


Union Terrace Coach Park

Final Report

City of York Council

July 2011





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Document history

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City of York Council

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1 Introduction

1.1 General

This study has been conducted by Halcrow on behalf of City of York Council (CYC). CYC commissioned Halcrow to identify options for the potential relocation of Union Terrace Coach and Car Park.

An approach has been made to CYC which may require the closure of the existing Union Terrace Coach/Car Park. Union Terrace is the most established coach park in York and a viable alternative is required should the coach park close.

Parallel to the coach review, this study will also assess the current provision for car parking in York and the effects that the relocation of Union Terrace Car Park may have, in particular trafficking effects.

1.2 Study Objectives

The main objectives of the study are to:

- Review the existing arrangements for coach parking in the city;
- Identify how similar authorities locate coach parking provision;
- Develop a series of options for alternative provision;
- Undertake a viability analysis of these options; and
- Provide costs for the most viable options.

In terms of car parking, the study will include a review of the current level of occupancy for Union Terrace, Marygate, Bootham Row, Monk Bar and Foss Bank car parks. This will enable the level of individual and cumulative parking occupancy to be derived for the North West quadrant of the city and identify any implications that may arise as a result of the relocation of the Union Terrace car park.

1.3 Report Structure

The remainder of this report is structured as follows;

- Chapter 2 – Reviews existing coach and car parking provision in York;
- Chapter 3 – Benchmarks existing provision in York against comparable Towns and City's in the UK;
- Chapter 4 – Identifies how people are using the existing car parks in the North West Quadrant of the City
- Chapter 5 – Identifies and appraises potential options;
- Chapter 6 – Costing of viable options; and
- Chapter 7 – Conclusions.

2 Review of Existing Provision

2.1 General

This chapter provides a review of the current coach and car park provision in York. Coach parking data for Union Terrace has been assessed in order to determine the length of time coaches park for, levels of use, seasonal requirements, fluctuations in demand and recent trends.

Car parking data for Union Terrace and a number of other car parks around Union Terrace has been assessed to provide information on their individual and cumulative occupancy.

2.2 Visitor Numbers

Tourism contributes £443 million to the York economy and supports 23,000 jobs in York (Source: Visit York). The Regional Visitor Survey is conducted on an annual basis and asks visitors to York a series of questions related to their travel habits and likes and dislikes of York. One of the questions asks visitors how they travel to York. The majority of visitors surveyed travel to York by car. This proportion remained constant between 2005 and 2008. Between the same time period visitors travelling by coach remained constant at 10%.

The survey methodology has since changed significantly and this data now shows far higher numbers of visitors to York. Associated with this, there has been a drop in the overall percentage of visitors arriving by coach. It is, however, not appropriate to compare the information year on year because of the change in the way the data is collected. Coach parking data provides the best indication of how many people arrive in York by coach, though it should be noted that informal parking does occur in various locations across the city.

2.3 Coach Parking

2.3.1 Existing Provision

Coach Parking in York is provided by CYC and a number of private operators. Up until October 2008 coach parking in the centre of York was accommodated by the Union Terrace Coach Park and Kent Street Coach Park. Following the closure of Kent Street Coach Park in October 2008 some provision was transferred to St George's Field. All private providers have been contacted to review their level of provision. Table 2.1 documents the existing availability of coach parking and this provision is mapped in Figure 2.1.

Table 2.1 Existing Coach Parking Provision

Location	CYC / Private	No of spaces	Overnight Parking	Cost
Union Terrace	CYC	33 + 3 minibuses	Yes	April to October Up to 1 hr £5 Up to 3 hrs £8 Over 3 hrs £11
St Georges Field	CYC	27	Yes	November to March Up to 1 hr £5 All day £8
Monks Cross P&R	CYC	10	Yes	Free
National Railway Museum	Private	6		Prebooked: £10 full day + meal for the driver. On the day £15 for a full day
Transdev Depot, Fulford Road	Private	30	Yes	£7 per day £13 overnight
Knavesmire Road		Unknown	Yes	Free
Total	CYC	71		
	Private	36		

2.3.2 Overview of Existing Provision

Figure 2.2 provides an overview of the current levels of coach parking between 2008 and 2011. It shows that there has been a 20% increase in coaches paying to park in York between 2008 and 2011.

