

Gold Standard Car Parks

Helene Vergereau
Principal Development Engineer

Car Park Accessibility Review and Inclusive Design Framework

MIMA recommendations

YAF – 19 September 2023

Helene Vergereau

Car park audit

- Focus on off-street car parks
- Car parks managed by CYC
- Access to the pedestrianised area
- Car parks reviewed:
 - Coppergate multi-storey car park
 - Castle car park
 - Monk Bar car park
 - Bootham Row car park



Car park audit

Overall recommendations:

MIMA would recommend that Castle car park and Bootham Row car parks are prioritised for 'gold standard' improvement works.

Coppergate car park could also be prioritised as a third option, should leasing constraints allow, and/or should the Castle Gateway Regeneration programme result in the closure of Castle car park.



Coppergate car
park



Coppergate

Issue – vehicle entrance

- The entrance height is restricted and too low for many WAVs and similar vehicles.

Recommended action:

- Provide information online and at the entrance to indicate where the nearest non-height restricted accessible parking is.



Coppergate

Issue – Pedestrian entrance

- The pedestrian entrance route is accessed via narrow double leaf manual doors.
- Sign above door references “Piccadilly Car Park”

Recommended actions:

- Ensure entrance doors to car parks meet current standards.
- Automatic doors are recommended.
- Update signage.



Coppergate

Issue – Lift access

- During MIMA's site visit, one of these lifts was out of order.

Recommended actions:

- Regularly maintain both lifts to ensure step-free access is provided to all levels of the car park at all times.
- In the event of the lift breaking down, ensure this is clearly communicated to visitors at the entrance of the car park.



