

York Access Forum (YAF)

Minutes

26th November 2025 2:00-4:30 pm

Hudson Room and online on Teams

Attendees

Name	Organisation (if applicable)
Diane Roworth (DR)	Chair Independent
David Smith (DS)	CYC - Access Officer
Christine Kyte (CK)	CYC Support Worker - note taker
Lauren Talbot (LT)	Wilberforce Trust
Marilyn Crawshaw (MC)	York Human Rights City Network, YDRF
David Carr (DC)	York Carers Action Group
Ian Lawson (IL)	Independent
Anastasija Clayton (AS)	Senior Project Manager McLaren
Tom Gilman (TG)	Managing Director McLaren Regeneration
Jack Stephenson (JS)	McLaren
Online	
Vicky Thompson (VT)	CYC - Resettlement Services
Flick Williams (FW)	Independent
Srish Arjen (SA)	Independent + YDRF
Iain Mitchell (IM)	North Yorkshire Sightloss Council
Apologies	
Sian Balsom	Healthwatch
Anne Norton	York Disability Rights Forum
Alison Wheatley	York Carers Centre
Dionne Grover-Jacques	York ME Community

No.	Item
1	Welcome and introductions
	DR Welcomed all and asked them to introduce themselves. General housekeeping re room and etiquette for hybrid meeting re questions, use of mic etc. Previous minutes agreed. FW Asked why updates are not at the beginning of the agenda as they contain important issues which need time to be discussed. DR Acknowledged FW's concern and will ensure updates are given sufficient time during the meeting.
2	York Central Masterplan update from McLaren
2.1	MC raised that attendees have just seen the presentation, so they have not had much time to consider the content. TG was not aware of the need to submit in advance and would do so in future. JS read through slide presentation. The presentation is based on the comments made by attendees at the York Central Workshop on 18th September 2025. The slides are circulated with these minutes Appendix A. Comments and points discussed are below.
2.2	Station Quarter and Masterplan DC queried the capacity of the 2 lifts and staircase in the Western Station Entrance to manage the predicted number of passengers. AC Resilience is built in from a range of sources which have predicted the usage and footfall in the area. JS The centralised staircase has increased in width from 1.8 – 3.6m which allows a central handrail, and for the flow of people moving up and down the stairs to be separated. DR The issue of a common understanding for the term 'weighting' was raised. DR Explained that her understanding of "weighting" consultation comments was balancing (giving additional emphasis) the needs of disabled people against the desire of developers. Requested to be part of the next stage of development as soon as possible.

	TG Agreed with early engagement with the YAF during next stages. LT The number of BB spaces now stands at a total of 16 in this area. She Asked how this number had been determined. JS East side of station is still the primary accessible entrance to the station. On the western side, calculations for the number of spaces for the office have been based on the maximum parking ratios agreed on outline planning permission for the site. The same criteria have been used for the hotel. This number was increased following feedback from the September consultation and they have been grouped together into a hub. LT East entrance is not very accessible due to having to get multiple lifts for some platforms. MC The hotel has 9 accessible rooms so it will be tight to provide Blue Badge parking for all these rooms. AC In the drop off area only one of the spaces will be larger (sized 9 x 2.7m) and will be hatched. DS Raised that a significant number of disabled people require an accessible room with a bath., will there be provision in the hotel? TG Recommended that at the next stage of design the York Access Forum should have a workshop with the hotel operator and York Central Ltd so these issues can be raised.
2.3	Residential plots and central park MC Asked for clarification on the term” close proximity” in relation to how far a parking space is from a residence. JS This means within 50 m. If it is more than 50m a resting place will be provided. More detail can be found in the full Design and Access statement. TG The detail about distances for residences can be drawn out of this document and shared with the Access Forum. DS Requested that he is given the full statement and any parts that are drawn out for the Forum. AC All residential parking will be controlled by parking permit. Some Blue Badge parking is on street and some is on plot. On plot are allocated to property owner/renter.

JS There is a range of types of accessible properties ,1 2-, and 3-bedroom homes and apartments.

MC Teenage provision in the central park also needs to be inclusive not just the area for younger children.

FW York Central Limited has clearly listened to what the YAF has said. Thank you.

However internal egress through the station is a concern. She has met the mayor who has emphasised that there is no money to sort out internal access through the station. In today's budget the Combined Authorities will be given more access to central government funds relating to transport.

FW Proposed that the Chair write to the mayor emphasising the importance of finding funds to complete the internal station works.

