year period)	8.4 (2018/19)	8.3 (2019/20)	➡	Annual	Regional Rank 2019/20: 3	2020/21 data available in May 2022
% of adults (aged 16+) that are physically active (150+ moderate intensity equivalent minutes per week, excl. gardening)	67.10% (2019/20)	66.70% (Q2 2020/21)	➡	Bi-annual	National Data Q2 2020/21 61.40%	2020/21 data available in November 2021
The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly. All historic data is available via the Open Data Platform						

- 23 There has been a continuing high demand for adult social care during the past year, partly caused by the COVID-19 pandemic, although there have been variations in how likely these contacts are to receive care packages. Our Customer Contact Workers (CCWs) record the number of contacts received to ASC, whether made by email, telephone or other methods. During 2021-22 Q2, they received 4,542 contacts, which is a 6% reduction from the number received during 2020-21 Q2 (4,854), although in September 2021 the CCWs had some recording issues, so the “true” number is likely to be marginally smaller than in 2020-21 Q2. Around 20% of the contacts during 2021-22 Q2 were resolved using Information, Advice and Guidance (IAG), which is slightly lower than the percentage that were resolved using IAG during 2021-22 Q1 (21%); this reflects the increasing complexity of issues that are dealt with by them, and a change in recording practice to record clients who ‘only’ received IAG; most clients will receive an element of IAG during their contact, regardless of the outcome of it.
- 24 After an initial fall in the early months in the number of individuals in residential/nursing care placements during 2020-21, mainly due to the Covid crisis, this number has remained relatively stable. At the end of 2021-22 Q2, this number was 568, compared to 566 at the end of 2020-21 Q2. CYC have been relatively successful in ensuring that the number of new admissions to residential/nursing care have been low over the last year, partly because of the policy that people should no longer be placed

in residential/nursing care directly following hospital discharge, but this number is being to increase. During 2021-22 Q2, the number of new admissions of older people to residential/nursing care was 40, a decrease of 11% on the 2020-21 Q2 figure of 45.

25 There has been a continuing decline over the last year in the number receiving home care services. At the end of 2021-22 Q2, there were 654 people in receipt of a home care service; this is 12% lower than the corresponding figure at the end of 2020-21 Q2 (742).

26 In 2020-21 Q2, 117 clients received a paid ASC service for the first time (“new starters”). This is a significant reduction from the number in the corresponding quarter of 2020-21 (202). There has also been a decrease in the number during 2021-22 Q2 (79) that have returned to ASC for a paid service compared with the number during 2020-21 Q2 (92). This suggests that we have improved in keeping the number of first-time entrants low, and that some progress is being made in ensuring that people do not re-enter ASC once they have left.

#### Proportion of adults in contact with secondary mental health services living independently

27 The percentage of all adults in contact with secondary mental health services living independently, with or without support, has decreased over recent months; during 2021-22 Q1 (the latest figures available), 67% of them were doing so. The 2020-21 ASCOF results showed that York is in the upper quartile for performance with 73% of this group saying they live independently, compared with the England average of 58% and 60% in its statistical neighbour group.

28 During 2021-22 Q1 (the latest figures available), 19% of all clients in contact with secondary mental health services were in employment – a figure that has consistently been above the regional and national averages. The 2020-21 ASCOF results showed that York is the 3<sup>rd</sup> best performing LA in the country on this measure, with 20% of all those in contact with secondary mental health services in employment, compared with the England average of 9% and 10% in its statistical neighbour group.

#### Overall satisfaction of people who use services with their care and support

29 The 2020-21 Adult Social Care User Survey (ASCS) showed that 72% of those who responded stated that they were “extremely” or “very” satisfied with the care and support they received. This is a significant improvement from 2019-20, where 68% gave one of these answers. This was the highest percentage reported in England of those LAs that took part in the survey, although due to Covid impacts only 18 LAs did so.

- 30 The Survey also reported that ASC clients felt that they were more likely to feel safe – 76% said they feel ‘as safe as I want’ in 2020-21 compared with 71% in 2019-20 – and they were more likely to say this than ASC clients in other parts in England.
- 31 Additionally, 71% of ASC clients that responded to the Survey and had tried to access information and advice in 2020-21 reported that they found it “easy” to do so, a deterioration from that reported in 2019-20 (74%), but in line with the national average (71%).
- % of reception year children recorded as being obese (single year)**
- 32 No update since the Q4 2020-21 Monitor as annual data.
- Healthy Life expectancy at birth – Female/Male (slope index of inequality)**
- 33 No update since the Q4 2020-21 Monitor as annual data.
- % of adults (aged 16+) that are physically active (150+ moderate intensity equivalent minutes per week, excluding gardening)**
- 34 No update since the Q4 2020-21 Monitor as annual data.

## A Better Start for Children and Young People

A Better Start for Children and Young People						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
Secondary school persistent absence rate (10% absence) (recorded over 6 terms) (relates to prev academic year to financial year shown)	15.50% (2017/18)	13.18% (2018/19)	➔	Annual	Not available	Data for 2019/20 will not be released due to COVID19
Voice of the Child - Service Usage and Life Opportunities	Narrative	Narrative	N/A	Quarterly	Not available	Q2 2021/22 narrative available in November 2021
% of children who have achieved a Good Level of Development (GLD) at Foundation Stage - (Snapshot)	74.80% (2017/18)	75.60% (2018/19)	➔	Annual	National Data 2018/19 71.80%	Data for 2019/20 and 2020/21 will not be released due to COVID19
Average Progress 8 score from KS2 to KS4	0.11 (2017/18)	0.22 (2018/19)	⬆ Good	Annual	National Data 2018/19 0.01	Data for 2019/20 and 2020/21 will not be released due to COVID19
% of pupils achieving 9-4 or above in English & Maths at KS4 (C or above before 2016/17)	69.60% (2017/18)	73.60% (2018/19)	➔	Annual	National Data 2018/19 65.70%	Data for 2019/20 and 2020/21 will not be released due to COVID19
%pt gap between disadvantaged pupils (eligible for FSM in the last 6 years, looked after and adopted from care) and their peers achieving 9-4 in English & Maths at KS4	33.20% (2017/18)	29.40% (2018/19)	➔	Annual	National Data 2018/19 27.00%	Data for 2019/20 and 2020/21 will not be released due to COVID19
% of Year 12-13 (academic age 16-17) NEET who possess less than a L2 qualification - (Snapshot)	90.60% (Q1 2021/22)	80.60% (Q2 2021/22)	➔	Quarterly	Not available	Q3 2021/22 data available in January 2022
The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly. All historic data is available via the Open Data Platform						

- 35 The number of children in care has reduced slightly to 268. Whilst the number of children in our care has remained comparatively stable for more than a year, the age distribution has changed. We have seen a gradual increase in the number of school-aged children in care over the last 12 months. This has wide-ranging implications on areas such as placement sufficiency, permanence planning and the virtual school.
- 36 The number of children subject to a child protection plan increased to 159 at the end of September 2021, compared to 129 at the end of 2020-21.

This is above the expected safe range for York (per 10,000 population), but in line with the most recent national average.

37 The number of referrals to children's social care in the first six months of 2021-22 was 856, which was slightly lower than 2019-20 at the same point in the year. Referral volumes have shown an anticipated recovery from the turbulent year of 2020-21, but are consistently lower than in 2019-20.

38 The number of contacts to Early Help reduced in Q2 2021-22 to 576, in comparison to 657 in Q1. September 2021 saw the lowest monthly number of Early Help contacts in the year to date – 132 compared to a monthly average of 205.

#### Voice of the Child

39 Advocacy casework for children and young people who are in care or leaving care, going through the child protection process or wanting to make a complaint has continued to be provided throughout this period. Between July and September 2021, the service received a total of 19 referrals for advocacy; 11 referrals for children and young people in care, 3 referrals for care leavers and 3 referrals for young people subject to a Child Protection Plan and 2 referrals for young people subject to a Child in Need plan who would like support to make a formal complaint.

40 Our Children in Care Council (Show Me That I Matter) and Care Leavers Forum (I Still Matter) have continued to hold monthly meetings, as well as some additional activity to carry out project work and undertake training (ten sessions in total, some being face to face and some virtual). Young people have discussed relationships and life story work, stigma, barriers for care leavers in pursuing apprenticeships and York's Local Offer for Care Leavers. Young people have taken part in an art and creative writing project, created a video resource about systemic practice and new training material for professionals. They have attended the Corporate Parenting Board and delivered training to the Social Work Academy.

41 York Youth Council (YYC) are looking towards their future projects and face to face sessions. YYC have produced a press release detailing the work and ethos of the Youth Council. As part of this, YYC created a recruitment poster detailing how to join. They will use the poster to advertise and promote the YYC in their schools and youth settings to encourage their peers to join from across the city. YYC has also begun to invest in a partnership with the Family Information Service.

42 YYC has continued its partnerships with York's Racial Equality Network and with York Human Rights City and the City of York Safeguarding Children Partnership (CYSCP). They have reviewed webpages about

online safety and keeping safe online. This was a joint project with City of York Council and York St John University on keeping safe online, using the voices of young people to help others.

- 43 Mental Health was also one of the top issues as voted by the UK Make Your Mark youth consultation of 185,000 young people aged 11-18 in the United Kingdom and over 100 young people who voted in York. Youth Council will look to continue their work on the top 6 Make Your Mark results which were as follows: Support our Mental Health (25 votes); Take Action on the Climate Emergency (22 votes); Free University (20 votes); Domestic Violence (25 votes); Homelessness (18 votes) and Access to Training and Jobs (13 votes). YYC have decided to re-phrase Free University to Tackling Education; and to rephrase Domestic Violence to Domestic Abuse to be more inclusive.
- 44 YYC are looking forward to working with partners on these topics and are creating awareness resources and a 'where to go for help' information sheet. Young people in the youth council are looking forward to building a stronger working relationship with the CYSCP.
- 45 Representatives from YYC have continued to take part in a number of virtual regional workshops, conferences and meetings, mainly facilitated by British Youth Council and the Steering Group, enabling them to communicate with different MPs from across the region about current issues, as well as other Youth Councils.

**Secondary school persistent absence rate**

- 46 The May 2020 pupil census was cancelled by the Department for Education due to COVID-19. National and local schools attendance data has not yet been released by DfE. It is anticipated that DfE will release a version of the standard attendance performance but the details are not known yet.

**% of children who have achieved a Good level of Development (GLD) at Foundation Stage**

- 47 There is no data for 2019-20 as the tests were cancelled due to the pandemic. We do not anticipate any data for 2020-21.

**Education Progression (Average Progress 8 score from KS2 to KS4) and GCSE Results (% of pupils achieving 9-4 in English and Maths at KS4)**

- 48 Progress 8 is a measure of the progress made by pupils between Key Stage 2 and Key Stage 4. A positive score represents progress above the average for all pupils and a negative score progress below the average for all pupils.

- 49 In 2020 and 2021, due to COVID-19, all GCSE, AS and A level exams were cancelled and replaced by a combination of teacher assessment, mock exam results, course work and a standardised calculation.
- 50 The Department for Education did not release data for 2019-20 due to the way in which Key Stage 4 results were calculated. We do not anticipate any data for 2020-21.

**% point gap between disadvantaged pupils (eligible for FSM in the last 6 years, looked after and adopted from care) and their peers achieving 9-4 in English and Maths at KS4**

- 51 The DfE did not release data for 2019-20 due to the way in which Key Stage 4 results were calculated due to COVID-19. We are not anticipating any data for 2020-21.
- 52 Reducing the attainment gap between disadvantaged pupils and their peers is a key priority in all phases of education across 0-19 years.
- % of 16-17 year olds who are NEET who do not have a L2 qualification**
- 53 The proportion of 16-17 year olds in York who are NEET remains at a similar level to historical trends and there is a correlation with disadvantage, with the majority of young people that are NEET being from the wards with the highest levels of deprivation. At the end of September 2021, 80.6% of young people who were NEET did not have a Level 2 qualification.