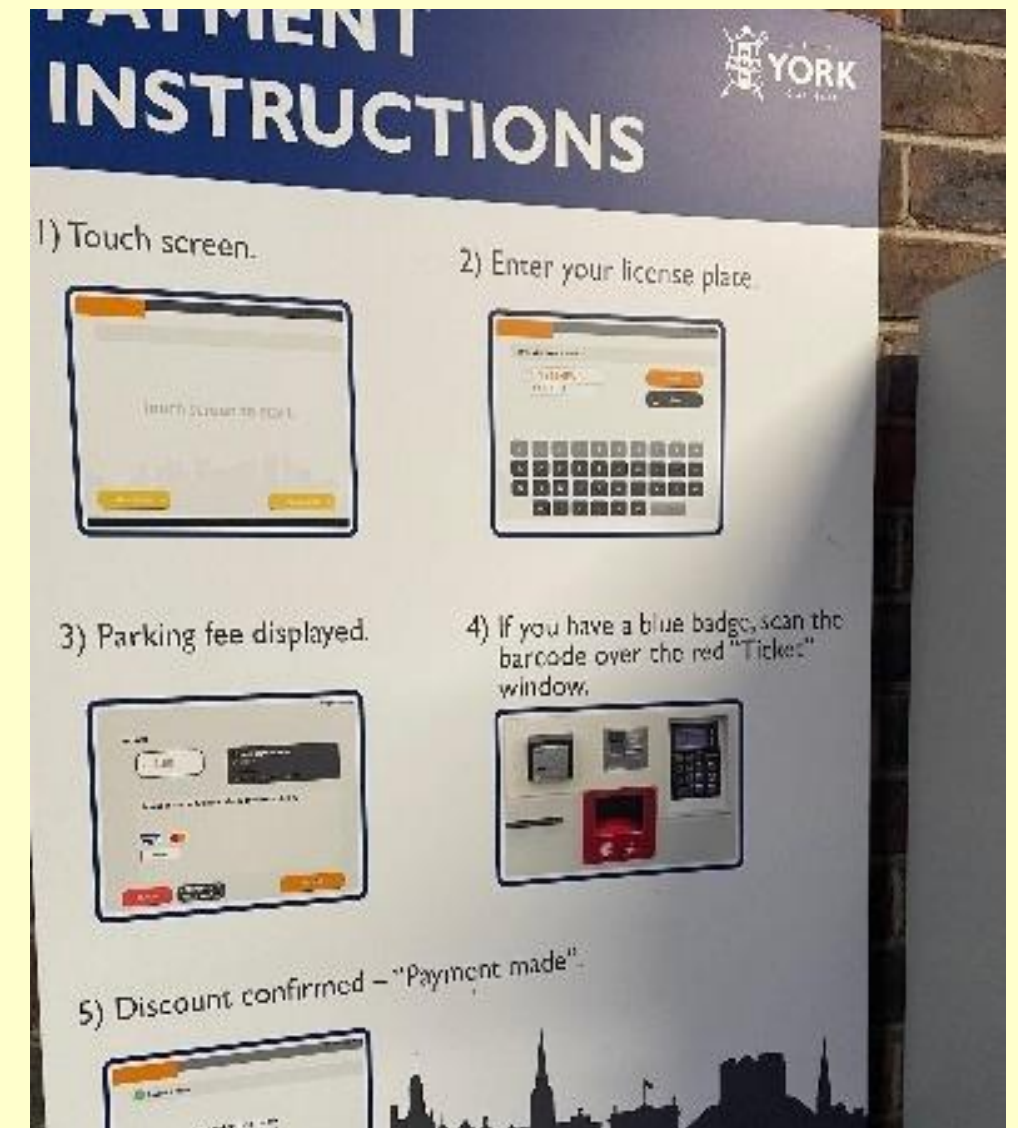
Coppergate

Issue – Payment machines

- Coin input is centred at 1300mm; slightly too high for seated users and those of shorter stature.
- The machine - and car park barriers/help points in general - do not offer D/deaf-friendly means of communication.

Recommended actions:

- Provide a coin slot or payment method between 750mm and 1200mm above floor level.
- Touch screen should have larger buttons and higher contrast.
- Induction loops, text numbers and/or video intercoms to be provided as standard on payment machines, help points and ticket barriers.



