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MEETING	MICKLEGATE WARD COMMITTEE
DATE	24 JANUARY 2023
PRESENT	COUNCILLORS BAKER, CRAWSHAW AND KILBANE
APOLOGIES	COUNCILLORS

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**1. DROP-IN FROM 18:30**

Local residents were given the opportunity to speak informally with Councillors, PCSO Darren Erwin and other partners prior to the main meeting.

**2. MAIN MEETING FROM 19:00**

The meeting was chaired by Councillor Kilbane who welcomed everyone and set out the housekeeping rules followed by the agenda. He also reminded residents that the meeting was non-political. He then introduced Greg McGee from New Visuality who spoke briefly about the recent Art Camp for local children in Micklegate Ward which had been a great success. Greg McGee commended all those involved and said he had been honoured to have been part of it.

**3. SELECTION OF THE MICKLEGATE WARD PLANNING PANEL**

Jim Hill then provided a brief overview of the Micklegate Planning Panel. The Panel consists of local volunteers who met at West Offices on a three-weekly basis (Mondays at 16:30) to discuss and respond to local planning applications. Anyone living or working within Micklegate Ward could become a member of the Panel and no particular expertise in planning is required. Planning applications vary in number and are generally circulated the previous Friday to allow members sufficient time to peruse them prior to the meeting.

There were four possible decisions:

- Support
- No objection
- No objection (but additional comments made)
- Object

These were recorded on the application files which were publicly available to view online. The existing members Jim Hill, Peter Axup, Gill Dronfield, Tina Funnell, Phil Joyce, Nick Kay, Helen Roberts, Peter Thompson and Terry Wilson would like to continue in their role as Planning Panel members.

#### **4. UPDATE ON TADCASTER ROAD IMPROVEMENTS SCHEME**

The Senior Project Manager then provided an update on the Tadcaster Road Improvement Scheme, the aim of which was to increase safety for all road users (particularly pedestrians, cyclists and those using public transport). She pointed out the location plan of the scheme which would be funded by the Department for Transport (£5 million) and West Yorkshire Combined Authority (£1.42 million). Due to the complexity of the scheme, work would be carried out in phases and would necessitate some lane closures and temporary traffic lights. Jackson had been contracted to carry out the improvements and work had already begun.

The Senior Project Manager then went through the timeline.

##### Timeline

##### **January 2023**

Setting up of site compounds (Sim Balk Lane/Knavesmire).

Removal of selected central islands between Holgate Road and Moor Lane.

Drainage and pavement works surveys.

##### **February to June 2023**

Installation of new drainage, central islands and pedestrian crossings.

##### **July to September 2023**

Traffic island reinstatement and surfacing work.

Other improvements included street lighting, wider cycle lanes and bus priority technology. Work would be carried out Monday – Friday 07:30 – 18:00 (but not on race days). The situation would be closely monitored as there was an overriding aim to minimise any disruption (particularly as other road works were being carried out elsewhere in the city).

The Senior Project Manager emphasised the importance of community engagement and confirmed that updates would be provided through regular drop-in sessions (3000 letters had already been sent), social media, newsletters and online. A Public Liaison Officer had been appointed to liaise with residents and businesses and assist with any

queries or concerns. Contact details (email and internet links) were available at the meeting.

Residents were then invited to ask questions or make any comments.

**A resident wanted to know whether the potholes in Blossom Street would be resurfaced as part of the work.** The Senior Project Manager advised that resurfacing would start just before the Holgate Road junction.

**A resident asked what improvements would be made for cyclists along Tadcaster Road.** The Senior Project Manager confirmed that there would be a continuous on the road cycle path from the junction of Holgate Road all the way to York College. Light segregations units would also be included. She highlighted the focus on those using active or sustainable methods of transport (such as walking, cycling and the use of public transport) in an attempt to reduce congestion.

**A resident wondered whether any provision had been made to monitor motorists taking short cuts.** The Senior Project Manager advised that it was not part of their remit to monitor driver behaviour.

