

Cycling in York city centre - Amalgamated note of two workshops

Attending Friday 11 June 2021, 10-11:30am

- **Public:** 15 participants including cyclists, YDRF, YCC, delivery courier
- **Martin Higgitt Associates:** Martin Higgitt, Emma Grayshon, Craig Grimes, Helen Kane
- **CYC Transport:** Julian Ridge, Lucy Atkinson, Tony Clarke, Helene Vergereau, Ben Stokes
- **CYC Communications/ Regeneration:** Gareth Wilce (chair), Will Wilcock, Andy Kerr (co-chair), Katherine Atkinson

Attending Thursday 17 June 2021, 6-7:30pm

- **Public:** 16 expected, 8 joined including cyclists, YDRF, YCC, IWGB couriers union, York Green Party
- **Martin Higgitt Associates:** Emma Grayshon, Craig Grimes, Helen Kane
- **CYC Transport:** Julian Ridge, Helene Vergereau, Lucy Atkinson
- **CYC Communications/ Regeneration:** Andy Kerr (chair), Katherine Atkinson

Introduction

The pandemic has changed the entire local economy, and nowhere is this more obvious than in the city centre, which has always been at the centre of a competition for space. This space is even more of a premium now with:

- Outdoor spaces, pavement café licenses, footstreets free of most vehicles, and operating to 8pm to support hospitality when restrictions allow it to open
- Blue Badge and disabled parking is a large challenge. CYC have recently consulted over 10 new potential locations, with a decision expected shortly on making the changes to the footstreets permanent

This summer we're talking to stakeholders and users of the city centre, including taxis, cyclists, users of mobility aids, delivery drivers and couriers, to gain a deeper insight into their challenges as part of a review of access to the city centre.

Cycling in and through the city centre is being reviewed as part of this process, including whether a cycling route through the city is technically possible, and

what measures would be required to maintain safety of cyclists and pedestrians.

Andy Kerr, Head of Regeneration City of York Council (CYC) is responsible for:

- **My City Centre** project to collaboratively create a future vision for the city centre to guide what it will look and feel like, and how to maintain vibrancy in response to the pandemic, and
- **Strategic Review of City Centre Access and Parking** to provide strategic direction, and detail of how to improve York's access to make it the best it can be.

Both projects will be subject to formal decision at CYC Executive. We are collating online engagement, surveys, and discussions to create a draft vision which we will come back to you to test and refine before going to Executive for a decision in September. Our aim is to be open, and clear about what has already been decided and what it is still possible to influence throughout.

Discussion

1. Key principle - people cannot cycle freely through the footstreets, where the focus is on pedestrian priority.

CYC Clarification: the area hasn't changed, only the hours. Cycling was not permitted previously in the streets that currently have the new pavement licences (except Castlegate), the only exemption change relates to blue badge holder parking.

- The footstreets area is growing, the pedestrian area has increased over the past 15 years. This has put pressure on cycling, and has pushed it outside the city centre, causing conflicts.
- Need a dedicated cycle route north-south or east-west, not a free for all, but a balance is needed.
- Agree principle cannot cycle anywhere, but a direct cycle route is needed.
- How to safely navigate around the footstreets.
- City centre pedestrianised area is fantastic in terms of reduced air pollution, better access to shops, encouraging people to use the city centre. Most people need to feel safe to cycle. People do not feel safe cycling on Inner ring road. Having infrastructure on inner ring road is an idea I like.
- Question isn't whether the footstreets should only be for pedestrians, or whether cyclists should be included/ excluded. We need a different model

for the city. Some areas could have **cycle access into footstreets during footstreet hours**. Encourage pedestrians and cyclists, but not vehicles.

- **Children:** A lot of parents are put off going into town as they are not able to get in and around with younger children using a trailer for toddlers who cannot walk far. The bike acts as a pushchair/ mobility aid for young children.

CYC Clarification: Can push bike within the C/C, do not have to park and leave bike at periphery. Does this work?

- No, it is more convenient, easier, can move faster, can get to where you want to go with bags and children. If you are not able bodied, you are not able to walk and push.
- I wouldn't take any young children on the cycle routes through York, it's not safe.
- My daughter doesn't drive and has to take kids everywhere by bike so that rules out the city centre.
- Piecemeal decisions will not solve anything it needs some radical thinking brave decisions and some testing/ marketing.