## A Greener and Cleaner City

A Greener and Cleaner City						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
Percentage of household waste sent for reuse, recycling or composting	44.13% (Prov) (2020/21)	50.68% (Prov) (Q1 2021/22)	↑ Good	Quarterly	National Data 2019/20 43.50%	Q2 2021/22 data available in January 2022
Residual household waste per household (kg/household)	496.68kg (Prov) (2020/21)	122.36kg (Prov) (Q1 2021/22)	→	Quarterly	National Data 2019/20 537.2kg	Q2 2021/22 data available in January 2022
Incidents - Flytipping /Cleansing(includes dog fouling,litter)/Graffiti - On Public/Private Land	557 (Q1 2021/22) (Flytipping)	578 (Q2 2021/22) (Flytipping)	→	Quarterly	Not available	Q3 2021/22 data available in January 2022
	521 (Q1 2021/22) Cleansing	518 (Q2 2021/22) Cleansing	→	Quarterly	Not available	Q3 2021/22 data available in January 2022
	54 (Q1 2021/22) Graffiti	78 (Q2 2021/22) Graffiti	→	Quarterly	Not available	Q3 2021/22 data available in January 2022
Citywide KPI on air quality (to be created during CP lifespan)	N/A	In development	N/A	TBC	Not available	Indicator to be created during Council Plan lifespan
Carbon emissions across the city (to be created during CP lifespan)	N/A	In development	N/A	TBC	Not available	Indicator to be created during Council Plan lifespan
Level of CO2 emissions from council buildings and operations (Net emissions) (to be created during CP lifespan)	N/A	In development	N/A	TBC	Not available	Indicator to be created during Council Plan lifespan
Flood Risk properties assessed at lower level than 2019 baseline (to be created during CP lifespan)	N/A	In development	N/A	TBC	Not available	Indicator to be created during Council Plan lifespan
Number of Trees Planted (CYC)	0 (Q1 2021/22)	0 (Q2 2021/22)	→	Quarterly	Not available	Q3 2021/22 data available in January 2022
% of Talkabout panel who think that the council are doing well at improving green spaces	44.31% (Q2 2020/21)	51.00% (Q1 2021/22)	↑ Good	Quarterly	Not available	Q3 2021/22 data available in January 2022
The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly. All historic data is available via the Open Data Platform						

### Percentage of household waste sent for reuse, recycling or composting

- 54 The latest provisional data for the amount of household waste sent for reuse, recycling or composting was 50.7% during Q1 2021-22 (the latest available data), which is an increase from 45.6% during the same period in 2020-21. This is above the Q1 average for the last 7 years.

### Residual household waste per household (kg/household)

- 55 The latest provisional residual waste (i.e. non-recyclable) per household data shows that figures have reduced slightly during Q1 2021-22 (the latest available data) to 122.4kg of residual household waste per household.

### Incidents - Fly tipping / Rubbish / Cleansing (includes dog fouling, litter and all other cleansing cases) / Graffiti – On Public/Private Land

- 56 The number of service calls received during Q2 2021-22 due to fly-tipping and cleansing (including dog fouling and litter) have remained stable since Q1 2021-22 (fly-tipping from 557 to 578 and cleansing from 521 to 518). The number of service calls received due to graffiti increased from 54 in

Q1 2021-22 to 78 in Q2 2021-22, however, the figure for Q2 is still much lower than the 157 calls received during Q4 2020-21.

#### Air Quality

- 57 York has begun work on the 4<sup>th</sup> Air Quality Action Plan with the aim to further reduce nitrogen dioxide and particulates from all sources. Public Protection staff are working closely with colleagues across the council to develop this plan alongside the Council's economic strategy, Local Plan, fourth Local Transport Plan and Climate Change Strategy. The Air Quality Action Plan will update current air quality improvement measures, identify the impact of emission sources and develop new measures to improve air quality and public health. We are awaiting new, more stringent health-based air quality objectives in the forthcoming Environment Act and will design our improvement measures to meet these.
- 58 The council continues to reduce emissions from taxis through the emission based taxi licensing policy and the taxi incentive scheme, which has encouraged 27% of York's taxis to become low emission vehicles. Money is still available to taxi drivers who want to switch their vehicles, save fuel costs and save the environment.
- 59 The council are publishing the Government's "Burn Better" campaign in October to raise awareness about Smoke Control Areas in York and the importance of burning the correct fuels and maintaining solid fuel burning appliances.

#### Trees Planted

- 60 During 2020-21, there were 271 trees planted, including 250 whips on Bootham Stray in February and larger trees in streets and parks in March. Due to the seasonal nature of tree planting, figures for 2021-22 will be available later in the year.

#### % of Talkabout panel who think that the council and partners are doing well at improving green spaces

- 61 Talkabout panel surveys are run twice a year in Q1 and Q3 and therefore there is no update in this monitor. Previous data is shown within the table.

## Creating Homes and World-class infrastructure

Creating homes and World-class infrastructure						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
Net Additional Homes Provided - (YTD)	560 (2019/20)	622 (2020/21)	↑ Good	Quarterly	Not available	2021/22 mid year data available in November 2021
Net Housing Consents - (YTD)	3,466 (2019/20)	1,133 (2020/21)	↓ Bad	Quarterly	Not available	2021/22 mid year data available in November 2021
Number of homeless households with dependent children in temporary accommodation - (Snapshot)	23 (2019/20)	10 (2020/21)	↓ Good	Quarterly	Not available	Q1 2021/22 data available in November 2021
Average number of days to re-let empty properties (excluding temporary accommodation) - (YTD)	66.86 (2020/21)	58.97 (Q1 2021/22)	→	Quarterly	Not available	Q2 2021/22 data available in October 2021
Energy efficiency - Average SAP rating for all Council Homes	70.60 (2018/19)	70.60 (2019/20)	→	Annual	Not available	2020/21 data available in November 2021
Number of new affordable homes delivered in York	18 (Q1 2021/22)	42 (Q2 2021/22)	→	Quarterly	Not available	Q3 2021/22 data available in January 2022
Average broadband download speed (Mb/s)	56.1 (2019/20)	147.1 (2020/21)	→	Annual	National Data 2020/21 68.92	2021/22 data available in June 2022
Superfast broadband availability	94.13% (2020/21)	95.53% (2021/22)	→	Annual	National Data 2021/22 95.86%	2022/23 data available in September 2022

The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly.  
All historic data is available via the Open Data Platform

### New Additional Homes Provided

62 Between April 2020 and March 2021 there were 622 net additional homes completed. Of these additional homes:

- 81% were completed on housing sites;
- 15.9% resulted from sites benefitting from relaxed permitted development rights to allow conversion to residential use. All these homes resulted from developments at Shepherd Engineering Services (Mill Mount) and Ryedale House (Piccadilly);
- Changes of use of existing buildings to residential use and conversions to existing residential properties accounted for 25.6% of all completions;
- 22% were on individual sites that saw the construction of five or less dwellings;
- Development sites including the Hudson House, Toft Green site, the Ryedale House, Piccadilly site, the Former Del Monte Site in Skelton and the Germany Beck site in Fulford all provided notable completions over the year.

### Net Housing Consents

63 Between April 2020 and March 2021, there were 1,133 net housing consents. This represents a sustained high level of approvals over the last four years. Of these consents, the main features were;

- 79.6% were granted on traditional housing sites;

- Notable housing schemes at the Former Gas Works, Heworth Green, the Castle Mills Car Park site in Piccadilly and vacant land on Eboracum Way;
- 233 student cluster flats at Frederick House, Fulford Road;
- A further 127 homes at Bootham Crescent and Duncombe Barracks had the benefit of approval through a resolution to grant planning permission subject to legal agreements prior to March 2021.

**Number of homeless households with dependent children in temporary accommodation**

64 The number of homeless households with dependent children in temporary accommodation remains at a lower level to that seen in previous years. The latest available data shows that there were 10 households with dependent children in temporary accommodation at the end of Q4 2020-21 compared to 19 at the end of Q3 2020-21. It should be noted that these figures are snapshot figures.

**Average number of days to re-let empty Council properties (excluding temporary accommodation)**

65 The average number of days to re-let empty Council properties (excluding temporary accommodation) was 70 days at the end of Q2 2021-22. This is similar to the position at the end of March 2021, although an increase from 59 days at the end of Q1 2021-22. The increase in days previously seen during 2020-21 was mainly due to the repairs team being unable to repair vacant properties due to the COVID-19 restrictions.

**Energy efficiency – Average SAP rating for all Council Homes**

66 No update since the Q4 2020-21 Monitor as annual data.

**Number of new affordable homes delivered in York**

67 The number of new affordable homes delivered in York remains high, with 60 delivered during the first six months of 2021-22 (a reduction on the 83 delivered during the same period in 2020-21 but a large increase on the 33 delivered during the same period in 2019-20).

**Superfast broadband availability/Average broadband download speed (Mbs)**

68 In 2021-22, 95.53% of properties in York had access to superfast broadband, which compares to 94.13% in 2020-21. This increase can be attributed to the Council's continued work with service providers to improve infrastructure.

69 The average broadband download speed in York in 2020-21 was 147.1Mb/s, which compares to 56.1 Mb/s in 2019-20. The national benchmark download speed is 68.92 Mb/s in 2020-21. This data is provided by an Ofcom panel of consumers so should be treated as an indication rather than actual figures. Data for 2021-22 will be available in December 2021.

## Safe Communities and culture for all

Safe Communities and culture for all						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
% of Talkabout panel satisfied with their local area as a place to live	84.90% (Q2 2020/21)	84.00% (Q1 2021/22)	➡	Quarterly	Community Life Survey 2020/21 79%	Q3 2021/22 data available in January 2022
All Crime per 1000 population	16.2 (Q1 2021/22)	5.8 (August 2021)	➡	Quarterly	National Data 2020/21 75.9	Q2 2021/22 data available in November 2021
Number of Incidents of ASB within the city centre ARZ	390 (Q1 2021/22)	340 (Q2 2021/22)	➡	Quarterly	Not available	Q3 2021/22 data available in January 2022
Visits - All Libraries	106,819 (Q1 2021/22)	167,342 (Q2 2021/22)	↑ Good	Quarterly	Not available	Q3 2021/22 data available in January 2022
Visits - York Museums Trust (to be created during CP lifespan)	N/A	In development	N/A	TBC	Not available	Indicator to be created during Council Plan lifespan
% of Talkabout panel who agree that they can influence decisions in their local area	27.30% (Q2 2020/21)	27.00% (Q1 2021/22)	➡	Quarterly	Community Life Survey 2020/21 27%	Q3 2021/22 data available in January 2022
% of Talkabout panel who give unpaid help to any group, club or organisation	71.22% (Q2 2020/21)	56.00% (Q1 2021/22)	➡	Quarterly	Community Life Survey 2020/21 62%	Q3 2021/22 data available in January 2022
Parliament Street Footfall	1,506,747 (Q1 2021/22)	2,064,986 (Q2 2021/22)	↑ Good	Quarterly	Not available	Q3 2021/22 data available in January 2022

The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly.  
All historic data is available via the Open Data Platform

### % of Talkabout panel satisfied with their local area as a place to live

- 70 Talkabout panel surveys are run twice a year in Q1 and Q3 and therefore there is no update in this monitor. Previous data is shown within the table.

