

Annex Q

<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 & 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 & 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&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 & find it difficult to walk through Fibromyalgia heart disease & 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 & 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 23rd 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 servery 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 to 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 & 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 & 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 & 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 (22nd June), apparent publication 9th July, and notifying Blue Badge holders of the TRO publication (16th 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 & 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 &/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!</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.

<p>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.</p>	
<p>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.</p>	<p>Thank you for your comments on the proposal</p>

<p>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.</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 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.</p>	<p>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>

<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 (22nd June), apparent publication 9th July, and notifying Blue Badge holders of the TRO publication (16th 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 & 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 & 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 & 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 (22nd June), apparent publication 9th July, and notifying Blue Badge holders of the TRO publication (16th 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>

<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.</p>	
<p>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</p>	<p>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.</p>

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.

<p>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.</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: 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 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</p>	<p>Thank you for your comments on the proposal and I am sorry that this has lead you to your current opinion of the council.</p>

<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 (22nd June), apparent publication 9th July, and notifying Blue Badge holders of the TRO publication (16th 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 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.</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.