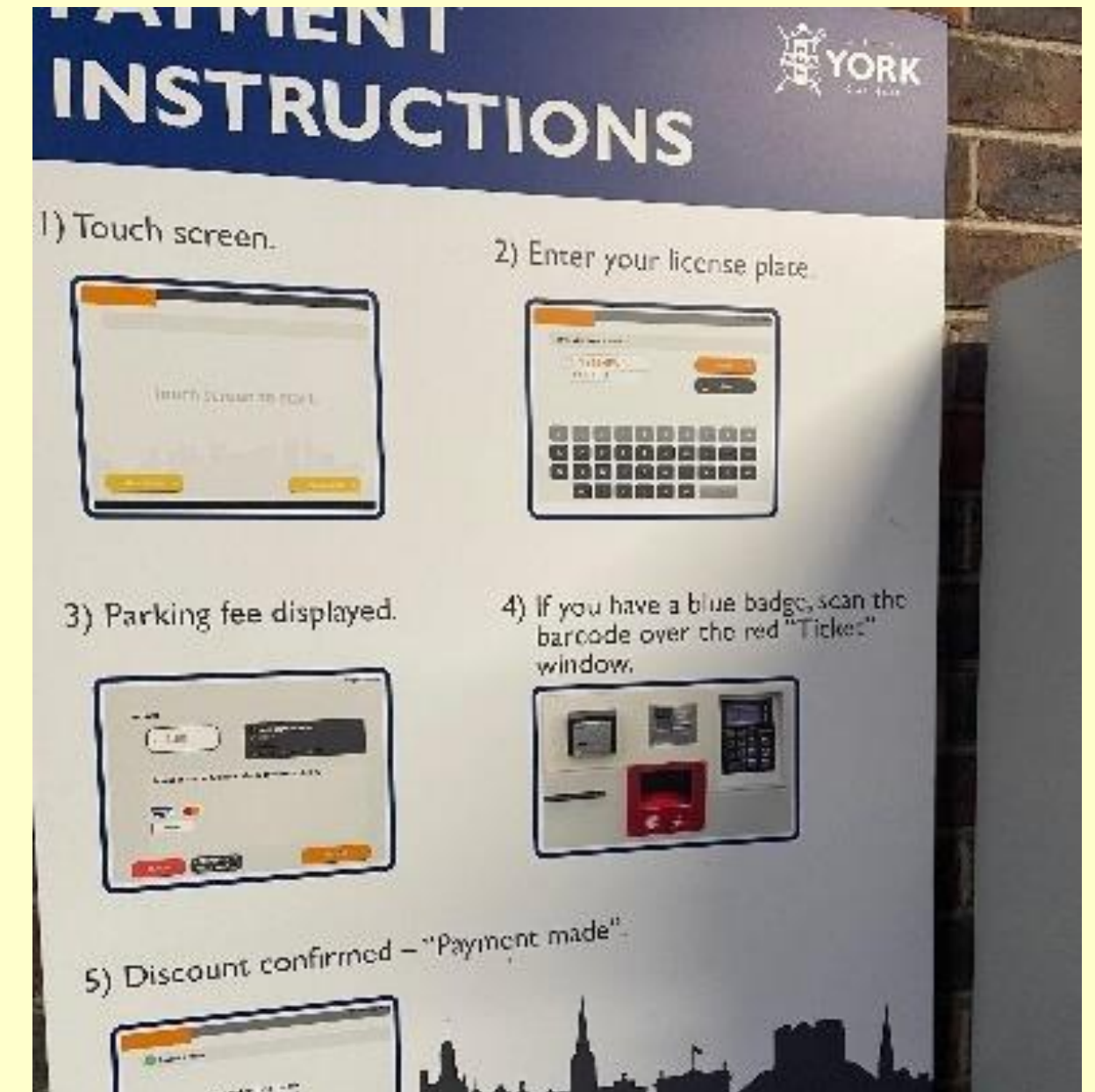
Coppergate

Issue – Payment machines (continued)

- Blue badge holders can scan their badge for free parking, however this means removing the blue badge from the car and returning it again.

Recommended actions:

- Review process to avoid additional journey.