Councillor Crawshaw added that councillors were aware of the potential impact of congestion and disruption on residents and stressed the importance of identifying and managing such situations in a timely manner.

**A resident asked whether a subway or bridge had been considered near York College which tended to become congested when students were arriving/leaving.** The Senior Project Manager confirmed that these had been raised previously but the cost had been too prohibitive.

The Major Project Manager added that this did not preclude the aspiration for a subway in the future.

**A resident enquired as to how people could be incentivised to use public transport when there were several different bus companies in operation. Issues of affordability as well as the idea of a universal bus pass were also raised.** The Senior Project Manager said that such concerns had been flagged up at previous drop-in sessions. Although public transport provision was beyond the Major Projects remit, there was a focus from the Council to improve existing services despite funding constraints. She informed residents that some bus shelters would be upgraded and reiterated that the new scheme would introduce bus priority technology.

Councillor Crawshaw added that different models of bus operations would be considered in the future and pointed out the scheme in Manchester where all the buses had been brought under local control.

**A resident pointed out some incidents of motorists driving the wrong way on Knavesmire Road. The lack of clear signage (particularly to the racecourse) and general obstruction caused by road works were considered to be contributory factors. Concerns were also raised at the number of coaches and mobile homes parked along Knavesmire Road as well as the lack of adequate provision for pedestrians and cyclists near the Chocolate Works Care Home.** The Senior Project Manager advised that she would flag this up with the site team.

Councillor Crawshaw also added that the Traffic Management Plan for the next Race Day was being finalised so he would look into the matter.

**Action: To flag up lack of clear signage, obstruction caused by roadworks, parking of large vehicles on Knavesmire Road and road safety concerns near the Chocolate Works Care Home. (Melanie Farnham/Councillor Crawshaw)**

**A resident wanted to know whether the contractors would landscape areas that had been dug up during drainage installation.** The Major Project Manager gave assurances that contractors would make good any work carried out. In addition, he pointed out that an attenuation facility had been created under the Knavesmire in order to prevent flooding in the area.

**A resident asked whether there would be any way of monitoring the speed of traffic along Tadcaster Road (particularly in relation to cycle safety).** The Senior Project Manager's response was that pedestrian crossings tended to slow traffic. She added that the provision of coloured surfacing for cycle lanes, wider cycle lanes, light segregations units and a cycle bypass (near the Slingsby Grove junction) would also improve cycle safety.

**A resident highlighted the potential dangers of cyclists having to join the main traffic lane when the cycle markings ended at junctions as well as the tendency for some motorists to veer into cycle lanes.** The Major Project Manager advised that it was all about getting the right balance and that greater cross-sectional areas created for cyclists would be at the expense of pedestrian crossings.

**Councillors wondered whether West Yorkshire Combined Authority would be interested to receive feedback once the improvements had been completed. The suggestion of an automatic cycle counter was**

**also raised.** The Senior Project Manager advised that monitoring and evaluation were considered to be very important aspects of the scheme. She also advised that an automatic cycle counter had not been part of their remit.

**Councillors also wanted to know where the improvements would start and finish and how much of it would be segregated.** The Senior Project Manager referred back to the route plan which began just before the Holgate Road junction and finished near the A64 and confirmed that most of the route would be segregated.

The Major Project Manager added that mandatory cycle lanes (unbroken white line) would form a significant part of the cycle route as well as advisory cycle lanes (white dashed line).

## 5. **UPDATE ON YORK STATION GATEWAY SCHEME**

The Senior Project Manager then provided an update on the York Station Gateway Scheme which was funded by the West Yorkshire Plus Transport Fund and Leeds City Region Transforming Cities Fund and in collaboration with Network Rail, LNER and West Yorkshire Combined Authority.

He began by asking residents whether they were familiar with the scheme. He then gave a slide show which outlined the proposed scheme, the aim of which was to create an efficient transport interchange. This would be achieved by removing Queen Street bridge which would improve connectivity, enhance the area and reduce congestion by freeing up more space to reorganise the station front. This would include moving the short stay car park to the other end of the station and creating a pedestrian space in Tea Room Square. He explained that the removal of Queen Street bridge posed a challenge as York City Walls would also have to be stabilised. Traffic would be diverted through the long stay car park which would necessitate two weekend closures.