DSA Walkaround of the station for disabled members of the community is being arranged by Graham North, Rail Strategy and Performance Officer for the Combined Authority and YAF. He wants up to 20 disabled people with a range of impairments to meet him in relation to this.

FW The issues affecting access in the station are already known , namely moving the old signal box.

TG York Central Limited can also lobby the mayor re station improvements.

MC Requested updates re improvements to existing seating and shared walkways on the York Central site.

AC Seating and design of walkways on site were delivered by Homes England and SISK. York Central Ltd have passed on YAFs concerns about seating. Colour contrast on pavements is not clear enough so York Central Ltd will be aware of improving on this in any further design which they carry out.

TG Will raise the fact that **DS** has not had a response form Homes England and SISK at their weekly meeting.

LT Consider how "Get Britain Working" might have an effect on the numbers working in the offices and hotel. This might provide useful data.

2.4	Overview Members were appreciative of the way in which York Central team had listened and acted upon the concerns raised at the September workshop. DS Summarised changes made since September workshop: • Addition of 2 toilet blocks both with accessible toilets and 1 Changing Place on western side of station. • Staircase at Western Station entrance has been widened. • Clear navigable pathways in Coal Drops square • Increase in Blue Badge spaces from 8 to 16. • Acknowledgement of disabled cyclists in plan and storing their bikes under cover – including electric bikes • Storage for other electric mobility aids in the Cycle Hub. • Accessible shower room for disabled cyclists • 9 accessible hotel room with capacity for adjoining rooms Areas to follow up: • How will use of blue badge spaces be monitored? • CYC refuse team need to speak developers about refuse collection. • Distances of BB spaces from accessible homes - information to DS
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3	Updates
3.1	DR: Bus transport: Kate Ravilious has confirmed that the Enhanced Bur Partnership group is a strategic group and that the bus tracker was not appropriate as an agenda item due to the length of discussion needed. Regarding monitoring of progress, KR confirmed that York Transport Department are constantly working through the issues that the tracker has raised. DR confirmed she was anxious that there was accountability within the Council for progress and KR suggested that the Tracker could be monitored by the Place Scrutiny Committee. This was being progressed via DS and the Chair of Scrutiny.

3.2	DR has also met with Tom Horner, Duncan McIntyre and Richard Hampton re adopting a standard bus shelter in York in terms of accessibility features. It was agreed that, rather than relying on a QR code or app for information, all bus stops in York will have a push button unit in a set location within a shelter to give audio information. FW. As disability rep on the Enhanced Partnership for 3 years it was agreed some time ago that the push button would be added in bus shelters and that there was funding for this. If it goes to scrutiny there is no right of reply and information is misleading. Legally the Partnership should hold 4 meetings per year. The work of the Task and Finish group is being negated. The key thing is to have access to bus operators. Also requested an update re wheelchair taxi service. IM Requested update re Bus Services Act from CYC. Also, for an Equality Impact Assessment on the Station Gateway.
3.3	DS Regarding the Bus Services Act: This will be put to Duncan McIntyre and Tom Horner. Regarding the EIA: The EIA has already been requested but will be brought forward again in my role as Access Officer. Regarding the Taxi scheme: The delay in starting the scheme that provides taxis for wheelchair users refused access to buses, is due to First Bus suggesting alterations to the scheme. There is no formal agreement for the trial as yet. It should be launched in January 2026.

4	Anti-Terror Traffic Restriction Order (ATTRO) Affecting Blue Badge holders during the Christmas Market 2025. Ben Murphy Head of City Development
4.1	BM This was a difficult decision for the Executive to make. The serving of the ATTRO by North Yorkshire Police increased the restraints around our local discretion. In effect, The Executive had no other option. The mitigation package was deferring commencement of the market and ATTRO to 10:30am, communicating to blue badge

holders in advance, putting in place additional dedicated parking on Duncombe Place and providing a grant to Shopmobility to allow free mobility device hire. It was agreed that this was a fairly reactive response due to the serving of the ATTRO notice. Looking ahead to future events there will be a more planned approach. Executive Members agreed to receive a report early in 2026 which reviews the case for access arrangements around city centre events.

FW On the previous Saturday there was a temporary exclusion of blue badge holders whilst a demonstration took place in St Helens Square. As this has not happened before it leads to concern that this will happen more often with the new Chief Constable.

BM The dialogue with the police has been constructive and CYC are operating within the context of Martin's Law coming in. The aim is to take a comprehensive view of how the Christmas Market is run and its impact on access to the City Centre. An agreed format could be applied to other events. Whatever is agreed it needs to work for all communities.