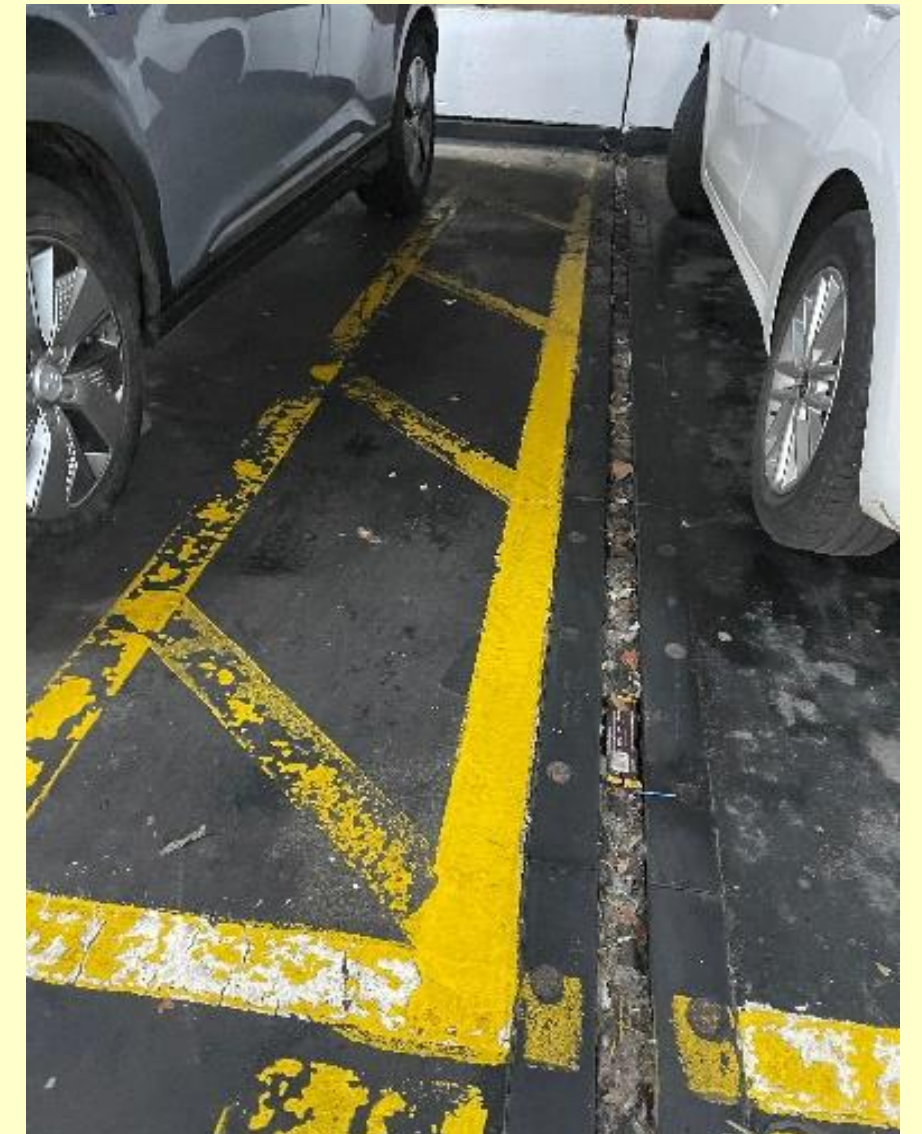
Coppergate

Issues – Accessible parking bays (Levels 1 and 2)

- Accessible bays and access zones are not to current access standards

Recommended actions:

- Accessible parking bays should be reconfigured to meet current access standards



Coppergate

Issue – Accessible parking signage

- Lack of visibility of signage for blue badge holders, provided at 390mm-650mm above the ground.

Recommended actions:

- Provide signage at heights in which the lower edge is 1000mm above floor level.
- New signage should read 'Blue Badge Holders' rather than 'Disabled Badge Holders'