The Senior Project Manager then went through the project timeline.

### Timeline

#### **January 2022 to June 2023**

Diversions works (CYC)

#### **July 2023 to August 2024**

Highway works (CYC)

#### **November 2023 to February 2024**

Queen Street bridge demolition (CYC)

## **January 2025 to March 2026**

Station works (LNER)

### **Date to be confirmed**

Multi Storey Car Park MSCP (Network Rail)

Residents were then invited to ask questions or make any comments.

**A resident asked how much consideration had been given to the integration of buses and trains in one hub.** The Senior Project Manager stated that owing to lack of space, funding constraints and the fact that most bus journeys were linear, a transport interchange (as opposed to an integrated hub) was considered to be the best option. However, he didn't rule out the possibility of a bus station in the future if the need arose.

**A resident wanted to know whether there would be adequate access for pedestrians and cyclists.** The Senior Project Manager confirmed that access for both pedestrians and cyclists would be upgraded.

**A resident enquired about disabled access from the proposed new car park.** The Senior Project Manager advised that a drop off point would be located near to the station. However, he pointed out that parking provision was managed by LNER.

**Councillors also raised concerns regarding provision of disabled parking bays bearing in mind the difficulties that could arise for Blue Badge holders if they were more than 50 metres away from the station. They also wondered what had caused the delay in the first phase of the scheme and whether the multi storey car park would still go ahead.** The Senior Project Manager explained that there had been a short delay due to land purchase issues between the relevant parties. He added that a parking strategy was in place but he was not in a position to reveal any details.

## **6. HAVE YOUR SAY**

Councillor Kilbane then asked residents if they had any questions or comments in relation to other local issues.

**A resident wanted to know why recycling was not kept separate when emptied into some refuse lorries.** Councillor Baker explained that this was not standard procedure as most of the refuse lorries had two separate compartments. She assured residents that all the recycling was separated at its final destination.

**A resident asked whether any more residents' parking schemes had been proposed in the area.** Councillor Kilbane said that he was not aware of any.

**A resident wondered why emergency vehicles continued to activate their sirens during the night when the roads were quiet.** Councillor Crawshaw advised that he would raise the issue of sirens with the relevant authorities.

**Action: To raise the issue of emergency vehicles activating sirens during the night. (Councillor Crawshaw)**

**A resident queried the starting time for KFC deliveries on Blossom Street.** Councillor Crawshaw believed that deliveries were made after 06:00 but he confirmed that he would clarify the matter.

**Action: To clarify the starting time for KFC deliveries. (Councillor Crawshaw)**

**Several residents raised the issue of potholes in Blossom Street.** Councillor Kilbane explained that this was a longstanding problem and officers had been asked to review the potholes again to determine whether they met the required intervention level. However, patching was not considered to be effective as the impact of heavy traffic resulted in further degradation of the road surface.

**A resident commented on the hazardous state of the pavements due to wet leaves.** Councillor Kilbane advised that it had taken longer to clear the wet leaves as a result of the wet weather but asked residents to report any incidents.

**A resident wanted an update regarding the flood defence work carried out by the Environment Agency at the bottom of Butcher Terrace/Millennium Bridge.** Councillor Baker confirmed that she would follow it up.

Councillor Crawshaw added that the access route to the Millennium Bridge tended to flood at a low level and the Environment Agency had said that the level could be raised. The funding was available to address the issue.

**Action: To follow up flood defence work at Millennium Bridge. (Councillor Baker)**

A discussion then ensued relating to pedestrian crossings (particularly the Dalton Terrace junction). Several residents wanted to know how much waiting time was allocated for pedestrians (after pressing the request

button) and how much crossing time was allocated before the lights changed. Others suggested installing a visual timer on the other side of the road to notify pedestrians how many seconds they had left to cross. It was also noted that some pedestrians tried to avoid making two crossings by walking diagonally (which might not be picked up by the sensors).