FW This was supposed to have happened at a Scrutiny meeting last February. Blue Badge holders are in the worst position they have ever been and are increasingly excluded.

MC From other meetings it was clear that there had been attempts to come up with alternatives, but none were seen to be workable. This is concerning. At a meeting of YDRF and YAF Chair the Chief Constable was clear that an ATTRO could be applied to other events. He was unwilling to engage in conversation regarding the Equality and Human Rights implications, saying the Right to Life trumps all other rights.

The Council Executive also made it clear that they were very worried about the risk at large events.

There should be an alternative route available for BB holders that could be used so that access is maintained in case works take out the existing routes.

Mitigations need to be meaningful. These actions divide parts of the community.

BM DR queried the date of the January meeting so that input could be gained. BM replied that the date of January meeting

	hasn't been decided yet. This conversation with you is part of the process of producing a report for that meeting. FW Re the exclusion of Blue Badge holders for 4 hours due to protests, notification only came 24 hours beforehand by email. Cllr Vassey said, "York rolls out the red carpet for blue badge holders" , which does not fit with the reality for disabled people accessing York. DR Regarding the loss of access for Blue Badge Holders, DS is arranging a separate meeting for members of the disabled community in relation to the Rougier Route bus gate. This has the potential for a negative impact on BB holders and all YDRF and YAF members were encouraged to attend the meeting.. LT York is lacking in data about the demographic of disabled people.
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5	Continuation of Blue Badge Parking during the development of Castle Gateway
5.1	BM In the November Executive there was approval for funding for commencing works at the Castle Gateway and Eye of York. Works are likely to start in the summer. The availability of blue badge parking during the development of the site is a key issue for the YAF. There was a commitment in the Executive Paper to minimise disruption and maintain that facility during the works. That is being built into the procurement. Also a £200,000 budget was made available for improving Coppergate Car Park. Which includes Shopmobility and Blue Badge parking. Consideration needs to be made to the timing of these developments in relation to each other. CYC is waiting to get formal tenders in to see how this is managed. DS Some of the language used by senior managers in relation to this has been of concern. This is due to a lack of awareness. Coppergate multi storey car park is generally unsuitable for disabled vehicle users. There is no further space to park around Castle Car Park, as parking where the double yellow lines are would cause obstruction.

	Could the new blue badge spaces be built first? This car park is essential for access from the east of the city. A holistic view considering other disruptions which will take place at the same time, is needed. It is possible that there will be an ATTRO and Rougier St will be closed which will effectively prevent Blue Badge holders going into the city centre. The current city development team are being proactive trying to find solutions. However, in the past the Blue Badge spaces at Castle Car Park have been essential whilst works are going on elsewhere in the city, so the prospect of these also being closed is of great concern, FW Asked if the existing Blue Badge spaces, (which are all on one side of the car park), could remain open until the new spaces are completed and this would form part of the procurement process? DR Acknowledged that the new Blue Badge spaces are a great step forward as the previous design had none at all. The dedicated Blue Badge car park is evidence of their importance, as is the fact that the current spaces are full most of the time.. Why is there a need to ask the market what they propose to do about it – cannot it just be specified? BM Under 2023 regulations, pre – market engagement must take place before launching a tender. So, part of that process is to seek views on how best to achieve the objective of maintaining blue badge spaces throughout the delivery of the programme. Additionally, there are leases that relate to the area for the new Blue Badge spaces. These need to be understood fully at this stage so that CYC is as informed as possible when the tender is launched. DR This message from this Forum t is that it is essential to ensure that an appropriate level of Blue Badge spaces are available during the development phase.
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6	Actions
6.1	TG: to arrange a workshop between with the Hotel company and YAF to look at the access proposals of the final design.

	TG to draw out relevant parts of the Design and Access Statement in relation to distance from Blue Badge b spaces and to send the whole document to DS. TG: York Central Ltd to work with the YAF on a signage and wayfinding guide or principles. AC York Central Ltd will send a table to CK for blue badge residential distances to be shared with Access Forum DR Will write to the Mayor of York and North Yorkshire Combined Authority about funding to make the station as accessible as possible. DR pursue an agreed design of bus stop / shelter, ways of monitoring the bus tracker DS to circulate information about the consultation meeting for disabled people on the proposals for the Rougier Route and the impact of plans to exclude BB holders from the new Bus Gate
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7	Next Meeting
7.1	Tuesday 27th January 2026 1:30 – 4pm