

## **Report of the Corporate Director of Economy and Place**

### **Review of disabled access into the city centre**

#### **Summary**

1. This report follows on from the 19 June, 2018 Economy and Place policy Development Committee where it was agreed that the committee would look into possible mitigation measures for disabled blue badge access against the vehicle security measures around the city centre.
2. Committee's comments and considerations will be taken forward to Executive Members on 27 September 2018 to aid their initial decisions around mitigation when measures go in.
3. At the 27 September 2018 Executive meeting officers are recommending an experimental traffic regulation order be put in place to trial standard bollards in a core part of the city centre to be monitored for traffic management purposes.

#### **Background**

4. On the 8<sup>th</sup> of February, 2018 the Executive approved a report, which asked officers to work with North Yorkshire Police, York BID, Make it York, York Minster, York Racecourse and others to upgrade existing highway infrastructure and identify locations where vehicle restrictions will take precedence over access requirements.
5. The focus is in areas where there is high footfall, deemed to be at both at York Racecourse and the city centre where these HVM (Hostile Vehicle Mitigation) measures are to be implemented against a VAW (Vehicle as a Weapon) attack.
6. Site visits and assessments to review the city centre and its vulnerabilities have been undertaken that have led to an initial feasibility study being completed.
7. The section of the city centre being considered in the first Priority Zone includes Parliament Street, St Sampson's Square, High

Ousegate and Spurriergate, Coney Street, Davygate, Finkle Street, Church Street and Jubbergate. Other streets leading into these areas will continue to be considered, see Annex A of Appendix 1.

8. In order to implement the proposals, changes to the existing traffic regulation order are required. The proposal is to remove access exemptions for all drivers to St Sampson's Square, thereby restricting access between the current foot street hours 10:30am to 5pm.
9. Following police advice, temporary measures in the city centre have been installed, which are similar to those used for the Saint Nicholas Fair in 2017. These will remain until the permanent measures are installed. It should be noted that these temporary measures do not limit vehicle access to the city centre but provide a visual deterrent and slow traffic at the access points on Blake Street and Church Street and reduce the risk of access over the footway into the main paved Parliament Street junction with Coppergate and Piccadilly.
10. Executive have previously made the decision hostile vehicle mitigation measures will be installed to protect the city centre from a vehicle as a weapon attack as a priority over accessibility.

### **Consultation**

11. The Economy and Place Policy Development Committee has begun an initial consultation with representatives of disabled groups to further implement the Executive decision detailed above.
12. It has also been agreed that officers will consult with an array of stakeholders including disabled representative groups. In addition officers have proposed that an experimental period be implemented to assess traffic impacts in the high priority area (see Annex A), which will allow an opportunity for the general public to put forward any comments for consideration by Executive Members.

### **Analysis**

13. It is anticipated that a minority of people will be disadvantaged by hostile vehicle mitigation measures, which is a consequence of making our city safer by reducing the risk of attack.
14. Disabled drivers and carers are priority groups to consult with to find ways to mitigate the impact of HVM measures as disabled Blue Badge holders are likely to be the most affected group.

15. Further consultation with these representative groups with increase reassurance that as much is being done as possible to reduce the impacts the HVM measures will have.

### **Council Plan**

16. This report is linked to the following priorities in the Council plan:
  - A prosperous city for all
  - A Council that listens to residents

### **Implications**

17. The following are the only identified implications.
  - **Financial** – Any mitigation works will very likely have a financial impact, which will be subject to committee member's findings, Executive adoption and other consultation works outside of the scrutiny committee.
  - **Human Resources (HR)** – Due to the lack of officer time and resource, the committee has agreed to take this forward by themselves but officers will help and support where possible.
  - **Equalities** – While this report will not have any impacts on equalities, the findings from the committee will very likely have significant impacts on equalities issues for minority groups, i.e. bleu badge access.
  - **Legal** – Possible changes to the Traffic Regulation Order (TRO).
  - **Crime and Disorder** - These measures aim to deter and prevent vehicular access during the agreed hours in the interests of public safety.
  - **Information Technology (IT)** – None
  - **Property** - None
  - **Risk Management** – Given the nature of this work and the threat it is working to mitigate against, it has been agreed by Executive Members that protection over access has been approved. Therefore these HVM measures will significantly reduce the threat from a VAW attack but the mitigation against these will be risk assessed once findings have been gathered and assessed.

## Recommendations

18. Members are asked to:

- Note the content of this report, its Appendix and Annexes and provide feedback as appropriate;
- Consider the matter in light of initial input from disabled user groups;
- Agree whether further consultation is necessary and make recommendations / representations accordingly.

Reason: So the Committee plays an active role in policy development in the city.

### Contact

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Report  
Approved



Date 08/08/2018

Wards Affected: Guildhall and Micklegate

All

### Annexes

Appendix 1 – Executive Report 27 September 2018