The Senior Project Manager advised that the Dalton Terrace traffic lights had been upgraded but advised that she would feed back to the Traffic System Asset Renewal team regarding the issue of timings.

Councillor Baker confirmed that she would follow up the suggestion of a visual timer.

**Action: To investigate timings and look into the possibility of a visual timer at Dalton Terrace traffic lights. (Melanie Farnham/Councillor Baker)**

As no further queries were raised, Councillor Kilbane informed residents of a drop-in session between 11:00 and 16:00 on 28<sup>th</sup> and 29<sup>th</sup> January 2023 at the Hilton Hotel regarding the proposed new city centre shuttle bus service.

He also pointed out a meeting of the Friends of Nun Ings (a stretch of green belt land from the former Terry's Car Park to Manor Farm) at 19:00 on 8<sup>th</sup> February 2023 at St Chad's Church Hall, Campleshon Road, York.

Councillor Kilbane then thanked everyone for their contributions and closed the meeting at 20:40.

, Chair

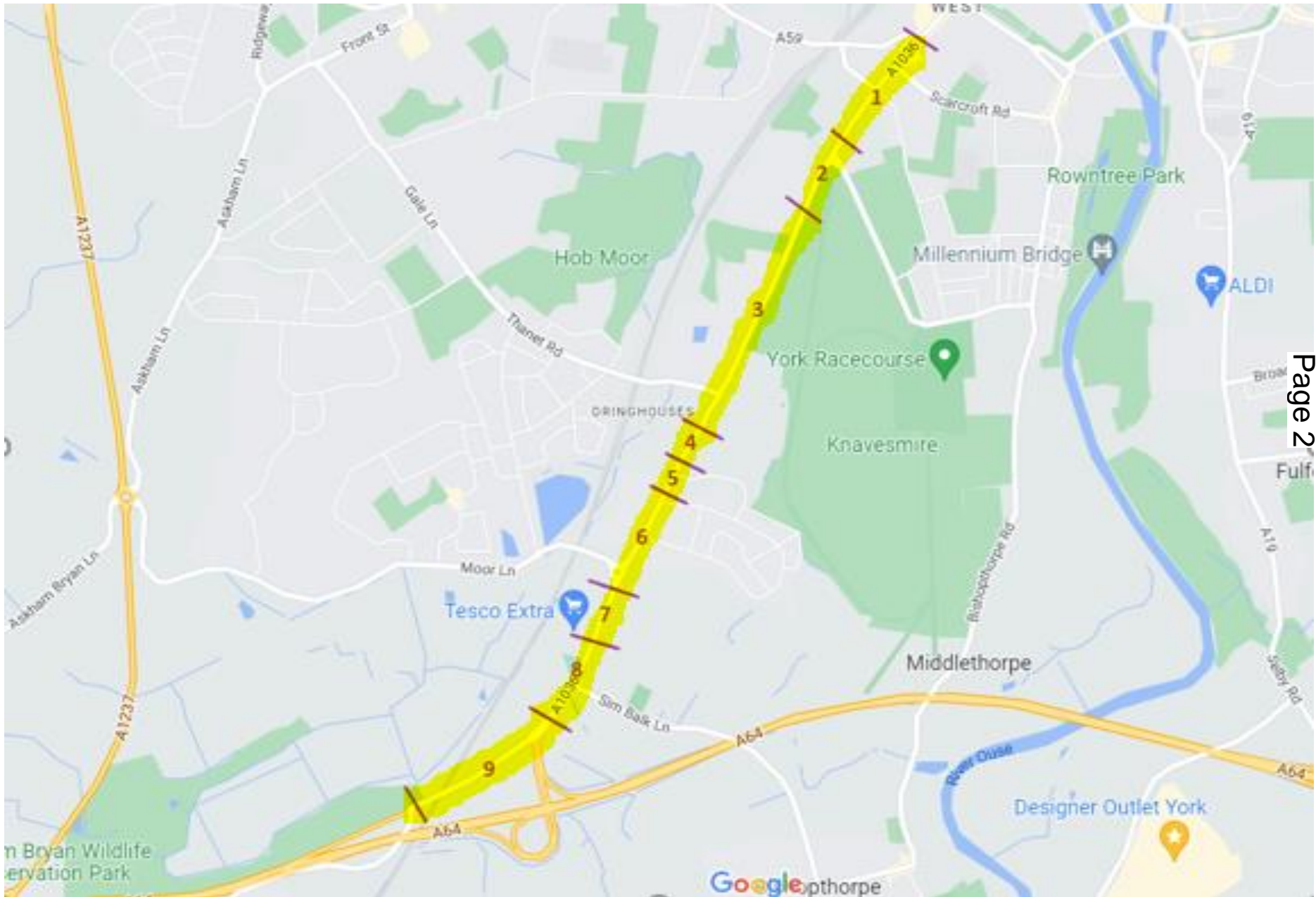
[The meeting started at Time Not Specified and finished at Time Not Specified].



