

<b>York Blind and Partially Sighted Society</b>
<b>York Health Watch</b>
<b>OCA Y</b>
<b>Shopmobility</b>
<b>York Independent Living Network</b>
<b>York Carers' Centre</b>
<b>York and District MS Society</b>
<b>Other individuals to contact</b>
<b>CYC Blue Badge list</b>
<b>York Hackney Carriage Association</b>
<b>Independent Taxi Association</b>
<b>Station Taxis</b>

**Other Groups / Stat Consultees**

**Blue Light Services**  
**York BID**  
**Visit York**  
**Chamber of Commerce**  
**Makeit York**  
**York Civic Trust**  
**York Minster**  
**Council Members / Officers**  
**Historic England**  
**Retail Forum**

**Various individuals contacted for 'final'  
consultation session (undecided date)**

**Get Cycling**

Meeting	Location	Date
CYC	York	30/05/18
CYC	Skype	20/06/18
CYC	York	28/06/18
CYC	Skype	22/08/18
York BID	York	19/09/18
York Blind and Partially Sighted Society	Rougier House	02/10/18
Network Management - city centre options	West Offices	15/11/18
York Access Minster Site Check	York	23/11/18
City Centre Access	York	07/12/18
CYC	York	10/12/18
YCT Planning Committee	Friargate Centre, York	13/12/18
Residents	At their home	07/12/18
Network Management re Loading Ban for P1	West Offices	04/01/19
Disabled Groups Session	West Offices	25/01/19
CYC - Project Planning Meeting	West Offices	12/02/19
Disabled Groups Session 2	West Offices	18/03/19
Disabled Groups Session 3	West Offices	21/03/19
Mitigation Workshop Planning Meeting	West Offices	28/05/19
Mitigation Workshop	West Offices	05/06/19

Points raised	Any extra comments from participant?
Is someone going to police the footstreets?	
Shopmobility is an excellent service - can it be supported?	
How will the use of taxis be affected? Would taxis have access to Kings Sq. and St Helen's Sq.?	
Uber taxis favoured by one participant	
Taxi rank on Duncombe Place is not usually full and part of it could be used for other purposes	
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 Boothman Row and Castle car parks.	Suggested putting part of the UT and St G car parks aside for disabled parking and/or drop off points, with a bus shuttle service circulating from these places
Boothman Row car park not favoured as it is poorly lit, uneven and cars tend to be damaged there.	
Suggestion of designated drop-off points	1) Poor drop-off point - Gates of Museum Gardens (too many people) 2) Good drop-off point - Whipmawhopmagate, The M&S end of Piccadilly could be good drop-off point.
They like the buskers as an important part of street life, they said crowds generated can impede them	
Parking for tricycle (bicycle?) is not easy at the moment.	
One participant said that proximity was more important than road surface, though there was general complaint about poor surfaces where they occur.	
More benches and toilets would be appreciated.	
Suggestion of painting blocks with colourful designs	
The footstreet hours are restrictive. One participant said it was easier when you could go in and out before 11am.	
Some favoured short visits due to fatigue, others liked longer visits in order to fit several tasks in.	

Shopping centres such as Vangarde favoured because of easier accessibility	
Poor surface conditions in the car parks	
Fear of damage and personal safety in car parks at night - poor lighting	
Shuttle bus through the centre between e.g. Union Terrace and St. George's Field car parks	Would need to be combined with more dedicated bays in the car parks
More seating in central area	
Dedicated drop-off points near main access points	Need confidence that access will be available
Dedicated blue badge bays that allow longer stays are needed given the change in the city centre from retail to leisure	
Any disabled bays need to cater for access from both sides – this means space on both sides of the vehicle or an option such as bays on both sides of the same street	If we were to maintain access to Blake Street and Lendal it is not ideal if all the parking is on the nearside leaving drivers having to leave the vehicle in to the carriageway.
Duncombe Place would be an ideal place for bays nose in to the kerb, there's lots of space, and would only slightly spoil views of the Minster?	
Improved publicity is needed around things such as Shopmobility and bus passes that allow travel at all times (in contrast to the over 65's pass).	

Many people are unable to get in to the city centre before 10:30 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).	
Can dial & ride be relocated?	
Some struggle with 10:30 cut off if they have appointments in town in morning	
MS Society and other charities already do a drop off and pick up to city centre on particular days	Could these vehicles be allowed access as vehicles don't change?
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	
Pavements are not flat and have high kerbs	Can be extremely difficult to push wheelchairs or be an unpleasant experience in a wheelchair.
A lot of disabled use care packages - they will be unable to get up, washed, dressed and in town before 10:30.	
What's to stop terrorists accessing the city before 10:30?	
Will just become tourist city	
Blake St impossible to get a space on. Church St and Goodramgate very difficult to park on also.	
Bus stops are outside the city - far to walk	
All Banks are in the city centre	Santander only has one bank in York in the city centre Feels uneasy walking far distance with cash
Struggle to fit wheelchair on footway on Blake St and Lendal	
Blake St and Lendal - Extremely difficult to get wheelchair out of vehicle	
MS Society does yearly collection, can no longer do this as they need a vehicle for emergency purposes	
Dedicated parking spaces with longer hours	
Parking on both sides of the road	
Dedicated parking bays beside Minster (nose in to kerb)	Mention this may disrupt view of Minster
Access from Bus stops can be difficult (Stonebow) Pedestrian crossing far walk from bus stop	

Difficult to use footway on Stonebow	Work currently underway resurfacing which may improve accessibility
Pavement (dips) and guttering gets blocked with leaves etc - difficult to walk	

Action required? Y/N	Action Response	BRIEF DESCRIPTION
		Police
Y	Follow up email sent to Shopmobility 31/1/19	Shopmobility
		Taxi
		Taxi
		Taxi
		Car Park
		Car Park
		Drop-off
		Miscellaneous
		Cycle
		Poor Surface
		Seating
		Miscellaneous
		Footstreet hours
		Footstreet hours

		Alternative shopping
		Car Park
		Car Park
		Shuttle Bus
		Seating
		Drop-off
		Parking
		Parking
		Parking
		Shopmobility

		Footstreet hours
		Bus
		Footstreet hours
		Drop-off
		Alternative shopping
		Poor Surface
		Footstreet hours
		Footstreet hours
		Miscellaneous
		Parking
		Bus
		Miscellaneous
		Poor Surface
		Parking
		Parking
		Parking
		Parking
		Bus

		Poor Surface
		Poor Surface

How do you currently access the city centre and why?

Car to Halifax, and Dentist

Car/wheelchair - can no longer access, had to find elsewhere

No longer uses city centre

How did the Phase 1 measures change your behaviour?
Can not park outside bank due to bollards
Had to find elsewhere, has to park castle car park
Made her reluctant to enter city centre

How do you think the phase 2 measures would change your behaviour in terms of visiting the city centre?


Do you have any suggestions of achievable mitigation which would assist you in accessing the city centre?

More dedicated disabled 9-5 spaces at Piccadilly,  
No taxi 9-5

Think of the walking people with disabilities who need the bank  
Lots small bay around the city - Blake St

Do you have any other comments?

Blue badge misuse

More signage of misuse fines

Check blue badge holders