

Any regulations which are enacted to keep the citizens of, and visitors to York safe and free from harm are to encouraged. Not being able to use my blue badge in York City center for a limited time in order to ensure enhanced public safety is a small price to pay in these unpredictable times.	The proposal has been made to try and reduce the risk of an attack, with the aim of improving safety.
Having studied the material my only comments are: Why is the red line not all round the Minster? This too is open to the public and could be subjected to the same threat or part of the threat, although I acknowledge the inclusion of an access barricade to areas affected in proximity. I am for the proposal as outlined	The Council Can only propose the area within the Council ownership/maintenance area, which is why the line does not go all round the Minister.
My mother has a blue badge. I am usually the driver of the car if I take her into town. We have no objection to the ATTRO proposals. Thank you for consulting us.	Thank you for your comments.
I support the proposals outlined at: https://www.york.gov.uk/ATTRO	Thank you for your comments.
It is my view that the ATTRO should be approved. As a blue badge holder with restricted mobility, I consider that the safety of people (the general public as a whole) must come before any single individual's requirement to access the city centre. We live in troubled times, and I consider that the police's proactive approach to be 100% justified.	The proposal has been made to try and reduce the risk of an attack, with the aim of improving safety.
This is a great idea get it implemented this is for everyone's safety, in the light of things happening (anywhere go for it and the present climate in this deranged world) .	Thank you for your comments.
As a Blue Badge owner I agree with this proposal describing what the Police will be able to do having received permission from the Council.	Thank you for your comments.

I am writing to you to give my support to a permanent ATTRO order for York City Centre. Although I do support access to city centre amenities for our most vulnerable. Keeping everyone safe should be the first priority. Also, regarding the York Christmas market. I am not in favour of limiting the number of days or reducing the hours of the Christmas market.	Thank you for your comments.
I can see there will be some very rare occasions that such an order could be used but my fear is our local council will use it to their own financial benefit and to the disadvantage of disabled parking badge users and local residents. City of York Council has a deserved reputation of thinking more about tourists than the local residents! There needs to be clear and credible verifiable evidence that there is such a terrorist threat to York centre and be issued by a senior police officer such as Chief Constable or Deputy and not just the York City senior police officer. The evidence of such a terrorist threat needs to be made public as well as the risk assessment. The publication of such documents is needed to prevent our City Council from flexing its muscles whenever the fancy takes them. As a Blue Badge holder, I have found our council very anti disabled people based on the crazy total ban a few years ago. A concerned resident.	The requirements for the implementation for the ATTRO are stated within the Draft Order, the Council cannot make the decision to implement the ATTRO.
I am in favour of the ATTRO. It's an uncertain world, with a growing terrorist threat	Thank you for your comments.

Strong Support for Full Implementation

I strongly support the introduction of a permanent Anti-Terrorism Traffic Regulation Order (ATTRO) in York city centre. This must be implemented in full, without exemptions that compromise its effectiveness.

A Proven and Immediate Risk

There is no credible way to safely allow vehicles into densely crowded pedestrian areas such as York city centre—particularly during peak periods.

Recent UK incidents, including the Liverpool city centre vehicle incident and the Derby vehicle incident, demonstrate how quickly vehicles can cause serious harm in busy public spaces. These events show that risk exists not only from terrorism, but from error, loss of control, or other unforeseen circumstances.

One vehicle is enough.

Clear Expert Guidance

UK Counter Terrorism Policing advice is unequivocal: Hostile Vehicle Mitigation (HVM) measures require restricting vehicle access in high-footfall areas.

The key reality is:

There is no safe or reliable way to permit routine or exempted vehicle access into crowded pedestrian zones.

Any exemptions fundamentally weaken the protection.

Accountability and Risk Responsibility

If the ATTRO is weakened through exemptions or concessions, the risk does not disappear, it is ***knowingly accepted***.

In that scenario, City of York Council would be making a conscious decision to increase exposure to a well-understood threat.

This has serious implications:

- The Council would carry responsibility for foreseeable and preventable risk
- Any incident would raise immediate and justified questions about why expert guidance was not fully followed
- A diluted scheme could be seen as a failure to discharge the Council's primary duty to protect life

Watering down the ATTRO is not a neutral act, it is an active assumption of risk.

Public Safety Must Override Convenience

While concerns from Blue Badge Holders are valid, they cannot override the fundamental requirement to protect life.

This is not about fairness or access, it is about preventing serious injury or fatalities. Allowing exceptions introduces vulnerabilities that cannot be controlled in real-world conditions.

Economic and Reputational Consequences

A failure to implement robust protections also puts York's future at risk:

- Serious damage to the city's reputation as a safe destination
- Loss of visitor confidence and reduced footfall
- Immediate and long-term harm to local businesses
- Wider economic impact across tourism, retail, and hospitality

A strong ATTRO protects not only people, but the city's economic stability.

Conclusion

If this scheme is diluted, the risk is not reduced—it is transferred. In that event, City of York Council would be knowingly accepting responsibility for a foreseeable threat. That is not a position any public authority should take when lives, livelihoods, and the city's reputation are at stake.

Please can you confirm receipt of this email.

I write in support of the proposal that a permanent ATTRO is put in place to cover the city centre area.

The terrorism-related conditions which must be met before the ATTRO can be activated, are strict and could not be used either on a whim or for other purposes. The requirement for the request to be made by a senior police officer provides an appropriate level of scrutiny. The relatively short maximum duration of an ATTRO activation, together with the requirements that access is restricted only to the extent and duration that is necessary in the particular circumstances, also provides a balance against the impact on citizens' movements.

It must be recognised that York is an internationally well-known city, which attracts thousands of visitors from across the globe - particularly during festivals. You only have to look at some cities on the continent to see how individual terrorists have brought death and injuries to visitors there. York police must be able to protect the resident and visiting community at a moment's notice. A permanent ATTRO would best enable that, without needing to go through the delay inherent in the temporary process first.

Whilst I also recognise that the activation of an ATTRO could impinge on the access of some groups of people to the city centre (e.g. those who are

[illegible]