# A1036 Tadcaster Road Scheme



# Location Plan



# Brief overview

- **Funding (£5m + £1.42m)**

To improve the existing infrastructure :

- Drainage, street lighting and road resurfacing

To support and encourage people to :

- Walk, cycle and to use the bus
- To improve the safety, convenience and attractiveness of the Tadcaster Road corridor

- Contractor :



- Community engagement strategy - to keep local businesses and residents informed for the duration.
- Drop-in sessions, letter drop, newsletters
- Social media, webpage ([www.york.gov.uk/tadcasterroad](http://www.york.gov.uk/tadcasterroad))

## **Programme**

Main activities :

### **Remainder of January**

- Set up site compounds at Sim Balk Lane / Knavesmire
- Removal of selected central islands between Holgate Rd to Moor Lane
- Surveys for drainage and pavement works.

### **February to June**

- Install new drainage and central islands, new pedestrian crossings

### **July to September**

- Traffic island reinstatement and surfacing works

# Contact details

E-mail address :

- [Tadcasterroad@jackson-civils.co.uk](mailto:Tadcasterroad@jackson-civils.co.uk)
- [Tel No : 07811 608780](tel:07811608780)

Internet links :

- [www.yourvoice.westyorks-ca.gov.uk/tadcasterroad](http://www.yourvoice.westyorks-ca.gov.uk/tadcasterroad)
- [www.york.gov.uk/TadcasterRoad](http://www.york.gov.uk/TadcasterRoad)