2. Time – currently the footstreet hours are 10.30am to 8pm (extended from 5pm) in response to Covid to support businesses reopening and pavement café licences (temporary until September). What impact has this had on cyclists?

- I used to visit restaurants and cafes in city centre (C/C) in the evening, cycling from home direct to café door to door. 8pm means that I can no longer do that, which is frustrating and puts me off going into C/C. 5:30-8:00pm is significantly less busy, Understand restriction at midday, but evening restrictions do not make sense. Cycling is most convenient and simplest mode of transport to get door to door. Not being able to cycle to where I want to go adds other layers of complication (half cycle: half walk journey, where to park, which shoes to wear) and puts me off going into C/C as an able bodied person, and less able bodied people simply don't go. I would go by car instead if the practicalities became difficult to figure out.
- If trying to encourage an evening economy, and not facilitate cycling into C/C, then the convenience of cycling becomes less, therefore more likely to travel by car. People often do not drive, so would have to use public/ sustainable transport.
- Pedestrianisation to 8pm encourages people to go in. I cycle to town, dismount, lock up my bike and walk into C/C.

- **Safety**, if go out for a meal in evening, easy to access C/C on bike. As a young female, feel safer with bike, have speed to get away if required. Who is allowed where/ when? Taxis, taxi access late night, feel safer if taxis are nearby to get home safely.
- **Courier** point of view, 5pm is dinner time, 7 is busier. In danger of getting a £50 fine, always looking over our shoulder, has worsened our day. If we had a permit or could use the York cycle route it would be better. It's bad for us right now.
- No reason why there couldn't be a **core footstreets time and time for pedestrians and cycles**, with appropriate speed limits. All the foot streets should be open to cyclists, with exceptions for areas say 2ft wide. Most cities with foot areas allow cycles. Look at Coney Street, other vehicles are allowed, like the post office. Cycles are not allowed. Ridiculous. If other vehicles are allowed down, cycles should be.

3. So what are the routes around the footstreets that cyclists can use (reference city centre map)? Which do cyclists use? Could they be improved? Are they sufficient? What impact do they have on journey times?

- Existing cycle routes around city centre are incoherent and hard to reach without using other routes which were hostile for cyclists (e.g. can't get to Deangate without using Lendal Bridge/ Inner ring road)
- Felt that much cycling infrastructure in the city (e.g. parking stock, barriers on some routes) did not recognise variety of sizes/ weights/ wheelbases of modern bikes – esp. bikes adapted for use by disabled cyclists
- **Castlegate's** recent pedestrianisation has had a significant impact on cyclists. It was a key safe route from Tower Gardens to Coppergate. Its removal has broken a key north/ south route. The new Castle Gateway cycle link (from St George's Field, over new Foss Bridge, continue up Piccadilly) will take about 2 years to develop.
- **Tower Gardens** is only safe way into C/C, now have to lock bike at Tower Gardens and walk in, and sometimes want to go through C/C too.
- **Terry Avenue** has a temporary block too.
- To get from one side of C/C to other: **Castlegate – Coppergate – Aldwark – Minster – High Petergate** (one way)
- **Minster area** is open to all cycle traffic and works fairly well, trust in pedestrians and cyclists that they are aware of each other. (Perception

noted that the Minster is keen to stop this route and push cyclists out to inner ring road.)

- Statistics on collisions were shared

York Cycle Campaign: Between 2015 and 2019 there have been 11 collisions between cyclists and pedestrians within the city centre, but 89 collision between motorists and pedestrians, one of which was fatal and 13 resulting in serious injury. Vehicles present a far higher danger to pedestrians than cyclists do. Meanwhile, there have been 131 collisions between motorists and cyclists in the same period (16 serious injury).