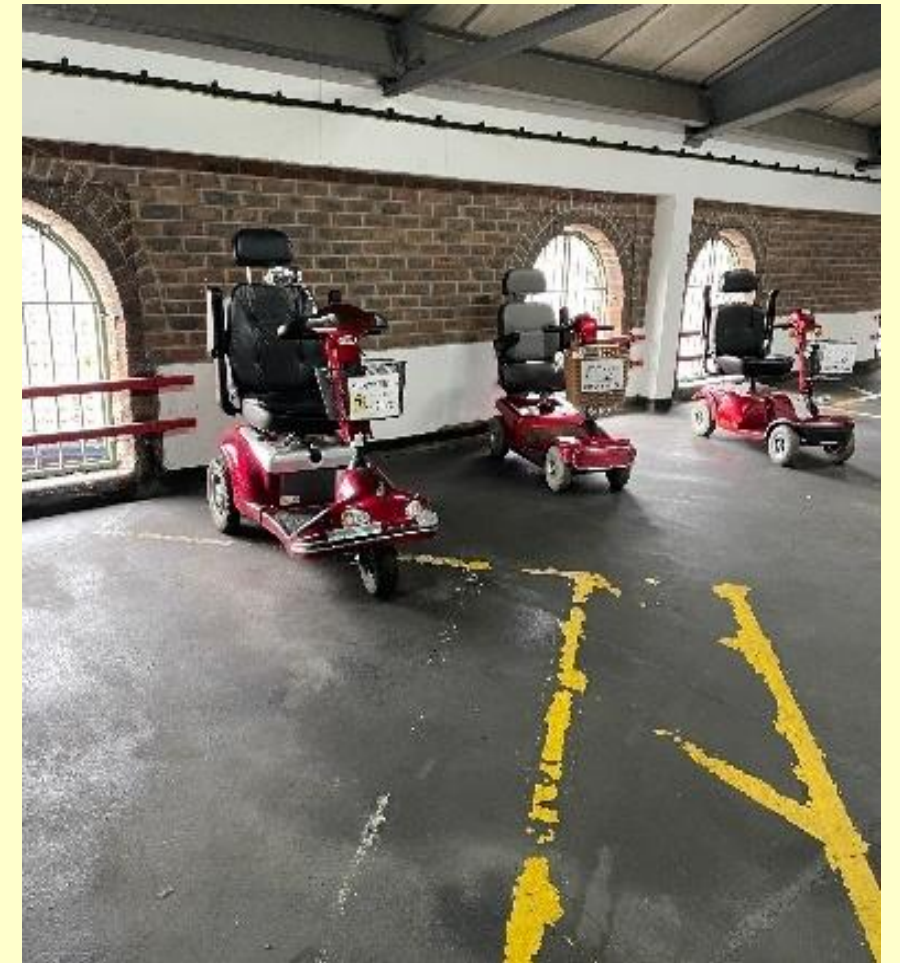
Coppergate

Issue – Shopmobility

- The service is currently underused, partly due to its location. This is not practical for many users as it requires vertical circulation and lift reliance

Recommended actions:

- Whilst Shopmobility is present in this car park, a ground floor, well-advertised and visible location would be more accessible and beneficial to many



