

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>

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 area) 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. **So, for practical purposes, having dedicated bays located directly opposite our garage will make our garage unusable for parking cars.** 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).

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.

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 & forcing disabled badge holders to shop elsewhere where better facilities are in place. A lot of elderly &/or disabled people would find it very difficult to get into York & do what they have to do before 10.30am & after 5pm places like banks are often closed. The blue badge availability in car parks is too far away from the actual centre & 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 & found very few places & 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 & the other 2 cars parked there didn't have blue badges displayed! Please think again about what you are proposing to do!

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>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 careless 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.