- Alleyway near Caesars to Bedern Hall/ St Andrewgate - gap between bollards is too narrow, bikes get hooked up. This link is a massive relief valve for couriers.
- Routes around the inner ring road are not suitable for use with children at the moment. Conflict with buses along **Stonebow** makes it unsafe - with buses parked, slopes, choke point, and traffic both ways.
- One route, volume of people using that route, maximum conflict, weave between pedestrians, not direct, all funnelled onto one route.
- York Cycle Campaign proposed route **Piccadilly – Parliament Street – Davygate – Blake Street** would use wider roads, be more direct and safe, has kerbs all along, not a free for all shared space, safe.
- **Aldwark – Hungate footbridge – Navigation Road – Walmgate**
- If going south **Piccadilly – Tower Gardens** is bad route. **Clifford Street – Tower Street – roundabout** kerbed pavement layout prevents cyclists making a right turn/ using roundabout from tower side. Have to cross road near Dyls and walk bikes around bend onto bridge. Could cyclists be allowed to bump over to get onto Skeldergate Bridge? Right turn in scope of current WSP work. Was designed to reduce incentive of vehicles rat running. Could it be bus/ cycle only? Could hostile vehicle bollards be used to allow cyclists gap, but prevent bus/ car/ taxi?
- Travelling out north of river in southerly direction, there is no safe route.
- Castle Gateway will provide new Foss Bridge and new Tower Street crossing towards St George's Field/ Skeldergate (though 2.5 years away from delivery of improvement)
- Corner by Oxfam near **Monkgate** is tight, potential conflict with vehicles. People turn round in vehicles at National Trust shop when they realise that

they cannot get into C/C. More vehicle restrictions would make it easier for cyclists and pedestrians to mix.

CYC clarification: rest of the city have barriers, but there is no vehicle access point on Monkgate, challenge/ no solution to restrict vehicles there, lots of residential properties off Monkgate, and Permanent blue badge parking require access.

- If **Colliergate** was 2-way it would clear up so much, wouldn't have to use Stonebow. Can use Colliergate at night, but not Fossgate – desire line is not available. One way through opposite way. All head towards Stonebow one way.
- Need more thought on how all modes interact at pinch points, with the rise in food deliveries.
- Route coming from the south is pretty hopeless, **Clifford Street** has a lot of buses, no provision for cycling and a nasty right turn into **Coppergate** with no support cyclists for the turn. **Stonebow** can be difficult. Then you can't go down **Petergate**.
- **Walmgate - Navigation Road - Hungate bridge – Aldwalk - dismount** and walk into centre. No cycle routes lead us to any restaurants couriers need. We have to dismount to walk down to McDonalds. I've received fines there. It's inadequate for couriers. We can't access anything in the middle bit. It's not sufficient to get to St Andrewgate and then walk.

4. If there was to be a direct route through the footstreets – which would have lots of challenges – where would it be? How would that impact on disabled people? Pedestrians? How would it work when the city centre is at capacity at weekends and in holidays, as some of the streets are very narrow? How much would it save time wise in crossing the city? How would we designate space?

- York Cycle Campaign expressed a preference for a **Parliament St – Davygate – Blake St** route for cyclists – usable in both directions (idea is backed by York Civic Trust, YDRF)
- **Davygate**
 - seems obvious solution as the roads are wider than many in the city centre
 - Davygate hasn't got space for segregated route, would lose a lot of the width to cycle route?

- Consider using as a shared space now, a cycle lane could follow later. Could the road be cycle priority, but still allow people to walk in the road?
- Reservations about replication of the perceived hierarchy of road users if introducing segregated cycle lanes in the city centre. It may create more ambiguity around priority users.
- If route through, what would it look like? **Segregated route/ shared spaces?**
 - Primary route if segregated 2 way better shared space, no ambiguity?
 - Dedicated infrastructure can increase speed.
 - Dedicated/ segregated routes through centre are good, but enforcement is a big problem.
 - Off and dismount, respect.
 - Cardiff have routes where you can/ can't cycle, 5/10mph limit. Cycle couriers go through.
 - How to manage if create conflict with pedestrians and cyclists on shopping routes.
 - Difficult to make dedicated areas, conflicting needs of different disabled groups, kerbs are good for visually impaired, but are not good for those with wheelchairs or mobility vehicles.
 - Government guidance avoid shared space – make clear where pedestrians and cyclists should/ can be
 - Community brief recognised a range of different views regarding shared spaces. Those with visual impairment or limited mobility have not been as effected by closed streets, but perceive danger from cyclists and vehicles in the footstreets
 - The segregation has been removed on new walk, I think? (Or allowed to fade) as it wasn't working... think that's correct.
 - No reason why the streets shouldn't be shared. It needs a complete and utter respect for each other. I believe we should do away with pavements and slow down traffic. There is very little respect from drivers to cyclists. If there were shared streets and pedestrians had a right of way there would be respect for pedestrians.
 - There are some narrow streets and it can be difficult if you are confined to (walk/ wheel along) a pavement. It's ok if you have wide, well maintained pavements but there are streets where people use

the road between the pavements as they have a better surface to walk/ move along.