### All Crime per 1000 population

- 71 Overall crime levels in York for 2021-22 up until the end of August indicate that crime levels have risen slightly since 2020-21 and are back to pre-pandemic levels, although levels are remaining stable throughout the year to date. Figures for Q2 will be available at the end of November 2021.

### Number of Incidents of ASB within the city centre (Alcohol Restriction Zone)

- 72 Incidents of anti-social behaviour have remained stable during 2021-22 up until the end of September, with the Q2 figure of 340 slightly lower than the same period in 2020-21.

### Visits - All Libraries

- 73 Libraries fully re-opened during April 2021 and figures for Q2 2021-22 show that there were 167,342 visits, which is an increase on the 106,819 visits during Q1, showing a positive direction of travel, although these figures are still well below the pre-pandemic Q2 figures of around 300,000 visits each quarter.

### % of Talkabout panel who agree that they can influence decisions in their local area

- 74 Talkabout panel surveys are run twice a year in Q1 and Q3 and therefore there is no update in this monitor. Previous data is shown within the table.

**% of Talkabout panel who give unpaid help to any group, club or organisation**

75 Talkabout panel surveys are run twice a year in Q1 and Q3 and therefore there is no update in this monitor. Previous data is shown within the table.

**Parliament Street Footfall**

76 Due to the global coronavirus pandemic, restrictions were placed on movement during 2020-21 and leisure and the vast majority of retail businesses were closed at various points during the year due to national lockdowns. This had a severe impact on the number of visitors to the city centre which mirrored the situation countrywide. Following the easing of restrictions in the leisure and tourism sector in April 2021, footfall in Parliament Street increased from 1,506,747 in Q1 to 2,064,986 in Q2 2021-22. This is still lower than the figures usually seen during Q2 (around 2.2 million) but the figures are heading in a much more positive direction.

**An open and effective Council**

An open and effective Council						
	Previous Data	Latest Data	DoT	Frequency	Benchmarks	Data Next Available
Forecast Budget Outturn (£000s Overspent / -Underspent) - CYC	£7,513 (excluding contingency) (Q1 2021/22)	£7,655 (excluding contingency) (Q2 2021/22)	↑ Bad	Quarterly	Not available	Q3 2021/22 data available in January 2022
Average Sickness Days per FTE - CYC (Excluding Schools) - (Rolling 12 Month)	8.75 (Q1 2021/22)	9.12 (August 2021)	→	Quarterly	CIPD Public Sector 2020/21 8	Q2 2021/22 data available in December 2021
Customer Services Waiting Times - Phone / Footfall / Webchat	00:01:22 (Phone) (Q1 2021/22)	00:01:20 (Phone) (Q2 2021/22)	→	Quarterly	Not available	Q3 2021/22 data available in January 2022
	65.20% (Footfall) (Q1 2021/22)	84.40% (Footfall) (Q2 2021/22)	→	Quarterly	Not available	Q3 2021/22 data available in January 2022
	94.50% (Webchat) (Q1 2021/22)	55.00% (Webchat) (Q2 2021/22)	→	Quarterly	Not available	Q3 2021/22 data available in January 2022
Number of days taken to process Housing Benefit new claims and change events (DWP measure)	3.46 (Q1 2021/22)	5.16 (August 2021)	↑ Bad	Quarterly	Not available	Q2 2021/22 data available in November 2021
% of 4Cs complaints (grade 1 and 2) responded to 'In Time'	49.59% (Q1 2021/22)	85.11% (Q2 2021/22)	↑ Good	Quarterly	Not available	Q3 2021/22 data available in January 2022
% of 4Cs complaints (grade 1 only) responded to 'In Time'	37.74% (Q1 2021/22)	77.78% (Q2 2021/22)	↑ Good	Quarterly	Not available	Q3 2021/22 data available in January 2022
CYC Apprenticeships	13 (Q1 2021/22)	19 (Q2 2021/22)	→	Quarterly	Not available	Q3 2021/22 data available in January 2022
FOI & EIR - % In time	76.50% (Q1 2021/22)	81.07% (Q2 2021/22)	→	Quarterly	Not available	Q3 2021/22 data available in January 2022
The DoT (Direction of Travel) is calculated on the latest three data points whether they are annual or quarterly. All historic data is available via the Open Data Platform						

**Average Sickness Days per FTE - CYC (Excluding Schools)**

77 At the end of August 2021, the average number of sickness days per FTE (rolling 12 months) has decreased to 9.12 days compared to 10.74 at the end of August 2020. Although the reduction since last year is positive, the reduction has levelled off and there has been a small increase in sickness days in the last few months due to pressures in frontline services.

**Customer Services Waiting Times (Phone / Footfall / Webchat etc)**

78 Customer Service is the main point of contact for residents and business visitors. During Q2 2021-22, the number of calls received increased to 61,568 (52,708 in Q1 2021-22), with 64% answered (39,466). 23% of calls were answered within 20 seconds. In addition, approximately 575 people contacted Customer Service for support due to the impact of COVID-19.

79 During Q2, 147 customers booked an appointment with Customer Service at West Offices and a further 2041 'dropped by' and received support. This figure includes Probation Services, Registrars and Blue Badge assessments. The majority of people 'dropping in' can access services without having to come to West Offices. In addition to speaking to customers over the phone, the customer service team also responded to 16,484 e-mails (an increase from 14,787 in the previous quarter). Customers are continuing to opt to access services using alternative means:

- 7,820 customers made payments using the auto payments facility
- 17,604 people used the auto operator
- 52% of street lighting and street cleansing issues were reported by customers on-line
- There were around 2 million pages of the CYC website reviewed (in Q2 1,923,347 pages reviewed)
- Web chat is now available for Council Tax customers, with 2,152 customers using the chat service during Q2, 55% of customers waited no more than 20 seconds for their chat to be answered and 86% said they were satisfied with the service.
- 1,660 (86%) of parking visitor voucher applications were submitted online.

**Number of days to process Benefit claims (currently Housing Benefit)**

80 Performance in this area has deteriorated over recent months, with the average number of days taken to process a new Housing Benefit claim, or a change in circumstance, being just over five days during August 2021 (compared to under two days during March 2021). York performance is, however, consistent with the most recent national average of 5.1 days (2019-20).

81 Significant work is being completed by the benefits team on processing covid grants and dealing with changes to peoples circumstances, meaning staff have been diverted into these areas. There continues to be ongoing welfare support payments for residents into 2021-22 with a local covid support grant replacing the winter grant scheme until the end of September 2021, the extension of the isolation grant scheme to March

2022, a further CTS hardship scheme and the YFAS fund. Support provided during 2021-22 to date includes:

- Over 5,800 CTS customers helped with council tax (£75) with a total value to date of £449k in 2021-22
- 536 Local Covid Support Grants totalling £156 to date in 2021-22
- Approx. 2,000 Local Covid Support Grants for CTS customers with children to be issued in September 2021 (£200k)
- 1,742 Isolation Grants totalling £871k (since 2020 to date)
- YFAS Payments totalling £128k to date in 2021-22
- Discretionary Housing Payments totalling £80k to date in 2021-22
- Mobile and internet access for digitally vulnerable residents totalling £10k to date in 2021-22

#### **% of 4C's Complaints responded to 'In Time' / % of Grade 1 4C's Complaints responded to 'In Time'**

- 82 In Q2 2021/22 there were 374 complaints dealt with as either a grade 1 or grade 2 complaint under the corporate 4Cs and 85.1% were responded to within their required timescales. This is a significant improvement for in time performance compared to the last reporting quarter and the Corporate Governance team will continue to work with managers and services across the council to maintain this improvement.

#### **CYC Apprenticeships**

- 83 At the end of September 2021, there were 19 CYC apprenticeships (this measure excludes those within schools and looks at standalone apprenticeships only, which does not include those being completed by staff alongside an existing CYC role), which is an increase from 13 at the end of June.

#### **FOI & EIR - % In time**

- 84 In Q2 2021-22, the council received 418 FOIs (Freedom of Information Act requests) and EIRs (Environmental Information Regulation requests) and 31 SARs (subject access to records request). We achieved an 81.07% in-time compliance for FOIs and EIRs and 57.14% for SARs. This shows a small improvement in the timeliness of FOI/EIR responses and a small decrease for SARs. The Corporate Governance team will continue to monitor the in time performance in these areas and work with managers and service areas to make sustained improvements.



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**Executive****18 November 2021**

Report of the Chief Finance Officer  
Portfolio of the Executive Member for Finance and Performance

**Capital Programme – Monitor 2 2021/22****Summary**

- 1 The purpose of this report is to set out the projected outturn position for 2021/22 including any under/over spends and adjustments, along with requests to re-profile budgets to/from current and future years.
- 2 The 2021/22 capital programme approved by Council on 25 February 2021 and updated for amendments reported to Executive in the 2020/21 outturn report resulted in an approved capital budget of £158.404m.

**Recommendations**

- 3 Executive is asked to:
  - Recommend to Full Council the adjustments resulting in a decrease in the 2021/22 budget of £15.142m as detailed in the report and contained in Annex A.
  - Note the 2021/22 revised budget of £143.262m as set out in paragraph 6 and Table 1.
  - Note the restated capital programme for 2021/22 – 2025/26 as set Reason: to enable the effective management and monitoring of the Council's capital programme.

**Consultation**

- 4 The capital programme was developed under the capital budget process and agreed by Council on 25 February 2021. Whilst the capital programme as a whole is not consulted on, the individual scheme proposals and associated capital receipt sales do follow a consultation process with local Councillors and residents in the locality of the individual schemes.

## Summary of Key Issues

- 5 A decrease of £15.142m is detailed in this monitor resulting in a revised capital programme for 2021/22 of £143.262m. There is an increase of £4.402m in 2021/22 and a re-profiling of budgets to future years totalling £19.544m. The majority of this re-profiling is due to delays in schemes such as Highways, Bridge Maintenance and Flood Alleviation schemes to match latest expected expenditure profiles and re-profiling of Basic Need grant funding.
- 6 Table 1 outlines the variances reported against each portfolio area and a summary of the key exceptions and implications on the capital programme are highlighted in the paragraphs that follow.

Department	Current Approved Budget £m	Projected Outturn £m	Adjustment £m	Reprofile £m	Total Variance £m	Paragraph Ref
Children's services	24.303	13.092	<b>3.713</b>	<b>(14.294)</b>	<b>(11.211)</b>	7 - 24
Adult Social Care	2.297	2.297	-	-	-	-
Housing & Community Safety	42.128	42.649	<b>0.521</b>	-	<b>0.521</b>	25 - 29
Transport, Highways & Environment	60.879	56.765	<b>0.506</b>	<b>(4.620)</b>	<b>(4.114)</b>	30 - 36
Property Services	16.760	16.760	-	-	-	-
Community Stadium	2.066	2.066	-	-	-	-
FM & Buildings	1.911	1.911	-	-	-	37 - 38
ICT	2.625	2.475	<b>(0.150)</b>	-	<b>(0.150)</b>	39 - 42
Customer & Corporate Services	2.409	2.209	<b>(0.200)</b>	-	<b>(0.200)</b>	-
Communities, Culture & Public Realm	3.026	3.038	-	-	-	43
<b>Total</b>	<b>158.404</b>	<b>143.262</b>	<b>4.402</b>	<b>(19.544)</b>	<b>(15.142)</b>	

**Table 1 Capital Programme Forecast Outturn 2021/22**

## Analysis

### Children, Education & Communities

- 7 Amendments to this area of the capital programme have resulted in a reduction of £11.211m in 2021/22.

