

**York Access Forum (YAF)**  
**20<sup>th</sup> March 2025 1.30 -4 pm**  
**Auden Room, West Offices and on Teams**  
**Minutes**

**Attendees**

<b>Name</b>	<b>Organisation (if applicable)</b>
<b>Christine Kyte (CK)</b>	Support Worker (CYC) – note taker
<b>Diane Roworth (DR)</b>	Chair Independent
<b>Dionne Grover-Jacques (DG)</b>	York ME Community
<b>Sian Balsom(SB)</b>	Healthwatch
<b>David Carr (DC)</b>	York Carers Action Group
<b>Anna Baldwin (AB)</b>	York Macular Society
<b>Iain Mitchell (IM)</b>	Thomas Pocklington Trust
<b>Flick Williams (FW)</b>	Independent
<b>Julie Day (JD)</b>	Wilberforce Trust vision rehab specialist
<b>Jacob Milner (JM)</b>	Townsend and Turner
<b>Tom Horner (TH)</b>	Head of Active and Sustainable Transport - CYC
<b>Kate Ravilious (KR)</b>	Executive member for transport CYC
<b>Apologies</b>	
<b>Dave Smith (DS)</b>	Access Officer, (CYC)
<b>Marilyn Crawshaw (MC)</b>	York Human Rights City Network
<b>Anne Norton (AN)</b>	York Disability Rights Forum

<b>No.</b>	<b>Item</b>
<b>1</b>	<b>Welcome and introductions</b>
	<b>DR</b> Welcomed all and asked them to introduce themselves. General housekeeping re room and etiquette for hybrid meeting re questions, use of mic etc.

2	<b>YAF updates</b>
	<p><b>DR</b> read through the update summary which <b>DS</b> had written. This will be emailed to YAF members with the minutes.</p> <p><b>2.1. Wheelchair Accessible Vehicle (WAV) Update</b></p> <p><b>IM</b> Asks whether taxi cancellations are by the customer or by the taxi company because they can't fulfil the job?</p> <p><b>DR</b> Will forward this question to <b>DS</b>.</p> <p><b>FW</b> Waited 40 minutes for a wheelchair accessible taxi at the station yesterday.</p> <p><b>DR</b> acknowledges that although there have been improvements re WAV taxis, there is still a way to go.</p> <p><b>FW</b> Raises the Transport Select Committee report published today saying the whole culture of accessibility and transport needs to change from being regarded as a nice to have, to respecting the human rights of disabled people to travel.</p> <p><b>2.2 Outstanding response re Local Cycling Walking Infrastructure Plan from TH to DR.</b></p> <p><b>DR</b> Explains that <b>TH</b> has confirmed that he still needs to reply to her email.</p> <p><b>2.3 Decision re colour of cycle tracks at Station Gateway.</b></p> <p><b>KR</b> was asked for an update. <b>KR</b> has met CYC officers who are looking at the request from YAF about having terracotta coloured cycle tracks. They are seeking advice from Active Travel England as to whether this will meet with guidance.</p> <p><b>DR</b> There is no statutory guidance. Local Authorities can use the colour they wish to.</p> <p><b>KR</b> My understanding is the YAF are suggesting using 2 different colours in different locations.</p> <p><b>DR</b> YAF is requesting terracotta outside the station. It is complex area for disabled people to navigate</p> <p><b>KR</b> We have to consider if we can do this, there is a policy implication for the rest of the city.</p> <p><b>FW</b> History of 3 meetings re accessibility of Station Gateway. The difference between cycle lanes on the carriageway and cycle tracks in the pedestrian environment must be clear. We have the expertise in accessibility. Active Travel England do</p>

not have this expertise. There is no formal guidance, local authorities are free to choose whichever colour. They must consult with local people making the decision.

**KR** I haven't had the final report from officers, but they are listening to everything that comes from you Flick and from the Access Forum. Highways team have to look at it functioning for all users and consider the policy implication for the whole city.

**DR** clarifies that the area being discussed is the area that pedestrians will have to cross to get onto a bus.

**DC** Much discussion has taken place about the dangers presented by floating bus stops. It was in an effort to make these more conspicuous to disabled people that terracotta was proposed.

**DR** And also to alert cyclists that they are in a very different environment.

## **2.4 Government Announces changes to benefits for disabled people.**

**FW.** In response to the announcement made on Tuesday by the Secretary of State for Work and Pensions, I wish to make the following statement. The government has made it clear to me and all disabled people that we must sell our labour in order to survive financially and that there will be no life on benefits as a trained access consultant with a master's degree in disability studies. This new requirement is incompatible with my giving my advice and expertise to this Council for free. As someone instrumental in the creation of this forum, it pains me deeply to have to take this step. However, withdrawal of my unpaid labour is asserting the limited power I have in protest at this government's declaration of war on disabled people that threatens the very survival of many of us. I shall, of course, continue to fight for the rights of disabled people at every opportunity, but will no longer be providing my expertise via this forum to a Labour run authority up until such time as these devastating benefit cuts are overturned.