- Minster - every cyclist swerves away from pedestrians and gives them space, never seen an accident there. Worst problem is people getting in the way of other peoples photographs.
- Minster - everyone expects others to be there, acknowledge it as a shared space and don't go through at a million miles an hour.
- I agree that the shared space past the Minster works really well.
- Challenge - principle of route and issues need to be explored with visually impaired people.
- All areas should be shared, not cycle routes. If people are not aware of use there is more of a danger.
- Shared space cyclists and pedestrians is very cost effective!
- Homezones work.
- Feedback from York BID & stakeholders, weekday morning a cycle route through might be ok, but peak times/ Saturday afternoons would not be possible. How could it work?
 - Learning phase, culture not used to access in UK, majority of people adjust according to conditions. Will get off and push in certain conditions. Trail and monitor/ adjust.
- Like idea of specific and obvious cycle routes across the city centre.
- As a courier, I cycle whilst looking over my shoulder. I make my living with intense time constraints. Really refreshing to hear about considering a route through. YCC's proposed route would meet courier's needs, or if there was an exemption for free cycling the couriers would be really interested.
- YCC's proposed route has a stunning argument. They are the widest foot streets, recommend changes until people adjust. Couriers are already using it as a route through. Not many severe cycling accidents, no-one dying on a regular basis. Accidents could happen between any modes of travel. It opens up access to a lot of restaurants for us.
- Will the route be one way or both?

5. Should there be any exemptions for certain groups of cyclists? Delivery couriers? Those who use cycles as a mobility aid? How would this work in practice?

- Some adapted cycles (e.g. with handcranks) are actually classified as invalid carriages – hence can be used in the footstreets now

- There was a discussion of differing needs – e.g. those who use cycles as a mobility aid may have different access rights to those who are cyclists with a destination in the footstreets area – then those making a through journey through the footstreets.
- A blue badge based system was considered – attendees could see how it would be useful, but how would it work with people who didn't have blue badges (e.g. families cycling together with one member with a blue badge). Support perhaps lukewarm. There was a suggestion that any changer should enable cycling generally, not just extend it to one exclusive group
- Nobody was against exemptions for BBH or couriers in principle.
- Think blue badge system would work as a cycle is a mobility vehicle, also entitled to use other vehicle as mobility vehicle. It is used in Japan and New Zealand.
- Exemptions would need to be well publicised and enforced including that not all disabilities are visible.
- If couriers are allowed, don't see why all cyclists shouldn't be allowed.
- Delivery bikers are the heroes of our city.
- Doesn't matter what the vehicle is, point of principle, blue badge holders need access to city centre. The question is one of general right and principle of access to C/C rather than mode of transport, be that car, cycle, on foot or using mobility aid. CYC issue blue badges because people need them to access places including C/C, therefore it is important to allow access regardless of method of transport.
- Essential we have cycling as a minimum for blue badge holders. A lot of people can't walk more than say 50m. You need secure cycle parking with that, places to put your bike where you need to.
- Sympathy with **delivery cyclists**. They make very little and asking them to dismount (even during lockdown), when we rely on these people to bring us food, it's nonsense/ wrong and should be looked at.
- Couriers – anyone on a bike should be able to access city centre/ free reign. However, having a badge in my pocket, lanyard or training course if necessary to keep my job/ enable access would be ok. Our life quality would sky rocket. If you ask why restaurants are still around, couriers are a lot of the answer.
- How could exemptions be managed/ enforced?
 - Would a licence plate on back of bike acceptable for couriers?
Couriers may be faster, going for a delivery.