Scheme	Amendment	21/22 £m	22/23 £m	Further Details – Paragraph ref
NDS Devolved Capital	Adjustment	<b>0.231</b>	-	19
DfE Maintenance	Adjustment	<b>2.103</b>	-	8 – 10
Basic Need	Adjustment	<b>0.433</b>	-	8 – 10
Basic Need	Re-profile	<b>(9.000)</b>	<b>9.000</b>	12
Fulford School Expansion Phase 1 and 2	Re-profile	<b>(2.500)</b>	<b>2.500</b>	11
Applefields extension work	Adjustment	<b>0.250</b>	<b>0.515</b>	8 – 10
Danesgate extension	Adjustment	-	<b>1.900</b>	8 – 10
Expansion & improvement of facilities for pupils with SEND	Re-profile	<b>(0.500)</b>	<b>0.500</b>	20
Schools essential building work	Re-profile	<b>(1.308)</b>	<b>1.308</b>	16-18
Schools essential mechanical & electrical work	Re-profile	<b>(1.239)</b>	<b>1.239</b>	16-18
Improving School accessibility	Adjustment	<b>0.330</b>	-	

- 8 The current approved budget for the main Basic Need scheme in the programme is £9.564m. However the effect of the paper at Executive on 20th May 2021 regarding Applefields and Danesgate needs reflecting in the programme. A scheme was approved at this meeting for additional teaching and office accommodation at Applefields over two years, costing £250k in 2021/22 and £515k in 2022/23.
- 9 Also approved was a scheme being developed at Danesgate to reorganise the existing site to accommodate students with a range of different needs including PRU students and EHCP students with SEMH needs at a budgeted cost of £1.900m. This scheme is currently being planned for summer 2022.
- 10 Both of these schemes were planned and approved to be fully funded from Basic Need, however following an announcement from the DfE an additional

SEND capital grant of £627k has been allocated and received which can now be allocated to these schemes as a replacement for the equivalent amount of Basic Need funding.

- 11 Other amendments to this scheme are to add in an amount of £33k of Section 106 relevant to a minor scheme and to transfer back from the Fulford scheme £400k of Basic Need due to the receipt of Section 106 funding which can be used to part-fund the Fulford scheme.
- 12 As no further work is expected in 2021/22 it is proposed to re-profile £9.000m of this into 2022/23. This leaves an amount of just under £1m in the main Basic Need budget for 2021/22, to deal with any additional urgent requirements before the year-end, for example if additional resources are required to supplement the SEND expansion of Facilities scheme as a result of the Inclusion Review
- 13 A further amendment to the scheme has been made in 2022/23 to reflect confirmation of an amount of new Basic Need funding announced for this year. The addition of a total of £6.205m represents the additional funding announced net of an assumption already included in the programme.
- 14 The major expansion scheme at Fulford School has been delayed due to the requirement to ensure all planning conditions were fulfilled before the contractor is able to begin on site. The main contract work has not yet begun therefore the spend profile needs to be adjusted. At this stage an amount of £2.500m is proposed to be re-profiled to 2022/23.
- 15 The Southbank All Weather Pitch is complete with only final payments outstanding.
- 16 A significant number of schemes have been carried out over the summer of 2021 within the School Condition and Maintenance programme, including many schemes postponed from 2020 due to the Covid pandemic. A major scheme to upgrade kitchen and dining-room facilities has been carried out mainly over the summer at Huntington School with completion scheduled for the October half-term.
- 17 Other major schemes which have been carried out over the summer or will be completed at October half-term include: Clifton Green Primary (a major programme of works, including toilet replacement, a further phase of rewiring, and pipework replacement); Dringhouses Primary (window and door replacement together with improvements to the main entrance); Ralph Butterfield Primary (roof works and minor drainage improvements); St Mary's Primary (kitchen refurbishment); St Pauls Primary (roof works and

rewiring); St Paul's Nursery (door and window replacement), Stockton-on-Forest Primary (heating pipework), and various smaller works at a number of other schools in the city.

- 18 As most schemes are now complete or nearing completion it is clear that there is an overall underspend on the maintenance programme. It is therefore proposed to re-profile the majority of this underspend into 2022/23 to add to the available funding for planning the 2022/23 programme. Across the two LA funded Maintenance schemes in the programme this is a total of £2.547m.
- 19 The LA has received £231k of Devolved Formula Capital Grant for 2021/22 which needs adding into the programme.
- 20 An additional grant of £627k for the expansion of SEND provision has been allocated by the Department for Education and received in 2021/22. This is added into the programme at this monitor and has been used to contribute to the schemes at Applefields and Danesgate reported above.
- 21 There is unlikely to be a significant amount of further spend in 2021/22 in the SEND facilities scheme therefore it is proposed to re-profile £877k into 2022/23, part to contribute to the scheme at Danesgate reported on earlier in this report.
- 22 The work at All Saints to improve accessibility is being progressed. This has now been combined with urgent boiler works which have been funded by contributions from the Diocese and the school together with a small amount of maintenance funding.

### **Maintenance Schemes for 2022/23**

- 23 School maintenance schemes for 2022/23 are currently being planned. At this stage the Directorate is working within an overall funding amount of approximately £3.250m, based on an assumption of the 2022/23 Condition and Maintenance allocation from the DfE and the available underspend from 2021/22 reported above. A number of schemes have previously received member approval as part of previous years planning but were unable to proceed due to lack of funding. Many of these are expected to be part of the 2022/23 programme.
- 24 It is possible that some new emerging issues may be deemed a higher priority as part of this planning round and permission is sought for officers to have delegated authority (perhaps in consultation with the Executive Member for Children and Young People) to substitute new schemes where

this is felt to be required. All decisions will be made based on being affordable within the overall funding available.

### **Housing & Community Safety**

- 25 There are no variances to disclose as part of this report. Updates on progress across schemes in this area are summarised below.
- 26 Capital works across the LA housing stock is going well as Covid controls have reduced, with 135 homes receiving works via our current Tenants Choice programme as well as 71 homes receiving remedial works to deal with standing water in sub-floor areas, and a further 27 properties fully modernised through the Void scheme. Voids have increased this year and as such an additional sub-contractor has now been appointed to assist our in-house team deal with this workload to ensure that the properties are repaired to a lettable standard in the shortest time possible.
- 27 Within the Housing delivery programme an update was provided to Executive on 14<sup>th</sup> October 2021 on the Housing Delivery Programme including the successful bid of £2.429m from the One Public Estate Brownfield Land Release Fund, to cover the abnormal costs of developing the Ordnance Lane site.
- 28 Work on Lowfield Green is progressing well despite some delays related to national material and labour shortages. Phase 3, comprising of 18 mixed tenure apartments for over 55s and a large area of public space and play area, completes on 8th October 2021 with new residents due to move in throughout October and November. Phase 4 is expected to complete this financial year and will provide a further 35 family homes for social rent, shared ownership and market sale. The final phase is due to complete in late summer 2022.
- 29 The Shared Ownership Programme is nearing an end with 64 of the 65 properties now purchased. In quarter 2 we purchased 4 shared ownership properties and sold equity shares in 3 of these properties. In addition, we have seen the first tenant fully staircase, and now owns 100% of their property. The budget for this scheme is modelled on 50% of each home being funded by the HRA and resources from Homes England funding. The matched funding is received as a capital receipt when the purchaser buys an equity share of the property, as such the receipts from the sale of the 3 shared ownership homes, totalling £512k are required to be reinvested back in to the programme

## Transport, Highways & Environment

30 Amendments to this area of the capital programme have resulted in a reduction of £4.114m in 2021/22.

Scheme	Amendment	21/22 £m	22/23 £m	Further Details – Paragraph ref
Highways Schemes	Adjustment	<b>(1.300)</b>	-	31 – 32
Highways Schemes	Re-profile	<b>(0.920)</b>	<b>0.920</b>	31 - 32
Drainage Investigation and Renewal	Re-profile	<b>(0.150)</b>	<b>0.150</b>	-
Local Transport Plan (LTP)	Adjustment	<b>1.751</b>	-	-
Hyper Hubs	Adjustment	<b>(0.323)</b>	-	-
Haxby Station	Adjustment	<b>0.650</b>	-	-
TCF – Tadcaster Road Improvements	Re-profile	<b>(0.050)</b>	<b>0.050</b>	-
Flood Scheme Contributions	Re-profile	<b>(1.500)</b>	<b>1.500</b>	33
Wayfinding	Adjustment	<b>(0.122)</b>	-	-
EV Charging Asset Replacement	Adjustment	<b>(0.150)</b>	-	-
Essential Bridge Maintenance	Re-profile	<b>(1.100)</b>	<b>1.100</b>	-
Flood Alleviation Schemes incl Germany Beck	Re-profile	<b>(1.100)</b>	<b>1.100</b>	-

31 Within the Highways scheme £920k has been re-profiled in relation to surface dressing works which cannot be completed in 21/22 due to the requirement for more extensive pre patching and surface water related repairs to be completed first. £650k has also been transferred from Highways to a new scheme at Haxby Station as agreed at Executive on 30<sup>th</sup> September. A total of £400k DfT grant and £250k CYC funds have been used to establish this scheme.

32 Additional grant funding of £500k has been awarded within the LTP scheme. This is additional funding for the TSAR programme awarded to CYC by DfT following a successful bid. This will be used to upgrade pedestrian crosses across the city.

33 Funds of £1.5m within the Flood scheme have been re-profiled to 22/23. This is due to these being CYC contributions to wider flood schemes so the timescale is not wholly determined by CYC.

- 34 The Lendal Bridge scheme delivery will now not be completed in 21/22 due to preparatory scoping works still to complete.

### **Property Services**

- 35 The delivery of the Guildhall project continued through Q2 with a number of significant project milestones being achieved: the site crane was dismantled and removed from site; and the majority of the scaffold has been removed from the exterior of the building, revealing the conservation and repair works to the riverside elevations. The quality of this work is a testament to the specialists employed to deliver the conservation packages. This is a complex project and there has been a requirement for additional works and essential repairs, when the actual condition of the existing building has been exposed, some in accordance with the contract, but with other elements at additional cost. The site works continued throughout the period, although there were some Covid related impacts in the early part of the summer.
- 36 Members are aware of the previously reported delays, and there has been further delay in securing utility connections from statutory undertakers. Some additional fit-out works for the incoming tenant (at their cost) have also been added into the contract. The project team are working closely with the contractor to manage these impacts and details of the delay and the associated additional costs will be reported in the next quarter's update. The project is now progressing well towards completion, but with finishing works and commissioning of services now extending into early 2022

### **FM & Buildings**

- 37 Phase 2 of the refurbishment works at the Registry Office was delayed in 20/21 largely due to the pandemic. Design work is being finalised and work is expected to be completed in 21/22
- 38 Work on the Crematorium waiting room refurbishment was delayed in 20/21 due to the pandemic. A modular building solution has been identified and installation is expected to be completed before the end of March 2022.