- **ANY QUESTIONS?**

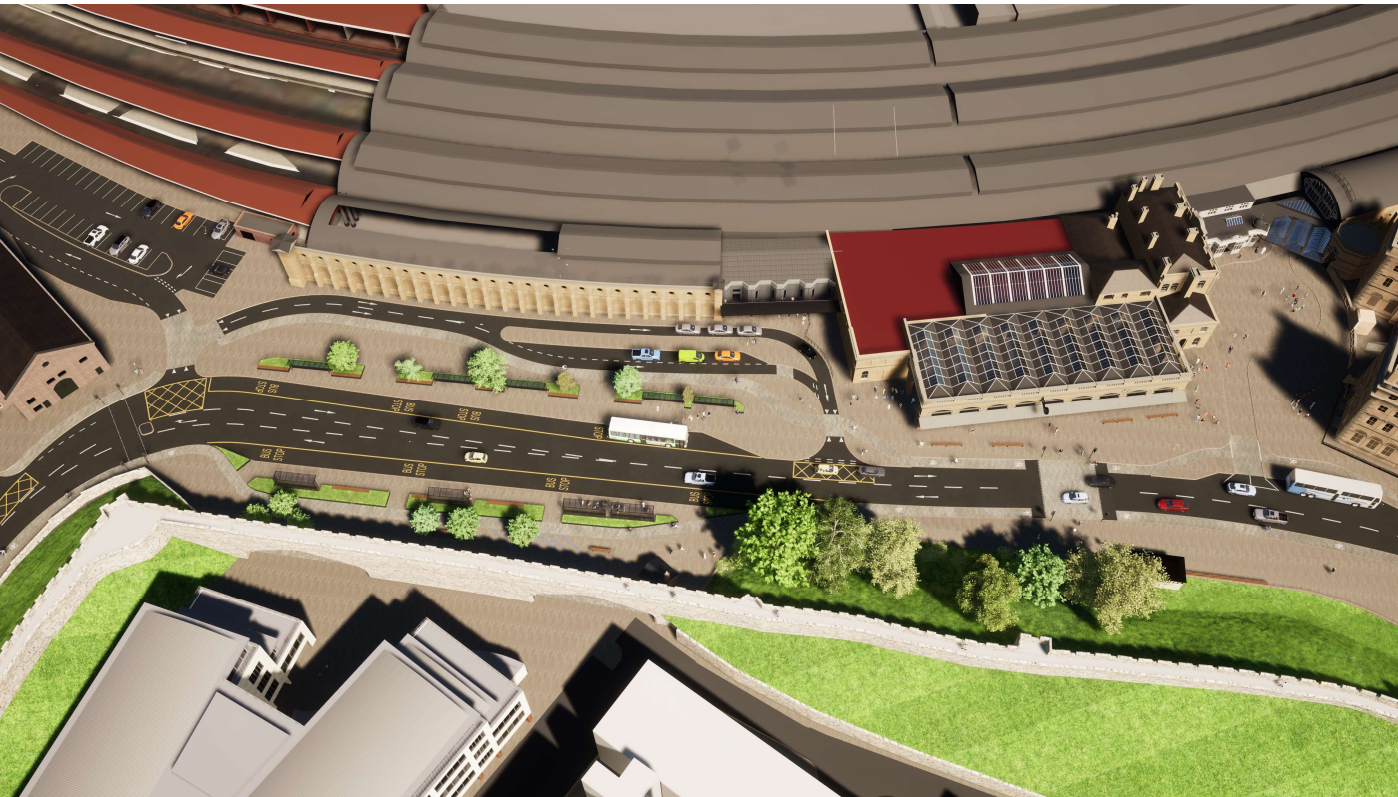
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# YORK STATION GATEWAY

**Brendan Murphy**  
**City Of York Council**



# OBJECTIVES OF THE SCHEME

The strategy for the York Station Gateway project is to create a place for **people** that functions effectively as a transport interchange enhancing connectivity and movement.



## Objectives of the Scheme

- The removal of Queen Street Bridge generates the opportunity to rationalise vehicle movements, improve connectivity and reduce conflict and congestion.
- It will also allow for a more efficient use of space and enhance built heritage.

# BENEFITS FOR THE CITY

The improvements will make a huge difference to the thousands of people who live, work and commute every day. Some of the benefits include:

- Improving access for the increased number of tourists expected to travel into the city centre via rail and buses;
- Improve access to the station, by providing an easier and safer experience for pedestrians, cyclists and bus users;
- Providing excellent active travel provisions for walkers and cyclists;
- Improving the efficiency of travel by reducing congestion;
- Introduce welcoming new public spaces for everybody to enjoy;
- Showcase York's heritage sites at their very best.











