

## **Road restrictions**

**What impact will the restriction of movement along Dagger Lane, Fish Street and Vicar Lane have on businesses on nearby roads such as South Church Side in terms of accessibility for customers (including disabled customers) and servicing? Are any mitigation measures proposed to address any impacts?**

The existing parts of these streets are of a design to replicate the cities heritage. Narrow paths and surfaces that are not smooth and even. This makes them difficult for wheelchair users, blind and partially sighted people and others. The proposals do not improve these aspects; including;

Dagger Lane: vehicle crossovers don't provide level access across the crossover.

Fish Street: has wider paths but vehicle crossovers and dropped kerbs at junctions are not appropriately designed as per Dept of Transport guidance.

Vicar Lane: has narrow footways which are not wide enough to allow two people to pass on them.

Apart from closing the end of the streets off we are not aware of any works being carried out down these highways to improve accessibility. If access across Castle St is improved for pedestrians these routes could have increased use. In which case they need to cater for the disabled population.

## **Proposed Porter Street Bridge**

**Will the proposed Porter Street Bridge cater satisfactorily for the needs of disabled people?**

Our understanding is that it will be designed to meet the latest guidance for accessibility. HAIG have not seen any detailed drawings of the bridge.

## **Pedestrian Underpass**

**Have any details of the proposed upgrading of the underpass at High St been prepared?**

**Will the proposed upgraded underpass provide a suitable crossing point for the A63 for all non-motorised users?**

HAIG have been consulted on the proposed works and made suggestions to improve access. Meetings have been positive with the designers and Highways England engaging in constructive dialogue.

Looking at the design in isolation it works. But it cannot be looked at in isolation, it has to be seen in context of Castle Street and the travel distances involved by people using this route or the main bridge with its long ramps. Providing lifts to the main bridge must be added to the scheme to help reduce the travel distances.

## **Accessibility**

**Do you have any specific comments on accessibility relating to the various elements of the scheme and any effects of the scheme on accessibility for all users?**

The main bridge across Castle Street has been designed with HAIG being involved in the consultation.

HE has improved there understanding of accessibility and maintained consultation with disabled people throughout this process including being involved in a training day with HAIG and others to better understands accessibility.

We are disappointed that HAIGs view that the bridge should incorporate lifts as well as ramps appears to have fallen of deaf ears. It is alright in providing ramps which meet with guidance but that increases travel distances. The provision of lifts helps people who struggle with the increased travel distances. The argument against having lifts is antisocial behaviour. We point out that if Network Rail can provide them and not just at the busiest stations why cant Hull City Council. This is a big short coming in the design and has a negative impact on disabled people.