### **Customer & Corporate Services - IT**

- 39 Since monitor 1, the procurement process to secure a new Managed Service provider has concluded and the phased work programme to implement the significant infrastructure technology refresh has been

initiated. The first phase includes the upgrade and replacement of our WIFI platform which is essential to enable and support the Working as One programme, and was a key requirement of the tender process

- 40 Our new MSA provider has taken early positive action to secure the required equipment and resources which means that we are able to deliver significant elements of this important refresh within this financial year. This will require an early drawdown of identified and planned capital from the 5 year ICT Development Plan rolling programme of work and total capital expenditure in 21/22 is now forecast to be £3.655m
- 41 Work continues on the drive to support all staff working flexibly and at home due to the pandemic and this will be further developed by the cross Directorate project, Working as One, which will support new ways of working over the coming months
- 42 Work also continues to further develop and expand the cities digital connectivity landscape that is providing the city's residents, communities and businesses access to enhanced broadband services both within our more rural communities and suburban areas through the multiple programmes that the service is working within

### **Communities, Culture & Public Realm**

- 43 It is proposed to transfer the current balance on the Haxby Library Replacement scheme (£734k) into the main Library Investment scheme. This will facilitate the management of all library improvement and expansion works under one budget with flexibility to manage resources between the schemes to best effect. The first priority will be the replacement of Haxby Library, with the work on the major scheme to develop the new library in Clifton carrying on alongside this scheme.

## Summary

44 As a result of the changes highlighted above the revised 5 year capital programme is summarised in Table 2.

<b>Gross Capital Programme</b>	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>Total</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>
Childrens services	13.092	22.129	-	-	-	<b>35.221</b>
Adult Social Care	2.297	0.638	0.660	0.682	0.705	<b>4.982</b>
Housing & Community Safety	42.649	48.694	42.318	33.544	32.104	<b>199.309</b>
Transport, Highways & Environment	56.765	37.902	35.988	37.400	14.240	<b>182.295</b>
Property Services	16.760	0.578	38.749	0.250	0.250	<b>56.587</b>
Community Stadium	2.066	-	-	-	-	<b>2.066</b>
FM & Buildings	1.911	0.750	0.400	0.250	0.250	<b>3.561</b>
ICT	2.475	2.190	2.070	2.070	2.920	<b>11.725</b>
Customer & Corporate Services	2.209	0.400	0.200	0.200	0.200	<b>3.209</b>
Communities, Culture & Public Realm	3.038	2.000	-	-	-	<b>5.038</b>
<b>Revised Programme</b>	<b>143.262</b>	<b>115.281</b>	<b>120.385</b>	<b>74.396</b>	<b>50.669</b>	<b>503.993</b>

**Table 2 Revised 5 Year Capital Programme  
Funding the 2021/22 – 2025/26 Capital Programme**

45 The revised 2021/22 capital programme of £143.262m is funded from £42.121m of external funding and £101.141m of internal funding. Table 3 shows the projected call on resources going forward.

	<b>2021/22</b>	<b>2022/23</b>	<b>2023/24</b>	<b>2024/25</b>	<b>2025/26</b>	<b>Total</b>
	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>	<b>£m</b>
<b>Gross Capital Programme</b>	<b>143.262</b>	<b>115.281</b>	<b>120.385</b>	<b>74.396</b>	<b>50.669</b>	<b>503.993</b>
Funded by:						
External Funding	42.121	48.821	31.446	29.366	9.055	<b>160.809</b>
Council Controlled Resources	101.141	66.460	88.939	45.030	41.614	<b>343.184</b>
<b>Total Funding</b>	<b>143.262</b>	<b>115.281</b>	<b>120.385</b>	<b>74.396</b>	<b>50.669</b>	<b>503.993</b>

**Table 3 – 2021/22 –2025/26 Capital Programme Financing**

46 The Council controlled figure is comprised of a number of resources that the Council has ultimate control over. These include Right to Buy receipts, revenue contributions, supported (government awarded) borrowing, prudential (Council funded) borrowing, reserves (including Venture Fund) and capital receipts

47 In financing the overall capital programme the Chief Finance Officer will use the optimum mix of funding sources available to achieve the best financial position for the Council. Therefore an option for any new capital receipts would be to use these to replace assumed borrowing, thereby reducing the Councils' borrowing levels and associated revenue costs.

### **Council Plan**

48 The information contained in this report demonstrates progress in achieving the priorities set out in the Council Plan.

### **Implications**

49 This report has the following implications:

- **Financial** - are contained throughout the main body of the report
- **Human Resources (HR)** – There are no HR implications as a result of this report
- **One Planet Council/ Equalities** – The capital programme seeks to address key equalities issues that affect the Council and the public. Schemes that address equalities include the Disabilities Support Grant, the Schools Access Initiative, the Community Equipment Loans Store (CELS) and the Disabilities Discrimination Act (DDA) Access Improvements. All individual schemes will be subject to Equalities Impact Assessments
- **Legal Implications** - Whilst this report itself does not have any legal implications, the schemes within the capital programme will themselves will be in receipt of legal advice where necessary
- **Crime and Disorder** - There are no crime and disorder implications as a result of this report.
- **Information Technology** – The information technology implications are contained within the main body of the report,
- **Property** - The property implications of this paper are included in the main body of the report which covers the funding of the capital programme from capital receipts.
- **Other** – There are no other implications

### **Risk Management**

50 There are a number of risks inherent in the delivery of a large scale capital programme. To mitigate against these risks the capital programme is

regularly monitored as part of the corporate monitoring process, and the project management framework. This is supplemented by internal and external audit reviews of major projects.

### Contact Details

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	<b>Report Approved</b>	√	<b>Date</b> 4/11/21
<b>Wards Affected:</b> All			
For further information please contact the author of the report			

<b>Specialist Implications:</b>
Legal – Not Applicable
Property – Not Applicable
Information Technology – Not Applicable

### Annexes

Annex A – Capital Programme 2021/22 to 2025/26

	2021/22	2022/23	2023/24	2024/25	2025/26	Total Capital Programme 2021/22- 2025/26 £000
	£000	£000	£000	£000	£000	£000
<b>CHILDRENS SERVICES</b>						
Basic Need	997	13,167	0	0	0	14,164
Fulford School Expansion 2020 Phase 1 and 2	2,803	3,500	0	0	0	6,303
DfE Maintenance	2,934	0	0	0	0	2,934
Schools Essential Building Work	1,250	1,308	0	0	0	2,558
Schools Essential Mechanical & Electrical Work	1,312	1,239	0	0	0	2,551
Danesgate Extension 2022	0	1,900	0	0	0	1,900
Children in Care Residential Commissioning Plan	1,358	0	0	0	0	1,358
Expansion and Improvement of Facilities for Pupils with SEND	339	500	0	0	0	839
Applefields Extension Work 2021 and 2022	250	515	0	0	0	765
Improving School Accessibility	682	0	0	0	0	682
Southbank Expansion	311	0	0	0	0	311
Centre of Excellence for Disabled Children (Lincoln Court)	241	0	0	0	0	241
NDS Devolved Capital	231	0	0	0	0	231
Family Drug & Alcohol Assess/Recovery Facility	100	0	0	0	0	100
Adaptions to Foster Carer Homes	100	0	0	0	0	100
Healthy Pupils Capital Fund	93	0	0	0	0	93
Archbishop Holgate's School Expansion	91	0	0	0	0	91
Children & Young Peoples services & Building based provision review	0	0	0	0	0	0
<b>ADULT SOCIAL CARE</b>						
Telecare Equipment and Infrastructure	276	259	267	275	283	1,360
Disabled Support Grant	268	240	250	260	270	1,288
Major Items of Disability Equipment	160	139	143	147	152	741
OPA-Community Space at Marjorie WaiteCourt	557	0	0	0	0	557
OPA-Ashfield Estate Sports Pitches	393	0	0	0	0	393
Proof of Concept for robotics & AI within social care	200	0	0	0	0	200
OPA-Haxby Hall	170	0	0	0	0	170
OPA Residual Enabling Work	141	0	0	0	0	141
OPA - the Centre@Burnholme including enabling works	73	0	0	0	0	73
OPA-Burnholme Sports Facilities	59	0	0	0	0	59
<b>HOUSING &amp; COMMUNITY SAFETY (HRA &amp; GF)</b>						
Local Authority Homes - New Build Project	1,000	11,900	18,343	20,000	18,829	70,072
Major Repairs & Modernisation of Local Authority Homes	10,866	9,915	8,462	8,769	8,720	46,732
LA Homes - Burnholme	3,182	11,000	7,345	600	0	22,127
Lowfield Housing	10,230	3,900	700	0	0	14,830
Disabled Facilities Grant (Gfund)	2,119	2,106	2,236	2,375	2,375	11,211
Duncombe Barracks	1,589	5,500	1,862	0	0	8,951
Local Authority Homes - Phase 2	1,679	2,303	1,200	0	0	5,182
Local Authority Homes - Project Team	683	680	830	1,000	1,370	4,563
Assistance to Older & Disabled People	728	610	620	630	640	3,228
Shared Ownership Scheme	3,062	0	0	0	0	3,062
Home Upgrade Grant (G/fund)	2,660	0	0	0	0	2,660
LA Homes Energy Efficiency Programme	1,500	250	250	0	0	2,000
Extension to Marjorie Waite Court	1,107	200	0	0	0	1,307
Housing Environmental Improvement Programme	363	170	170	170	170	1,043
IT Infrastructure	600	0	0	0	0	600
LA Homes - Hospital Fields/Ordnance Lane	592	0	0	0	0	592
Water Mains Upgrade	60	110	300	0	0	470
James House	183	0	0	0	0	183
Lincoln Court Independent Living Scheme	127	0	0	0	0	127
Willow House Housing Development	120	0	0	0	0	120
Empty Homes (Gfund)	50	50	0	0	0	100
Extension to Glen Lodge	88	0	0	0	0	88
Local Authority Homes - Phase 1	61	0	0	0	0	61
<b>TRANSPORT, HIGHWAYS &amp; ENVIRONMENT</b>						
York Outer Ring Road - Dualling	3,107	3,422	23,330	29,084	3,640	62,583
Highway Schemes	8,774	8,297	7,377	5,780	7,280	37,508
WYTF - Station Frontage	4,863	17,413	1,831	0	0	24,107
Local Transport Plan (LTP) *	6,150	1,570	1,570	1,570	1,570	12,430
Highways - Tadcaster Road	4,840	0	0	0	0	4,840
Drainage Investigation & Renewal	831	850	700	700	900	3,981
Waste Vehicle Replacement	3,695	0	0	0	0	3,695
Replacement Vehicles & Plant	3,513	0	0	0	0	3,513
Flood Alleviation Schemes including Germany Beck	2,300	1,000	0	0	0	3,300
Replacement of Unsound Lighting Columns	618	644	644	66	550	2,522
York City Walls Restoration Programme	1,292	376	336	0	300	2,304
Fleet Acquisition	2,151	0	0	0	0	2,151
Highways & Transport - Ward Committees	1,730	250	0	0	0	1,980
Electric charging Infrastructure	1,800	0	0	0	0	1,800
Smarter Travel Evolution Programme	1,500	0	0	0	0	1,500
Flood Scheme Contributions	0	1,500	0	0	0	1,500
TCF - Tadcaster Road Improvements	150	1,280	0	0	0	1,430
Built Environment Fund - Hostile Vehicle Mitigation	1,329	0	0	0	0	1,329
Essential Bridge Maintenance	0	1,100	0	0	0	1,100
Hyper Hubs	1,003	0	0	0	0	1,003
Highways Drainage Works	274	200	200	200	0	874
Haxby Station	650	0	0	0	0	650
Special Bridge Maintenance (Struct maint)	515	0	0	0	0	515
Fordlands Road Flood Defences	486	0	0	0	0	486
Clean Air Zone	463	0	0	0	0	463
City Fibre Network	410	0	0	0	0	410
National Cycle Network 65 Targeted Repairs	378	0	0	0	0	378