**FW** then leaves the meeting.

**DR** Expresses respect for **FW's** views but acknowledges this will be a blow to YAF because of the knowledge and experience which she brings.

3	<b>City Centre Sustainable Transport Corridor</b>
	<p><b>KR</b> Introduces the high-level plans for the sustainable city centre corridor. She wishes to hear feedback about this corridor and to understand the opportunities that could come out of this corridor for improving accessibility. Emphasises that these are high level plans prior to public consultation in May.</p> <p><b>TH</b> reads through and describes images on “City Centre Sustainable Transport Corridor” PowerPoint, (which was not possible to circulate in advance of the meeting, it was subsequently circulated to members). Gives background information to this project. The focus is on Rougier St. Micklegate, Ouse Bridge, Clifford St and Tower St corridor because of the number of bus routes going through this corridor. It is the primary public transport corridor.</p> <p>Slide 5 shows data on delay of bus number 11. This leads to bus companies putting “padding” into journey time. CYC is seeking to make a reliable bus corridor. Slide shows a month’s data aggregated with outliers removed e.g. when there have been roadworks. It is the level of delay between each pair of stops leading to up to a bus being 16 minutes late overall.</p> <p><b>DC</b> Asks about the number of people who responded to the survey and how this meshes with Local Transport Plan (LTP) survey. History of consultations having a low uptake rate.</p> <p><b>KR</b> Big transport survey had about 2,400 responses.</p> <p><b>TH</b> Dept for Transport funding is for improving bus services. However, we recognise there are also opportunities for widening pavements on the corridor. Also talking to the combined authority about using some of their transport funding for this. <b>TH</b> then talks through a series of PPT slides showing plans for routes Options 1 and 2. Additional points made are:</p> <ul style="list-style-type: none"> <li>• Bus turning loop at station to enable bus services from the east of the city to turn rather than use Prices Lane.</li> <li>• Create a bus only turn at Tower St which will take buses off Skeldergate.</li> <li>• At George Hudson St southbound there will be a new bus gate.</li> </ul>

- New bus gate on Micklegate between George Hudson St and Skeldergate.
- Bus gate is a vehicular restriction allowing only buses and exempt vehicles through. It is not a physical barrier and is controlled by cameras. Deciding which vehicles that would be allowed through is part of the public consultation.
- The new routing should allow for a reduction of 3 ½ minutes in bus journey times.
- Options being considered include making Micklegate/Toft Green one way eastbound.
- No parking bays will be lost.
- Only areas that you will not be able to travel on are Ousegate bridge eastbound and lower Micklegate westbound.

**DR** raises that Nunnery Lane is already busy.

**TH** We are doing modelling work on this, and it will be busier, but we feel it can cope with the extra traffic.

**KR** Evidence from similar schemes elsewhere indicate that growth in traffic on other routes evens out over time.

**DR** pointed out that there was an enormous amount of information to take on board and that there has been no mention of blue badge holders' access to the area and asks for clarity.

**TH** Regarding blue badge holders' access, CYC have 2 choices, either make a decision to allow access or to consult.

**DR** expresses concern regarding the perceived need to consult on access for blue badge holders. What about access for taxis, older people and blue badge holders may need to use them?

**DC** These are quite complex proposals. We need to make sure what is presented at a public consultation is as explicit as possible

**TH** Animations of routes will be produced for this. People can give feedback online and in person with officers' present to answer questions.

**KR** Re blue badge holder access, currently looking at different modelling for access. She would need to examine the data to see if allowing taxis and blue badge holders through the

	<p>corridor would affect buses. Then get user feedback about the appropriate balance.</p> <p><b>DR</b> What weight will you use for access needs of disabled people? It looks as if you may be taking away access to part of the city centre and blue badge holders have previously made known their feelings at being excluded from their own city centre. Surprised that CYC feel they need to consult the public about their access through the new corridor.</p> <p><b>TH</b> No designated BB parking space is affected by these closures. He will double check re double yellow lines.</p> <p><b>DR</b> A map showing where blue badge holders will be excluded from would be helpful.</p> <p><b>TH</b> Will see if he can produce one.</p> <p><b>KR</b> Would like group's ideas on additional BB parking spaces.</p> <p><b>3.2 Floating bus stops and bus shelters.</b></p> <p><b>IM</b> Asks if there will be any new floating bus stops, and about the design of new bus shelters.</p> <p><b>TH</b> No floating bus stops intended in this scheme. All new bus stops should have audio. Battery screens with audio being prioritised. <b>KR</b> confirms this.</p> <p><b>DR</b> Raises that there is a new company supplying shelters. She was given 2.5 days to feedback on their design which was not enough time. Would like more opportunity to feed into this.</p> <p><b>TH</b> There are 126 shelters in the new Clear Channel contract. His team is advising re the specification for these.</p> <p><b>KR</b> leaves the meeting at this point.</p>
<b>4</b>	<b>Park and Ride</b>
	<p><b>4.1 TH</b> presents initial proposal for Park +Ride improvements ahead of it going out to consultation in April. <b>TH</b> then talks through a PPT of the proposals for 6 sites</p> <p>£4,000,000 allocated as part of Bus Service Improvement Plan. Most of this will be going to Grimston Bar improvements. Remarking of blue badge spaces will not lead to a reduction in blue badge spaces.</p> <p><b>4.2. Footpaths</b></p>