- People won't like a licence plate. People could steal your licence plate, keeping it clean is an issue.
- Number plates are a problem for bikes. Lots of cyclists have nothing to fix one too. Would kid's bikes need them?
- A badge/ lanyard, so if people stop us we can provide details
- I'd pay to be able to use the space and not lose my job.
- Huge problems with badging unless national. My father visits and uses his tricycle as a mobility aid. How would he cycle in the centre and me accompany him? Have to allow for visitors, companions, etc.
- Having a restriction for disabled people is hugely problematic. It could exclude a lot of people. There has been a huge increase in hate crime. On a bike you are quite vulnerable. You can easily be pushed off the bike, so it's inappropriate.
- I oppose a badge system as I'd be marked with a special favour and I might be victimised. I don't want to be a special case I want to be just normal. I don't look disabled, I don't have a blue badge.
- Appreciate and agree with not displaying something to say you're disabled but more than happy to be stopped and produce say my bus pass or blue badge, as they are national schemes.
- Having to sign up is problematic, esp. for visitors.
- Thousands who can cycle but not walk long distances, who don't have a blue badge, and can't get around the centre without a cycle.
- It's not something we ask cars to do. We can't close it to all cyclists. A car shot past me in the centre, in Piccadilly at 30-40mph. We can't close the road because some cars misbehave.
- There should be no differentiation / licensing of cyclist pedestrians will know to expect cyclists.
- I'm not sure how I'd be able to display a plate as well as my lights. I think a courier who needs the licence rather than the bike, as the courier is the professional. Licensing of bikes themselves opens a big can of worms!
- York Council will only give permits for motorist not cyclists.
- Cyclists using their cycle as a mobility aid could maybe use the sunflower lanyard if they choose to?
- I vehemently object to the idea of bike number plates.
- A badge at the very worst. Licence plates just wouldn't work.

- York Council has given at least 6 companies exemptions to drive any motor vehicle (e.g. Royal Mail) through the city footstreets any time without special driver training.
- According to last census, more than 25% of people in York do not have access to a motor vehicle and there is probably more than 25% without access to a motor vehicle amongst the disabled population so there is little point in them **getting a blue badge**.
 - Incidentally, you don't have to be a driver to get a BB.
 - For disabled people who do use BBs they are a lifeline. Many people are distressed and angry about no longer being able to access city centre.
 - They have become a lifeline due to lack of better provisions, and now only the lucky ones with motor vehicles (or access to one) have access.
- This is interesting and difficult. If there are exemptions for disabled cyclists to get as close as where they need to be, it should apply to all who need to get close. It's odd to limit access to people who are disabled and ride a bike and not those who don't ride a bike. Should be a principle, regardless of 2 wheels or 4. Not saying an exemption to foot streets but a principle, regardless of mode of transport.
- No one was opposed to the principle of exemptions

Electric bikes as mobility aid

- I have heart disease, arthritis in knees and hips. Before an electric bike, I used to drive everywhere, can't walk more than 50 yards. Can get anywhere on my electric bike but I am forced to get off it at Stonegate and walk into the centre. The city makes me feel like a leper, and ignored. Alternatives are mobility scooter and wheelchair, but they won't keep me fit, I need to keep moving. I understand you need to keep the lycra brigade out of the streets but I don't go more than 3mph and our needs should be considered too. Unless you do something about allowing cycles to use the city centre this consultation is pointless for me. I had to go everywhere in a car and hobble and get the sticks out. I hardly ever use the car now and don't go into the centre.
- I use an electric bike as a mobility aid and don't come into the city any more. The electric bike is my freedom and I don't feel free anymore.
- I was pleasantly surprised to see this event. I wasn't sure people were using their bikes as a mobility aid.
- I support cycling and disabled cycling. Points about electric bikes, etc. also apply to disabled people who cannot use a bike. Danger of creating two

tiers. We need a spectrum to enable people to get near where they need to.

- I have a bike trailer for the car so doesn't matter where I park (so outside footstreets is ok)

6. How would you manage behaviour of cyclists in behaving responsibly if there was any access to the footstreets? How exhibit responsible behaviour from everyone/ awareness, neither priority, all share space. How could it work?

- **Minster** area works, naturally get off if it is busy, lip in road to delineate route for stick users.
- **Clarity** - Problem is the fact that it's not clear who has priority/ who is allowed to do what/ where only one way is allowed/ rules
 - People complain if I cycle up a street, but I didn't know that I couldn't.
 - Monk Bar, can go through on bike before cars, conflict, different parties don't know what they can do.
- **Design** needs to be exact about what is and isn't allowed, use design for how space is used/ how to manage intuitively.
- **Publicity** – rules need to be well publicised, so everyone is aware what is allowed.
- **Speed restriction**
 - Couriers with a trike load are considerate, speed shouldn't come into it
 - Would it be acceptable at 4mph, as for scooter on a footway?
 - How would we enforce it?
 - Would favour a speed limit through the footstreets, say 5mph, so people can be safe in relation to other users.
 - I would say that allowing cycling, but with a 'walking pace' speed limit, is the way to go, to avoid any discrimination and singling out. In busy times, you can only move at walking pace.
 - People will generally ride at an appropriate speed if it is busy.
 - There is a 10mph speed limit in the foot streets zone but this is routinely ignored by drivers and not enforced by police.
 - I am usually accompanied with pedestrians and I know that max speed in town is 3.4mph.
- **Enforcement** of rules (one way) and maximum speed for cyclists through centre. Some people too fast, not considerate, give all a bad reputation.