EV Charging Asset Replacement	374	0	0	0	0	374
WYTF - Castle Gateway Development	355	0	0	0	0	355
Fleet & Workshop Compliance	338	0	0	0	0	338
Flood Defences	317	0	0	0	0	317
Better Bus Area Fund	312	0	0	0	0	312
Better Play Areas	272	0	0	0	0	272
Litter Bin Replacement Programme	241	0	0	0	0	241
Traffic control/ reduction and public realm improvements in Bishophill/ Mi	230	0	0	0	0	230
Knivesmire Culverts	227	0	0	0	0	227
Flood Sign Renewal and Rainfall monitoring	200	0	0	0	0	200
Scarborough Bridge	178	0	0	0	0	178
CCTV Asset Renewal	157	0	0	0	0	157
River Bank repairs	149	0	0	0	0	149
Stonegate Natural Stone Renewal	123	0	0	0	0	123
Rowntree Park Lodge	121	0	0	0	0	121
Non Illuminated Structural asset renewal	116	0	0	0	0	116
Access Barrier Review	100	0	0	0	0	100
Wheeled Bins in Back Lane and Terraced Areas	61	0	0	0	0	61
Car Park Improvements	38	0	0	0	0	38
Hazel Court conversion of storage area to operational hub	17	0	0	0	0	17
Public Realm footpaths	16	0	0	0	0	16
Pothole spotter trial	1	0	0	0	0	1
Wayfinding	0	0	0	0	0	0
<b>PROPERTY SERVICES</b>						
York Central Infrastructure	4,136	300	38,476	0	0	42,912
Guildhall	7,791	0	0	0	0	7,791
Castle Gateway (Picadilly Regeneration)	2,828	0	0	0	0	2,828
Asset Maintenance + Critical H&S Repairs	356	250	250	250	250	1,356
Holgate Park Land – York Central Land and Clearance	397	0	0	0	0	397
LCR Revolving Investment Fund	300	0	0	0	0	300
29 Castlegate	270	0	0	0	0	270
Commercial Property Acquisition incl Swinegate	196	0	0	0	0	196
Shambles Modernisation - Power	180	0	0	0	0	180
Community Asset Transfer	175	0	0	0	0	175
York Central	75	0	0	0	0	75
Air Quality Monitoring (Gfund)	23	28	23	0	0	74
Built Environment Fund - Shopping Area Improvements	17	0	0	0	0	17
Shambles Health & Safety	16	0	0	0	0	16
<b>STADIUM &amp; MAJOR PROJECTS</b>						
Community Stadium	2,066	0	0	0	0	2,066
<b>FM &amp; BUILDINGS</b>						
Climate Change schemes including Northern Forest	965	600	400	250	250	2,465
Crematorium Waiting Room	242	0	0	0	0	242
Removal of Asbestos	137	100	0	0	0	237
West Offices - Major repairs	237	0	0	0	0	237
Hazel Court welfare facilities	96	0	0	0	0	96
Photovoltaic Energy Programme	94	0	0	0	0	94
Fire Safety Regulations - Adaptations	27	50	0	0	0	77
Registry office Phase 2 Refurbishment	73	0	0	0	0	73
Mansion House Restoration	24	0	0	0	0	24
Replacement of 2 Cremators	16	0	0	0	0	16
<b>ICT</b>						
IT Development plan	2,475	2,070	2,070	2,070	2,920	11,605
IT Superconnected Cities	0	120	0	0	0	120
<b>CUSTOMER &amp; CORPORATE SERVICES</b>						
Project Support Fund	407	400	200	200	200	1,407
Covid Recovery Fund	1,000	0	0	0	0	1,000
Capital Contingency	802	0	0	0	0	802
<b>COMMUNITIES, CULTURE &amp; PUBLIC REALM</b>						
Libraries as Centres of Learning and Opportunity for all: Acomb & Clifton	2,746	2,000	0	0	0	4,746
Westfield Multi Use Games Area	200	0	0	0	0	200
Energise Roof	58	0	0	0	0	58
Explore Central Library Urgent Roof repairs	34	0	0	0	0	34
Haxby Library Reprovision	0	0	0	0	0	0
<b>GROSS EXPENDITURE BY DEPARTMENT</b>						
<b>PEOPLE DIRECTORATE</b>						
CHILDRENS SERVICES	13,092	22,129	0	0	0	35,221
ADULT SOCIAL CARE	2,297	638	660	682	705	4,982
<b>PLACE DIRECTORATE</b>						
HOUSING & COMMUNITY SAFETY (HRA & GF)	42,649	48,694	42,318	33,544	32,104	199,309
TRANSPORT, HIGHWAYS & ENVIRONMENT	56,765	37,902	35,988	37,400	14,240	182,295
PROPERTY SERVICES	16,760	578	38,749	250	250	56,587
<b>CHIEF OPERATING OFFICER</b>						
STADIUM & MAJOR PROJECTS	2,066	0	0	0	0	2,066
FM & BUILDINGS	1,911	750	400	250	250	3,561
ICT	2,475	2,190	2,070	2,070	2,920	11,725
CUSTOMER & CORPORATE SERVICES	2,209	400	200	200	200	3,209
COMMUNITIES, CULTURE & PUBLIC REALM	3,038	2,000	0	0	0	5,038
<b>TOTAL BY DEPARTMENT</b>	<b>143,262</b>	<b>115,281</b>	<b>120,385</b>	<b>74,396</b>	<b>50,669</b>	<b>503,993</b>
<b>TOTAL GROSS EXPENDITURE</b>	<b>143,262</b>	<b>115,281</b>	<b>120,385</b>	<b>74,396</b>	<b>50,669</b>	<b>503,993</b>
<b>TOTAL EXTERNAL FUNDING</b>	<b>42,121</b>	<b>48,821</b>	<b>31,446</b>	<b>29,366</b>	<b>9,055</b>	<b>160,809</b>
<b>TOTAL INTERNAL FUNDING</b>	<b>101,141</b>	<b>66,460</b>	<b>88,939</b>	<b>45,030</b>	<b>41,614</b>	<b>343,184</b>



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**Executive****18 November 2021**

Report of the Chief Finance Officer

Portfolio of the Executive Member for Finance and Performance

**Treasury Management Mid-Year Review and Prudential Indicators  
2021/22****Summary**

1. The Council is required through legislation to provide members with a mid-year update on treasury management activities. This report provides an update on activity for the period 1 April 2021 to 30 September 2021.

**Recommendations**

2. Members are required, in accordance with the Local Government Act 2003 (revised), to:
  - Note the Treasury Management activities to date in 2021/22
  - Note the Prudential Indicators set out at Annex A and note the compliance with all indicators.

Reason: to ensure the continued performance of the Council's Treasury Management function.

**Background**

3. The Treasury Management function is responsible for the effective management of the Council's investments, cash flows, banking, and money market transactions. It also considers the effective control of the risks associated with those activities and ensures optimum performance within those risk parameters.
4. This mid-year report has been prepared in compliance with the Chartered Institute of Public Finance and Accountancy's (CIPFA) Code of Practice on Treasury Management, and covers the following:
  - An economic update for the first part of the 2020/21 financial year;
  - A review of the Treasury Management Strategy Statement and Annual Investment Strategy;
  - The prudential indicators;
  - A review of the Council's investment portfolio;

- A review of the Council’s borrowing strategy;
- A review of compliance with the Treasury and Prudential Limits.

### Interest Rate Forecast

5. Table 1 is Link Asset Services Interest Rate forecast for both the bank rate and long term Public Works Loans Board borrowing rates (note all figures are percentages):

	Dec 21	Mar 22	Jun 22	Sep 22	Dec 22	Mar 23	Jun 23	Sep 23	Dec 23	Mar 24
<b>Bank Rate</b>	0.10	0.10	0.25	0.25	0.25	0.25	0.50	0.50	0.50	0.75
<b>5 Yr PWLB rate</b>	1.40	1.40	1.50	1.50	1.60	1.60	1.60	1.70	1.70	1.70
<b>10 Yr PWLB rate</b>	1.80	1.80	1.90	1.90	2.00	2.00	2.00	2.10	2.10	2.10
<b>25 Yr PWLB rate</b>	2.20	2.20	2.30	2.30	2.40	2.40	2.40	2.50	2.50	2.50
<b>50 Yr PWLB rate</b>	2.00	2.00	2.10	2.20	2.20	2.20	2.20	2.30	2.30	2.40

**Table 1: Link Asset Services Interest Rate Forecast (%)**

6. The coronavirus outbreak has done huge economic damage to the UK and economies around the world. After the Bank of England took emergency action in March 2020 to cut Bank Rate to 0.10%, it left Bank Rate unchanged at its subsequent meetings.
7. As shown in the forecast table above, one increase in Bank Rate from 0.10% to 0.25% has now been included in quarter 2 of 2022/23, a second increase to 0.50% in quarter 2 of 23/24 and a third one to 0.75% in quarter 4 of 23/24
8. The Monetary Policy Committee has acknowledged that the “challenge of avoiding a steep rise in unemployment has been replaced by that of ensuring a flow of labour into jobs”. They will be closely monitoring any evidence regarding developments in the labour market and particularly unemployment and underlying wage pressures given the potential danger that labour shortages could push up wage growth by more than expected and that, as a result, CPI inflation would stay above the 2% target for longer.

9. There continues to be concern that more recent increases in prices, particularly the increases in gas and electricity prices in October and due again next April, are likely to lead to faster and higher inflation expectations and underlying wage growth, which would in turn increase the risk that price pressures would prove more persistent next year than previously expected.
10. COVID-19 vaccines have boosted confidence in the market. With the household saving rate having been exceptionally high since the first lockdown in March 2020, there is plenty of pent up demand and purchasing power stored up for services in hard hit sectors like restaurants, travel and hotels. The big question is whether mutations of the virus could develop which render current vaccines ineffective, as opposed to how quickly vaccines can be modified to deal with them and enhanced testing programmes be implemented to contain their spread.

### **Annual Investment Strategy Update**

11. Council approved the Treasury Management Strategy Statement for 2021/22 on 25 February 2021. There are no policy changes and the details in this report do not amend the Statement.
12. The Council's Annual Investment Strategy, which is incorporated in the Strategy, outlines the Council's investment priorities as follows:
  - security of capital
  - liquidity
  - yield
  - FTSE4Good index
13. The Council continues to aim to achieve the optimum return (yield) on investments commensurate with the proper levels of security and liquidity and the Council's risk appetite.

### **Investment Portfolio**

14. The average level of cash balances available for investment purposes in the first 6 months of 2021/22 was £40.376m (£20.272m for the same 6-month period in 20/21). The level of cash balances available is largely dependent on the timing of the Council's cash flow as a result of precept payments, receipt of grants, receipt of developers contributions, borrowing for capital purposes, payments to its suppliers of goods and services and spend progress on the Capital Programme. These funds are therefore only available on a temporary basis depending on cash flow movement.

The average level of cash balances has increased compared to a year ago due to a number of factors. These include the 2021/22 cash transactions between the Council and MHCLG in relation to business rates being

significantly different in 2021/22 compared to previous years with repayments to MHCLG over the full financial year reducing by approximately £35m. Government continues to provide Covid related support to businesses through business rate relief. This is paid directly to local authorities and improves the Council's cash flow position because the cash receipt from MHCLG is received before the business would have paid the Council. Significant payments were received of approximately £22m during the first 6 months of the year.