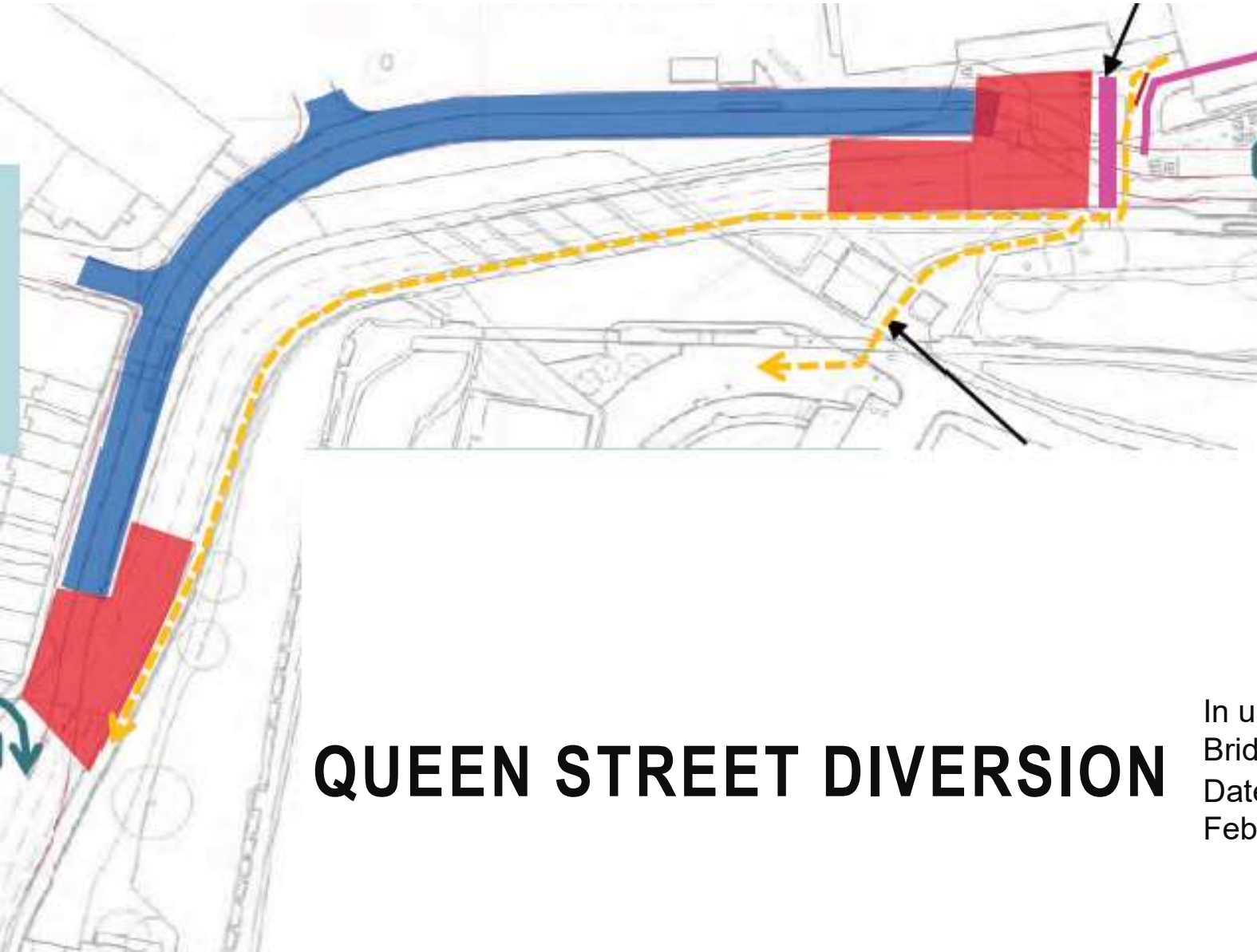


# QUEEN STREET BRIDGE

- The removal of Queen Street bridge is a fundamental element of the scheme;
- Since the tracks to the old station (now West Offices) were removed in the 1960's, the bridge has been obsolete;
- There are engineering challenges to remove it and minimise impacts on City;
- Removing the bridge provides the space necessary to completely reorganise the station front.







# QUEEN STREET DIVERSION

In use while Queen Street Bridge is removed  
Dates: December 2023 to February 2024

# PROJECT TIMELINE

Activity	Start	Finish
Enabling (Diversionary) Works (CYC)	January 2022	June 2023
Highway Works (CYC)	July 2023	August 2024
Queen Street Bridge Demolition (CYC)	November 2023	February 2024
Station Works (LNER)	January 2025	March 2026
MSCP (Network Rail)	Tbc	Tbc

ANY QUESTIONS?



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