- People are already cycling in the pedestrian zone. I know 200 courier cyclists doing it regularly. If we could put in a **safe, tried and tested route** it would be safer. People would know cyclists are going down there. It's common in Europe and in Chichester in the UK etc. If people use the spaces they respect each other. Some will misuse the space. We created a **shared spaces code of conduct** for couriers. We don't want to hurt anyone. Something agreeable would be used for speed limits. People slow down as traffic intensifies. People slow down.
- May be unpopular but in school we did a **cycling proficiency test**. If we are talking about a permit in the centre, could there be something to agree to, like a code of conduct or a day course on safety. I've had pedestrians on roads step in front of me, can be just as lethal.
- Needs to apply to all modes of transport - reckless people drunk and walking into roads, and motorists for either driving or parking irresponsibly.
- I have worked in many other historic narrow streets cities in this country and abroad where cyclists are allowed to use city centre pedestrian areas. York Council has created a conflict by restricting cycling access to the centre to only those prepared to break the law - stopping many considerate and respectful cyclists who would otherwise help police anti-social cycling by peer-pressure and good example.

7. What other barriers are there to cycling in the city centre?

- Growth of footstreets area and extension of footstreets hours had made footstreets much less accessible for cyclists – for whatever reason, but including disabled cyclists
- It's not enough to improve cycling in the centre, we have to be able to get there.
 - **Bootham**
 - Traffic light suggestion was inappropriate and inadequate. There are not many ways you can get near the centre and there are huge sections missing all over the place.
 - Width is tricky, parking issues etc. CYC have funding and will find a design for everyone in the end, with wider lanes than currently, and likely to incorporate segregation.
 - Is manageable but Clifton Green is a nightmare. It's hard to get from Bootham to the parking outside the art gallery.
 - Is not good for children and other cyclists who are not confident and the Gillygate junction is awful.
 - The potholes on Blossom St & by Tower Gardens are a nightmare.
- Lack of secure cycle parking:

- We need more bike stands at regular intervals, near where people need to be e.g. Natwest bank
- Make it York have been removing cycle racks or replacing with inferior racks in York centre - in order to fit in money making sheds.
- The replacement racks in parliament St are hopeless compared to the old ones.
- Bike theft - had a costly bike stolen. If we are spending money on locks, insurance and secure accommodation for electric bikes at home, we also need somewhere secure to park in the city centre. If bike is not secured to a British standard parking place, you are not insured.
- Is there a standard for number of cycle racks for adapted bikes? CYC: Good question, comes up more and more. Wasn't aware of as an issue, certainly aware of now, will look and bid for funding. Standard now is not what it should be.

Ways to encourage cycling:

- Need police support
- Need to produce clearer map of cycle routes
- Having suggested routes within the cycle map would help many
- clear signposting of routes on the ground
- Security staff were praised for being helpful at current temporary barriers

Conclusion/ Summary from Workshop 2

- Wide view there should be free access through the footstreets, no exemptions.
- If cyclists can't cycle freely, maybe there should be different hours.
- If not free access, current cycle routes around edge of footstreets is poor, prefer a route through middle of footstreets, and should be a shared route (Minster works well).
- Preference for free access to footstreets, but if it doesn't happen, should be exemptions for using a bike as a mobility aid. Ideas to adopt existing national system (bus pass, blue badge) to prove exemptions as this could enable visitors to participate in exemption too.
- Couriers - free access would be great but if not, a route through and exemption would be preferable.
- Better cycle parking, distributed across city, some covered.
- Accessibility for all, not just cyclists.

Next steps

We will share a note of the workshops to participants. As the next stage, we will share the perspectives of other groups, and update the [community brief](#) with further detail.

Martin Higgitt Associates (MHA) consultants will be looking at cycling access and access for disabled users in the city centre. Looking at movements to and through the city centre. They will collate views from these workshops, the community brief, speaking to specific groups and auditing routes between CYC car parks and the city centre.

We will share details of how to get involved with MHA and MCC survey. The survey can be found at [My City Centre York – City of York Council](#). Please share with your networks (emailed 16/06/21).

Offer from participant to do a day shadowing couriers to see what it's like to be an intense user of the city centre currently.