15. With the increase in cash balances over 2021/21 so far the Council has been able to delay taking on long term debt to finance the Councils capital programme, compared to the second half of 2020/21 where new debt had been taken to cover the Councils under borrowed position.
16. Investment return (calculated as the amount of interest earned against the average cash balance for the period) during the first six months of 2021/22 is shown in table 2:

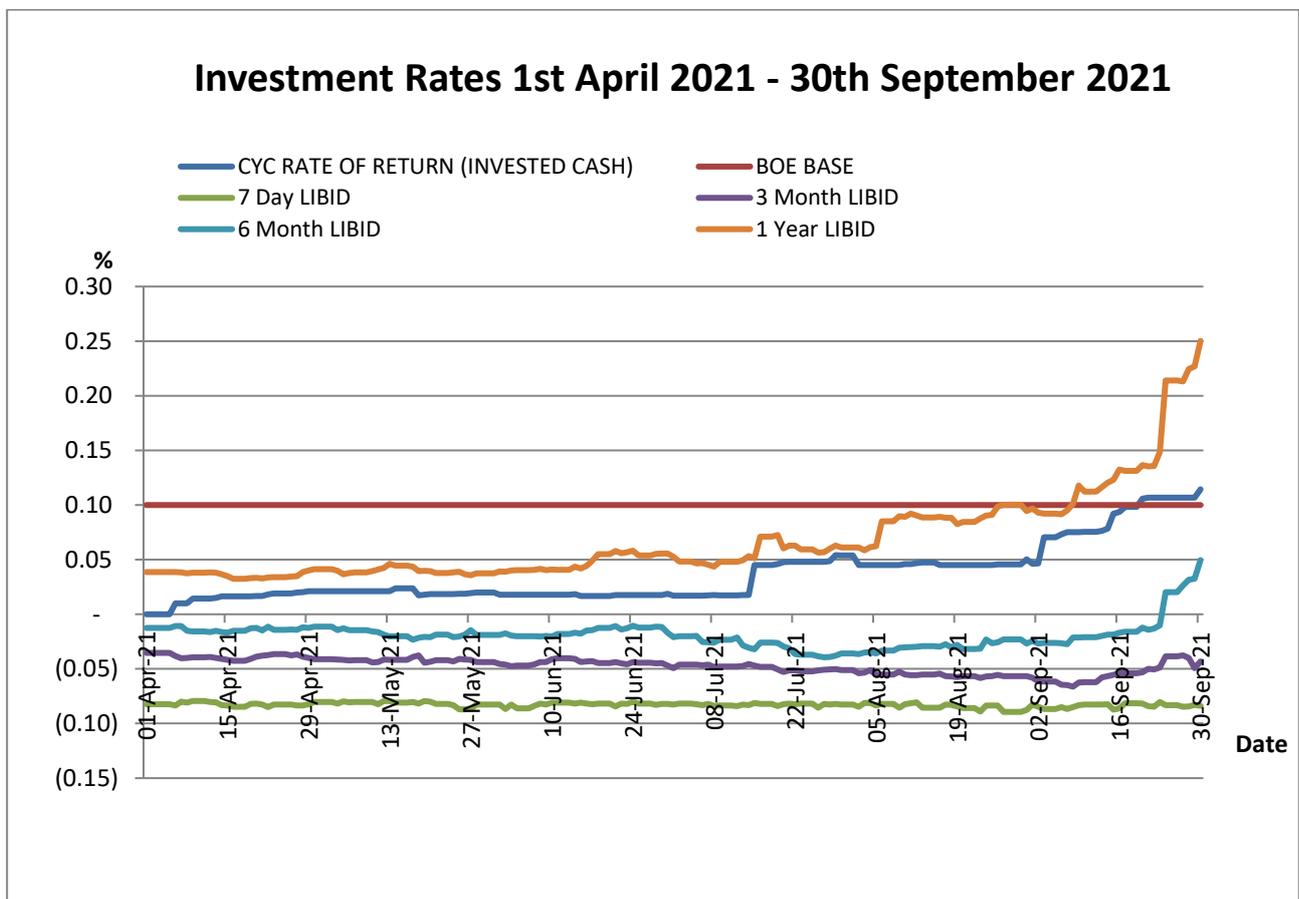
	<b>2020/21 (full year)</b>	<b>2021/22 (part year to date)</b>
Average CYC Rate of Return	0.17	0.04
<b><u>Benchmarks</u></b>		
Average 7 Day LIBID	-0.07	-0.08
Average 1 Month LIBID	-0.05	-0.07

**Table 2: CYCs investment rate of return performance vs. benchmarks**

17. The average rate of return achieved to date in 2021/22 has continued to decrease compared to the average seen in 2020/21, due to keeping cash in highly liquid Money Market Funds. Opportunities for longer term investments at higher yields have generally not been available due to the continued low interest rate environment. Any opportunities that have arisen are considered in terms of the Councils short to medium term cash flow requirement and under borrowed position.
18. It remains a very difficult investment market in terms of earning the level of interest rates commonly seen in previous decades as rates continue to be very low and in line with the current 0.1% Bank Rate. Financial markets are now pricing in a first increase in Bank Rate from 0.10% to 0.25% earlier than anticipated with some forecasts for this before the end of 2021/22. Reasons for this shift include inflationary pressures in the economy being less transitory and possible wage growth in some sectors of the economy. This has led to an upward shift in longer term investment rates in the last couple of

weeks of September as shown in the graph below for LIBID rates. Any impact of improved longer term investment rates is unlikely to have an effect on Council investments which are being kept liquid in the short to medium term as the Council continues to use its cash balances to delay long term borrowing.

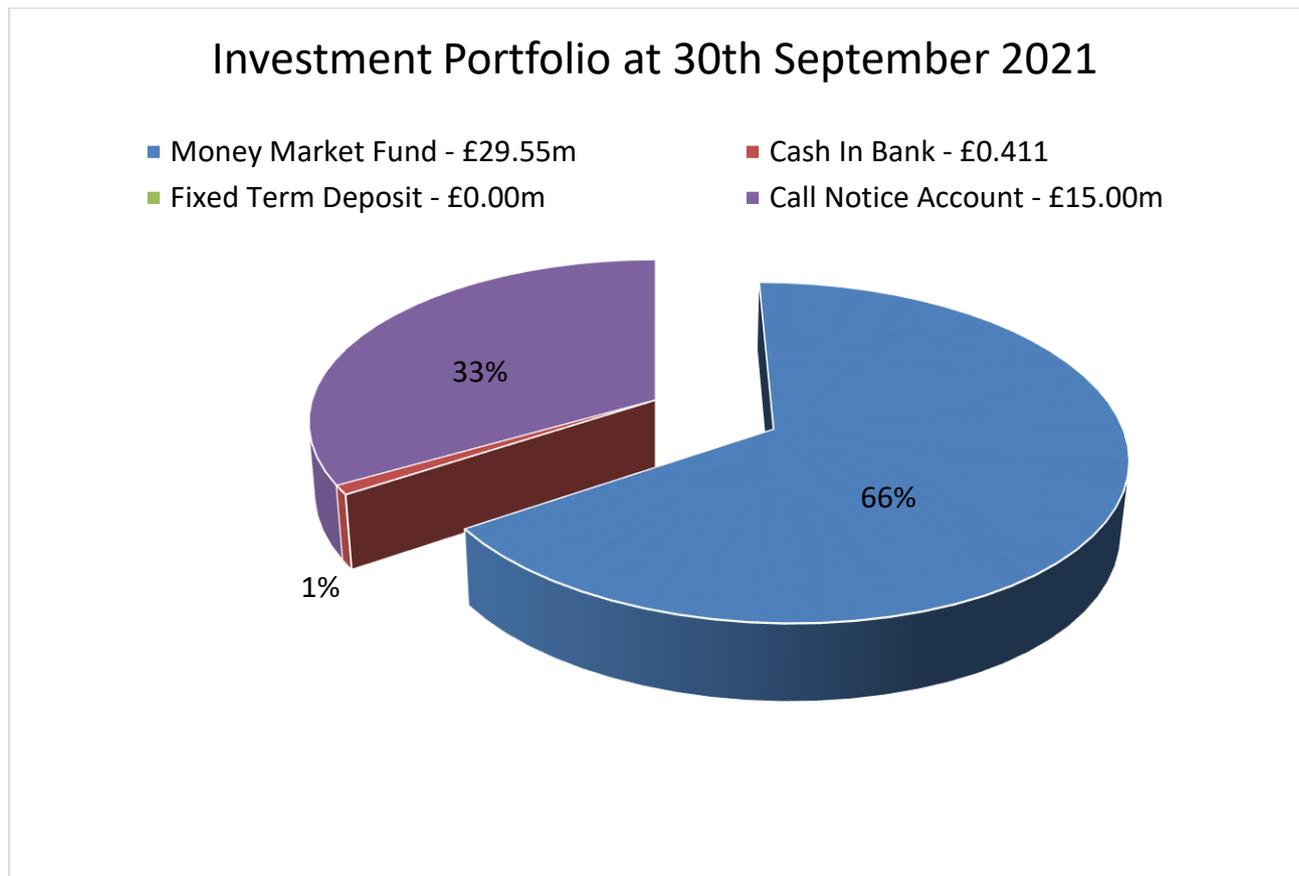
19. Figure 1 shows the interest rates available on the market based on LIBID rates between 7 days and 1 year and also the rate of return that the Council has achieved for the first six months of 2021/22. It shows that the Council has maintained an average rate of return above zero for the first six months of the year for investments whilst ensuring the required liquidity and security of funds for the Council.



**Figure 1 CYC Investments vs Money Market Rates up to 30<sup>th</sup> September 2021**

20. Figure 2 shows the investments portfolio split by cash in bank, deposits in short term call accounts, fixed term investments and money market funds (MMFs).

21. All of the money market funds have an AAAM credit rating, the call notice account has an A credit rating and the cash in the bank account is A+.

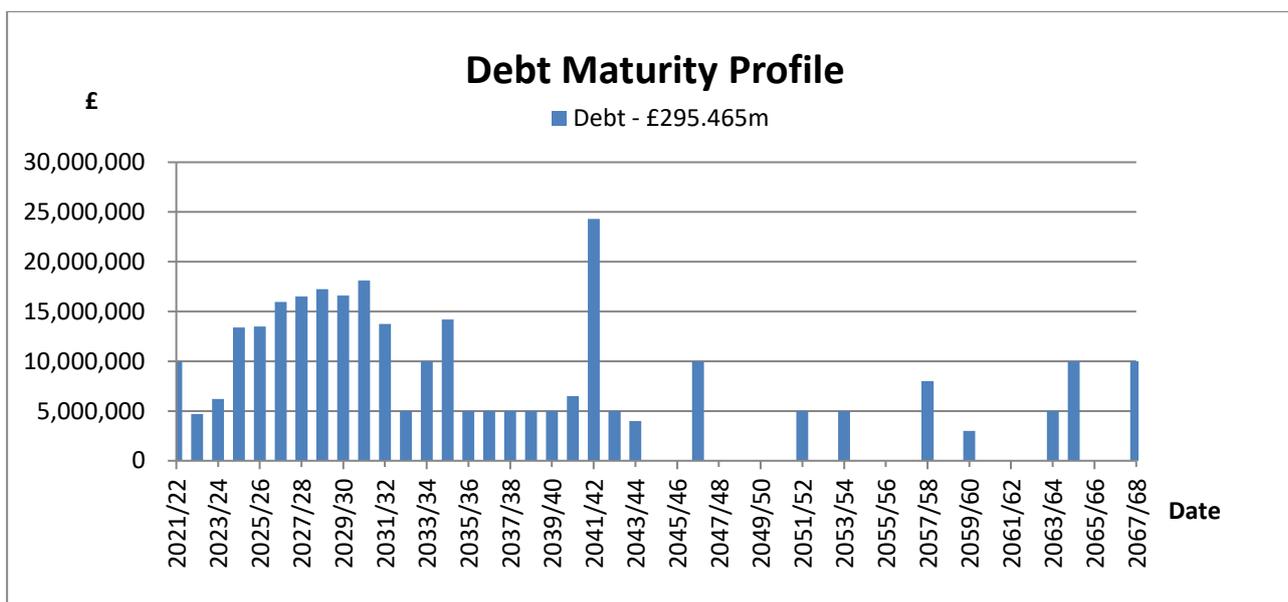


**Figure 2 Investment Portfolio by type at 30<sup>th</sup> September 2021**

### **Borrowing Portfolio**

22. The Council undertakes long term borrowing in accordance with the investment requirements of the capital programme and all borrowing is therefore secured for the purpose of its asset base.
23. The level of borrowing taken by the Council is determined by the Capital Financing Requirement (the Councils underlying need to borrow for capital expenditure purposes). Borrowing needs to be affordable, sustainable and prudent.
24. Under regulation, the Council can borrow in advance of need and Markets are therefore constantly monitored and analysed to ensure that advantage is taken of favourable rates and the increased borrowing requirement is not as dependant on interest rates in any one year.
25. On the reverse side, the Council's level of borrowing can also be below the Capital Financing Requirement. This would mean that instead of increasing the Council's level of borrowing, surplus funds held for investment purposes would be utilised. In the current interest rate environment, where investment rates on holding investments are significantly below borrowing rates, consideration is given to the value of taking borrowing or whether it is better for the council to keep investment balances lower.