	<p><b>DR</b> Asks about pedestrian access in these sites due to lack of a clear footpath from bus stops to shopping area.</p> <p><b>TH</b> Doing audits of pedestrian and cycle approaches to the site, but most of the money relates to site works. Can have a separate conversation with YAF about this.</p> <p><b>4.3. Changing Places and Accessible Toilets</b></p> <p>There will be a Changing Places in the new Grimston Bar building. Also looking at options to fit in another at Rawcliffe. All sites have accessible toilets.</p> <p><b>DR</b> confirmed that YAF would support having 2 Changing Places toilets to give more flexibility to those people who use them.</p> <p><b>4.4. Bus information</b></p> <p><b>TH</b> confirmed Real Time bus information will be available in audio.</p> <p>EV chargers will be at some of the accessible bays in all sites.</p> <p>Re Escooters- a dedicated area for where they are parked is a long-term plan, in case a new provider is approved.</p> <p><b>4.5</b></p> <p><b>SB</b> Raises that Arriva won't carry non-electric (children's) scooters unless they are folded and in a bag, which seems discriminatory. This conflicts with CYC encouraging people not to use cars and to travel by scooter etc.</p> <p><b>4.6. Overnight Parking</b></p> <p><b>DC</b> Asks for clarity about overnight parking</p> <p><b>TH</b> – 2 sites (Askham + Rawcliffe) for this where people can leave vehicle for 1 or 2 nights when visiting York or commuting by train to London for part- time work. Aim is to reduce number of vehicles coming into town. This is not for camper vans. Oversized parking is for day visits at 3 sites.</p>
<b>5</b>	<b>Any Other Business</b>
	<p><b>5.1 York Central</b></p> <p><b>DR</b> outlines draft plans for the next YAF meeting. She and <b>DS</b> are considering setting up a panel re York Central. This will include someone from York Central Partnership, LNER,</p>



	<p>Network Rail and Graham North from North Yorkshire and York Combined Authority Transport Dept. After the panel have introduced themselves, YAF members can ask questions. Asks if attendees want to know about any particular issues from the panel. Information will be circulated in advance and questions can be submitted to <b>DR</b> in writing prior to the next Access Forum meeting.</p> <p><b>DC</b> Asks for information about access to the station during works.</p> <p><b>DR</b> There will be some more plans available publicly about the next stages of development at York Central soon, we will aim to distribute these before the next meeting.</p> <p><b>JD</b> We have had a huge amount of information today so shares <b>DR's</b> feeling that we need the information in advance.</p> <p><b>5.2 Hostile Vehicle Management Barriers</b></p> <p><b>AB</b> reported that the barrier at Colliergate was broken today. There were people working on them as they had been broken for some time. The one member of staff on the barriers at Goodramgate knew nothing of this. Has CYC a plan for what happens when a barrier breaks?</p> <p><b>DR</b> Adds point that there are problems when the barriers are inactive. Would like a specific blue badge parking area for occasions when the barriers can't be used.</p> <p><b>5.3 Roadworks impeding mobility</b></p> <p><b>SB</b> Gives example of roadworks taking place in Fishergate on Grange St. Vehicles and bollards have been put across the dropped kerb. How is this built into CYC processes with roadworks?</p> <p><b>DR</b> gives example of Parliament St where a road closed notice had been placed on top of tactile paving making it unusable. This is down to the information given to contractors.</p>
<b>6</b>	<b>Actions</b>
	<p><b>6.1 TH</b> try to provide a map showing any areas that blue badge holders will be excluded from in the sustainable transport corridor.</p> <p><b>6.2 TH + IM</b> to have separate meeting about bus shelters,</p>



	<p><b>6.3 TH</b> will get in touch with Council Electric Vehicle team about specification/accessibility of Hyper hub spaces.</p> <p><b>6.4 TH</b> will follow up with Arriva about scooters re <b>SB's</b> query.</p> <p><b>6.5 TH</b> will send an email to <b>CK</b> with email address of project managers for YAF members to contact about specific pieces of work, rather than sending queries to him.</p> <p><b>6.6 DS</b> to find out what CYC plan is when one of the Hostile Vehicle Management barriers is not working. Also whether there can be a specific blue badge parking area for occasions when the barriers can't be used.</p> <p><b>6.6 DS</b> to follow up about accessibility information given by CYC to contractors doing roadworks</p> <p><b>6.7 DS</b> to advise if WAV cancellations were made by individuals or companies.</p> <p><b>6.8 TH</b> to respond to <b>DR's</b> email about the Local Cycling Walking and Infrastructure Plan.</p>
<b>6</b>	<b>Next Meeting</b>
	Wednesday 28 <sup>th</sup> May 2025 : 10:30 am – 1 pm.