

ANNEX B

Objection received to Disabled Parking Amenity, Tower Street

One Objection has been received from the manager of the Hilton Hotel	Officer response/analysis
Main concern is when the disabled bay is occupied, permit holders park on the double yellow lines and in front of the defined area. This can extend and block our car park entrance. It can also hinder the delivery of supplies into the hotel as the main trade entrance is within the car parking area.	There is a national exemption for blue badge holders to park on yellow lines for 3 hours as long as they are not causing obstruction. We believe obstruction of the car park entrance is not a common occurrence and spot checks on site visits and via CCTV have not witnessed this.
The queue of parked cars can extend into Castlegate. This is a narrower road and can hinder access to larger vehicles such as coaches, but even cars sometimes have to mount the pavement to pass. This is the hotels key access for beverage delivery on a Monday morning. Where cars park in front of this outlet it can limit and hinder our delivery.	Castlegate is a traditional area used extensively by blue badge holders for parking every day. Disabled parking will continue to occur in this area and on yellow lines outside the hotel whether or not there are defined spaces on Tower Street.
Parked cars outside our hotel has an impact on coach arrivals. This is a significant problem on a Sunday afternoon and coach drivers have had to drop off passengers and luggage on the other side of the carriageway on the Taxi Rank Area.	Drop off and pick up problems directly outside Hotels can occur in many areas around the City.
The Hotel was not consulted before the disabled space was placed. The impact has been negative and had a profound impact on the day to day operation of our	We would not normally consult before placing an advisory disabled bay on the carriageway. We do consult, as now, before introducing an enforceable

<p>business. This has impacted the hotel with parking costs (we have had to taxi cars to an alternative car park site) as well as the impact on deliveries and coach transfers.</p>	<p>disabled bay.</p>
<p>I suggest you remove or decrease the size of the taxi rank opposite and position the additional disabled spaces there.</p> <p>I ask you to consider marking a bay in front of the hotel to be marked as a “Hotel Drop off point” to allow us to operate.</p>	<p>Comments from taxi licensing regarding this suggestion: <i>We already have a limited number of taxi rank space available in the city so we would hate for this rank to go, it's the only 24 hour rank in this location, it is also one of the ranks that we recommend that pedicabs use (we only recommend two ranks)</i></p> <p>There is no provision for a loading area to be marked solely for the use of the Hotel, we can introduce a “loading bay” which could be used by the Hotel as well as other outlets. Disabled drivers can use the loading bay for collection of goods but not parking.</p>
<p>We are requesting authorisation for advertising a loading bay in this area as outlined on the plan at Annex A to address some of the Hotel’s concerns.</p> <p>The Hotel have commented on the proposed loading bay as follows:</p> <p>In regard to a proposed loading bay outside the hotel – I would really like this recommendation to be made.</p> <p>Hotel Manager, HILTON YORK, 1 Tower Street York North Yorkshire YO1 9WD United Kingdom</p>	