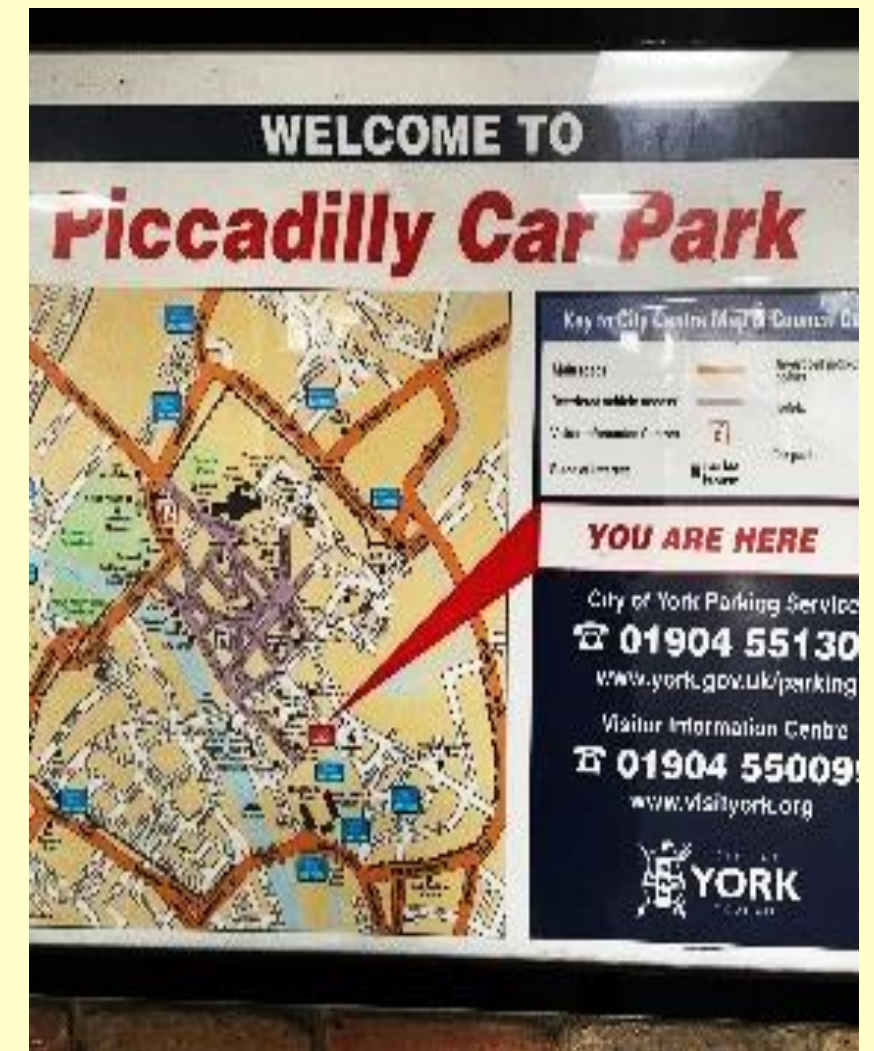
Coppergate

Issue – General signage

- Coppergate car park provides directional signage and maps to aid wayfinding. However, these utilise old naming conventions and are inaccessible in their nature, particularly for those with visual impairment

Recommended actions:

- Review signage to improve legibility and provide consistent signage (style, layout, positioning and colour)



Coppergate

Other issues identified

- Currently only open until 7pm, limiting use for evening recreational activities
- Concerns relating to safety
- Car park is leased, not owned by CYC

Castle car park



Castle car park

Issue – General

- Plans for Castle Gateway regeneration may result in the closure of Castle car park

Recommended action:

- It is recommended that all of the accessible parking bays are retained within Castle car park, should the rest of the provision be closed.