26. The finance team continues to closely monitor the opportunities that arise and receive daily updates from Link Asset Services in respect of borrowing timings and amounts. No new loans have been taken during the first six months of the year.
27. The Councils long-term borrowing started the year at a level of £297.465m. On 10<sup>th</sup> August 2021 a £2m PWLB loan was repaid taking the Councils long-term borrowing figure to £295.465m. A further £5m of PWLB loan repayments will be made this financial year, two £1m loans on 5<sup>th</sup> November 2021 and one £3m loan on 28<sup>th</sup> February 2022.
28. The Housing Revenue Account debt amount is 49% of the borrowing portfolio at £146.359m (of which £121.550 is self-financing debt) and the General Fund debt is 51% at £149.606m.
29. Figure 3 illustrates the 2021/22 maturity profile of the Council's debt portfolio at 30<sup>th</sup> September 2021. The maturity profile shows that there is no large concentration of loan maturity in any one year, thereby spreading the interest rate risk dependency.



**Figure 3 – Debt Maturity Profile at 30<sup>th</sup> September 2021**

30. Table 3 shows PWLB Certainty borrowing rates available for selected loan durations.

	<b>PWLB Certainty borrowing rates by duration of loan</b>
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	1 Year	5 Year	10 Year	25 Year	50 Year
<b>Yr High</b>	1.05	1.46	1.84	2.27	2.05
<b>Yr Low</b>	0.81	1.08	1.42	1.75	1.49
<b>Yr Avg</b>	0.88	1.21	1.63	2.02	1.80

**Table 3 – PWLB Borrowing Rates (%) – to 30<sup>th</sup> September 2021**

### **Compliance with Prudential Indicators**

31. The Prudential Indicators for 2021/22 included in the Treasury Management Strategy Statement are based on the requirements of the Council's capital programme and approved at Budget Council on 25 February 2021.
32. It is a statutory duty for the Council to determine and keep under review the "Affordable Borrowing Limits" included in the Prudential Indicators. The monitoring of the Prudential Indicators is attached at Annex A. During the financial year 2020/21 to date the Council has operated within the treasury limits and Prudential Indicators set out.

### **Consultation and Options**

33. The report shows the six month position of the treasury management portfolio in 2021/22. The treasury management budget was set in light of the council's expenditure plans and the wider economic market conditions, based on advice from Link Asset Services. It is a statutory requirement to provide the information detailed in the report.

### **Council Plan**

34. The treasury management function aims to achieve the optimum return on investments commensurate with the proper levels of security, and to minimise the interest payable by the Council on its debt structure. It thereby contributes to all Council Plan priorities.

### **Financial implications**

35. The financial implications are in the body of the report.

### **Legal Implications**

36. Treasury Management activities have to conform to the Local Government Act 2003, the Local Authorities (Capital; Finance and Accounting) (England) Regulations 2003 (SI 2003/3146), which specifies that the Council is required to have regard to the CIPFA Prudential Code and the CIPFA Treasury Management Code of Practice and also the Local Authorities (Capital Finance and Accounting) (England) (Amendment) Regulations 2008 (SI 2008/414), which clarifies the requirements of the Minimum Revenue Provision guidance.

### Other Implications

37. There are no crime and disorder, information technology, property, equalities, human resources or other implications because of this report.

### Risk Management

38. The Treasury Management function is a high-risk area because of the level of large money transactions that take place. As a result, there are procedures set out for day to day treasury management operations that aim to reduce the risk associated with high volume high value transactions. These are detailed in the Treasury Management Strategy Statement at the start of each financial year.

### Contact Details

<b>Authors:</b>	<b>Chief Officer Responsible for the report:</b>		
Tony Clark Accounting Technician	Debbie Mitchell Chief Finance Officer		
	<b>Report Approved</b>	√	<b>Date</b> 1/11/21
<b>Wards Affected:</b> <i>All</i>			

<b>For further information please contact the author of the report</b>
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Specialist Implications:
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<b>Legal – Not Applicable</b>
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<b>Property – Not Applicable</b>
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<b>Information Technology – Not Applicable</b>
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## **Annexes**

Annex A – Prudential Indicators 2021/22

## **Glossary of Abbreviations used in the report:**

LIBID	London Interbank Bid Rate
PWLB	Public Works Loans Board
MHCLG	Ministry of Housing, Communities & Local Government

## Prudential Indicators 2021/22 Mid Year

	Prudential Indicator		2021/22	2022/23	2023/24	2024/25	2025/26	
1	<b>Capital expenditure</b> To allow the authority to plan for capital financing as a result of the capital programme and enable the monitoring of capital budgets.	GF	£105.4m	£68.7m	£80.3m	£43.2m	£20.9m	
		HRA	£37.8m	£46.5m	£40.1m	£31.2m	£29.7m	
		Other LT	£0.0m	£2.7m	£0.5m	£0.5m	£0.5m	
		<u>Total</u>	<u>£143.2m</u>	<u>£117.9m</u>	<u>£120.9m</u>	<u>£74.9m</u>	<u>£51.1m</u>	
2	<b>CFR</b> Indicates the Council's underlying need to borrow money for capital purposes. The majority of the capital programme is funded through government support, government grant or the use of capital receipts. The use of borrowing increases the CFR.	GF	£304.2m	£314.3m	£351.2m	£349.5m	£345.2m	
		HRA	£146.4m	£146.4m	£146.4m	£146.4m	£150.0m	
		Other LT	£44.0m	£45.5m	£44.4m	£43.3m	£42.1m	
		<u>Total</u>	<u>£494.6m</u>	<u>£506.2m</u>	<u>£542.0m</u>	<u>£539.2m</u>	<u>£537.3m</u>	
3	<b>Ratio of financing costs to net revenue stream</b> An estimate of the cost of borrowing in relation to the net cost of Council services to be met from government grant and council taxpayers. In the case of the HRA the net revenue stream is the income from rents. <i>Note that in future years some of the forecast debt will be directly funded by business rates income and a number of other self financing schemes, where income is generated to meet the cost of investment in the scheme. Therefore the actual figure will be lower than shown here.</i>	GF	12.28%	14.99%	16.29%	18.47%	19.16%	
		HRA	13.74%	13.39%	13.09%	12.79%	12.54%	
		<u>Total</u>	<u>12.56%</u>	<u>14.68%</u>	<u>15.65%</u>	<u>17.31%</u>	<u>17.79%</u>	
4	<b>External debt</b> To ensure that borrowing levels are prudent over the medium term the Council's external borrowing, net of investments, must only be for a capital	Gross Debt	£406.0m	£430.5m	£479.4m	£492.3m	£501.1m	
		Invest	£10.0m	£10.0m	£10.0m	£10.0m	£10.0m	
		<u>Net Debt</u>	<u>£396.0m</u>	<u>£420.5m</u>	<u>£469.4m</u>	<u>£482.3m</u>	<u>£491.1m</u>	

	Prudential Indicator		2021/22	2022/23	2023/24	2024/25	2025/26	
	purpose and so not exceed the CFR.							
5 a	<p><b>Authorised limit for external debt</b></p> <p>The authorised limit is a level set above the operational boundary in acceptance that the operational boundary may well be breached because of cash flows. It represents an absolute maximum level of debt that could be sustained for only a short period of time. The council sets an operational boundary for its total external debt, gross of investments, separately identifying borrowing from other long-term liabilities.</p>	Borrowing / Other long term liabilities	£526.1m £30.0m <hr/> £556.1m  (£556.1m set at 2021/22 Strategy)	£516.2m £30.0m <hr/> £546.2m  (Based on current CFR projection)	£552.0m £30.0m <hr/> £582.0m  (Based on current CFR projection)	£549.2m £30.0m <hr/> £579.2m  (Based on current CFR projection)	£547.3m £30.0m <hr/> £577.3m  (Based on current CFR projection)	
5 b	<p><b>Operational boundary for external debt</b></p> <p>The operational boundary is a measure of the most likely, prudent, level of debt. It takes account of risk management and analysis to arrive at the maximum level of debt projected as part of this prudent assessment. It is a means by which the authority manages its external debt to ensure that it remains within the self-imposed authority limit. It is a direct link between the Council's plans for capital expenditure; our estimates of the capital financing requirement; and estimated operational cash flow for the year.</p>	Borrowing / Short Term Liquidity Requirement	£516.1m £10.0m <hr/> £526.1m  (£526.1m set at 2021/22 Strategy)	£506.2m £10.0m <hr/> £516.2m  (Based on current CFR projection)	£542.0m £10.0m <hr/> £552.0m  (Based on current CFR projection)	£539.2m £10.0m <hr/> £549.2m  (Based on current CFR projection)	£537.3m £10.0m <hr/> £547.3m  (Based on current CFR projection)	

	Prudential Indicator		2021/22	2022/23	2023/24	2024/25	2025/26	
6	<p><b>Maturity structure of fixed rate borrowing</b></p> <p>To minimise the impact of debt maturity on the cash flow of the Council. Over exposure to debt maturity in any one year could mean that the Council has insufficient liquidity to meet its repayment liabilities, and as a result could be exposed to risk of interest rate fluctuations in the future where loans are maturing. The Council therefore sets limits whereby long-term loans mature in different periods thus spreading the risk.</p>	Maturity profile of debt against approved limits	<b>Maturity Profile</b>	<b>Debt (£)</b>	<b>Debt (%)</b>	<b>Approved Minimum Limit</b>	<b>Approved Maximum Limit</b>	
			Less than 1 yr	£10.0m	3%	0%	30%	In line with the TMSS Lobo loans are shown as due at their next call date as this is the date the lender could require payment.
			1 to 2 yrs	£4.7m	2%	0%	30%	
			2 to 5 yrs	£33.1m	11%	0%	40%	
			5 to 10 yrs	£73.0m	25%	0%	40%	
			10 yrs and above	£175.2m	59%	30%	90%	
			Total	£296.0m	100%	-	-	
7	<p><b>Upper limit for total principal sums invested for over 364 days</b></p> <p>The Council sets an upper limit for each forward financial year period for the level of investments that mature in over 364 days. These limits reduce the liquidity and interest rate risk associated with investing for more than one year. The limits are set as a percentage of the average balances of the investment portfolio.</p>		£15.0m	£15.0m	£15.0m	£15.0m	£15.0m	

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