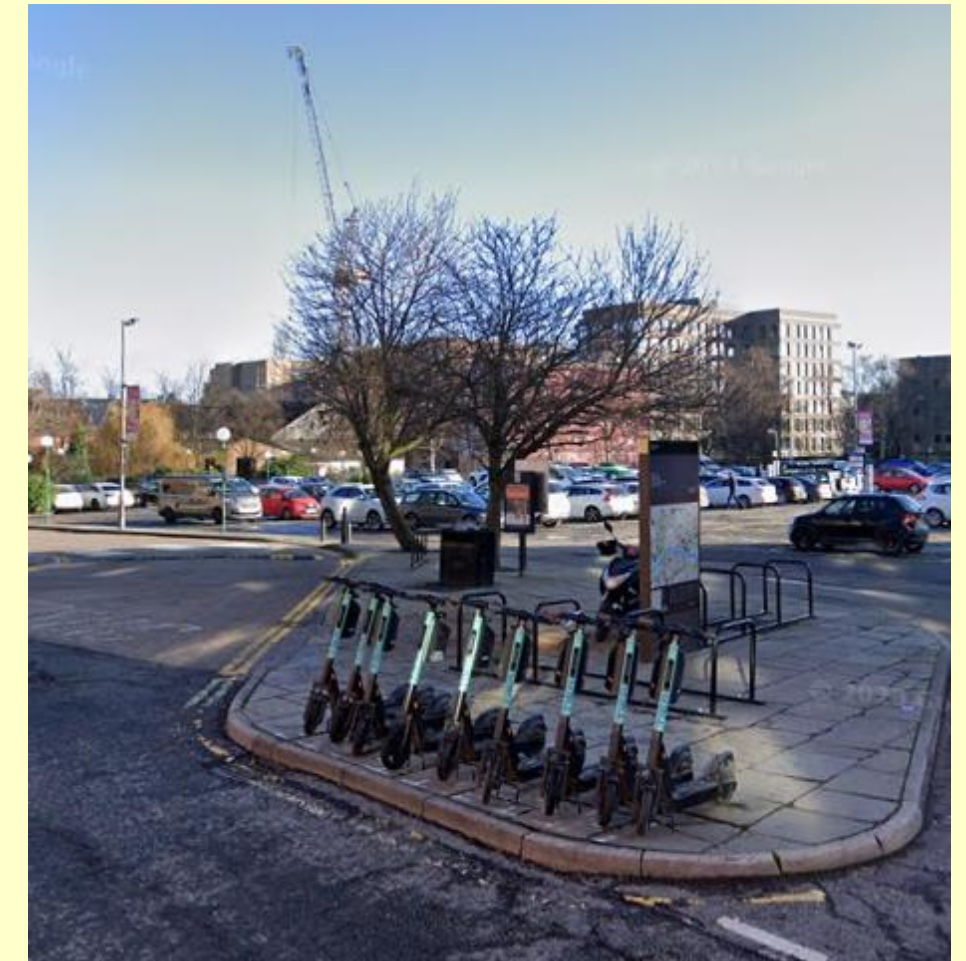
Castle car park

Issue – general layout

- Castle car park is open to the elements, with no shelter currently provided.
- Pedestrian and vehicular routes are narrow, resulting in an inaccessible and crowded experience.

Recommended action:

- Provide sheltered dwell space within the car park.
- Where possible, widen vehicular access routes in addition to improving accessibility in pedestrian areas.



Castle car park

Issue – entrance

- Lack of accessible pedestrian routes into and out of the car park.
- No dropped kerbs from the on-street parking section onto the pavement and poorly located signage.

Recommended action:

- Provide safe pedestrian routes and dropped kerbs
- Signage should be located in front of the parking bays to provide access onto the footway



Castle car park

Issue – Surfacing

- The accessible parking bay area has recently been resurfaced but the rest of the car park is in poor condition.

Recommended action:

- The remainder of the car park should be resurfaced to ensure an accessible end-to-end experience



Castle car park

Other issues identified

- Accessible toilet in Coppergate but dimensions are too small for many users

Bootham Row car
park



Bootham Row car park

Issue – Pedestrian access

- Poor pedestrian access into the car park leading to many disabled people utilising the road in an unsafe manner
- Poor car park surface

Recommendations

- Gillygate access - Provide a suitable ramp and remove the railings
- Improve car park surfacing
- Main access road – Visually denote pedestrian walkways and provide signage to warn drivers of pedestrians using this space (limited options to widen the pavement on the access road)



Bootham Row car park

Issue – Information

Recommendations

- Place information relating to free parking by the blue badge bays, to avoid users having to navigate to the payment machine.



Bootham Row car park

Issue – EV charging bays

- Charging points do not provide access zones on either side and so would not be accessible for many disabled people.

Recommendations

- Establish where accessible EV charging bays could be accommodated in the car parks nearest to the city centre (to PAS 1899:2022 standards)



Bootham Row car park

Other issues identified

- Small car park with only 9 accessible bays

Monk Bar car park



Monk Bar car park

Issue – Access to/from the car park

- Narrow access routes to/from the car park.

Recommendations

- Improve access routes (minimum of 1.8m wide), remove obstructions.
- Inclusive dwell space should also be provided at every 50 metres along this route.



Monk Bar car park

Issue – Accessible parking

- Accessible parking bays are not correctly demarcated with side and rear access zones.
- Not all space dimensions align with current accessibility guidance.

Recommendations

- Reconfigure accessible bays to meet current accessibility standards



Monk Bar car park

Issue – Signage

- No signage is present indicating blue badge parking is free, and this is only displayed at the ticket machines.

Recommendations

- Place information relating to free parking by the blue badge bays, to avoid users having to navigate to the payment machine.
- New signage should read 'Blue Badge Holders' rather than 'Disabled Badge Holders'.



Monk Bar car park

Other issues identified

- Further away from the city centre, with pedestrian access routes leading to the area both narrow and uneven

Next steps



Next steps

- Feedback from YAF
- Finalise MIMA report
- Report findings to other CYC teams and Councillors to support funding prioritisation and decisions