Figure 2.2 Coaches paying to park in York by Quarter

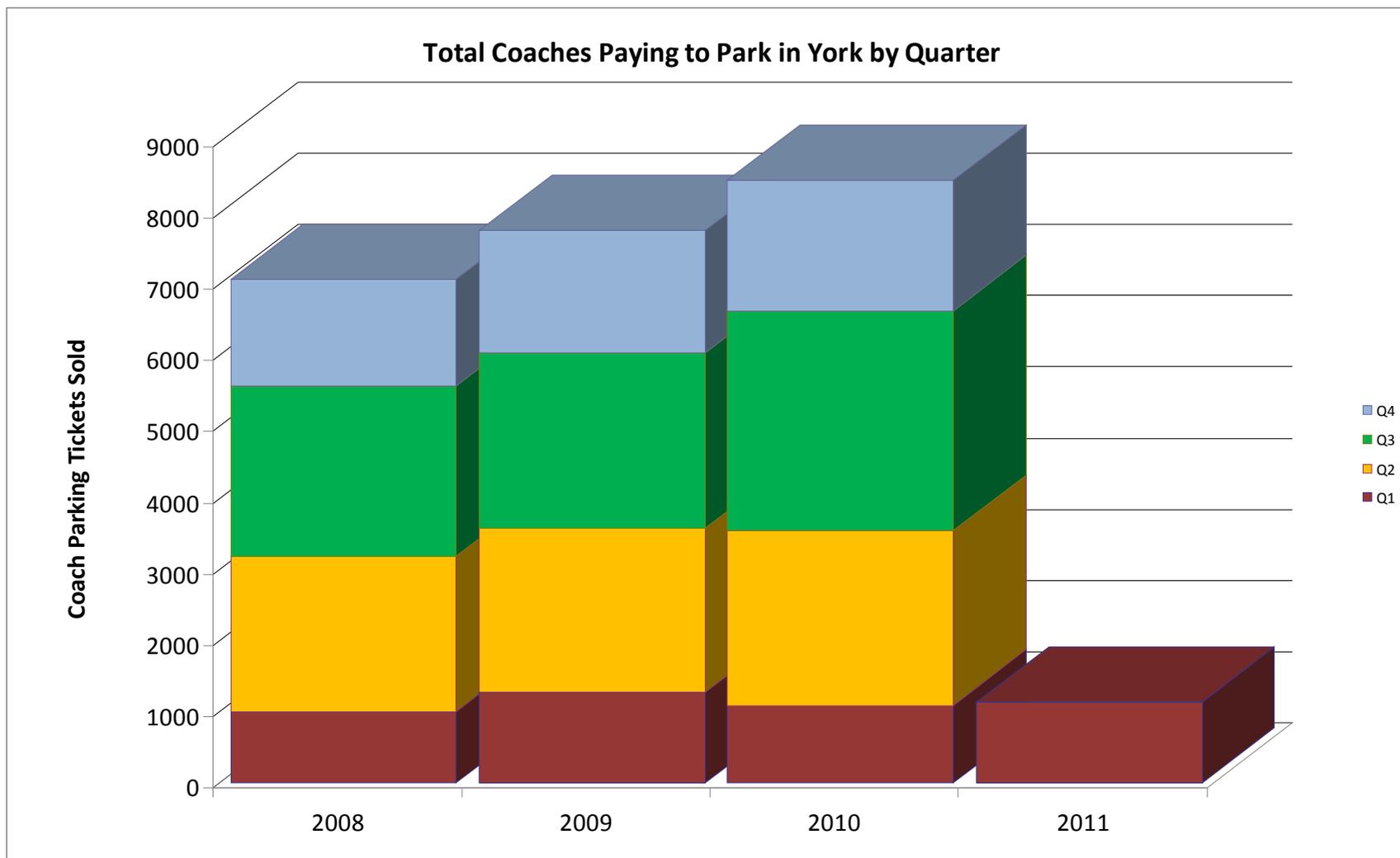
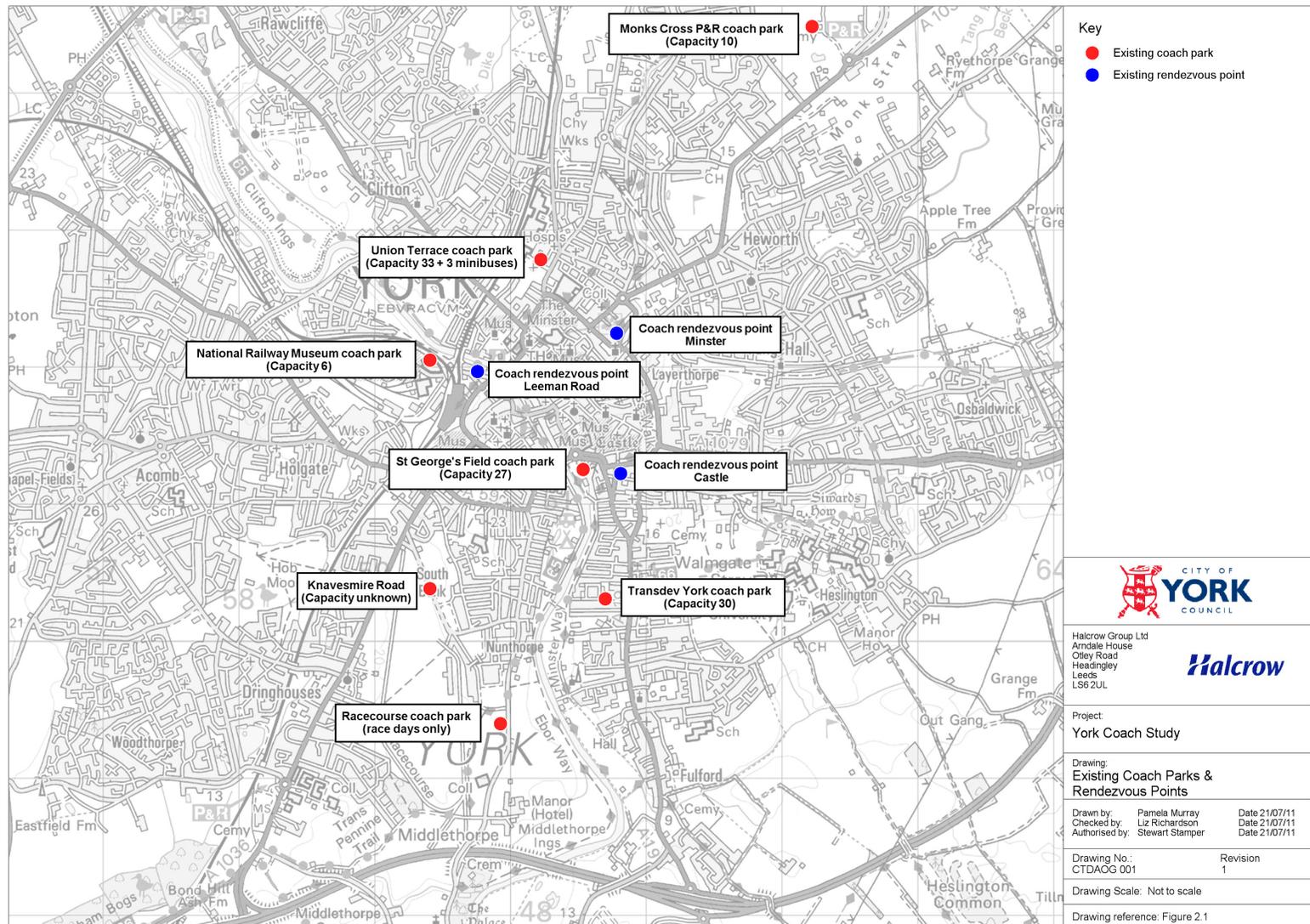


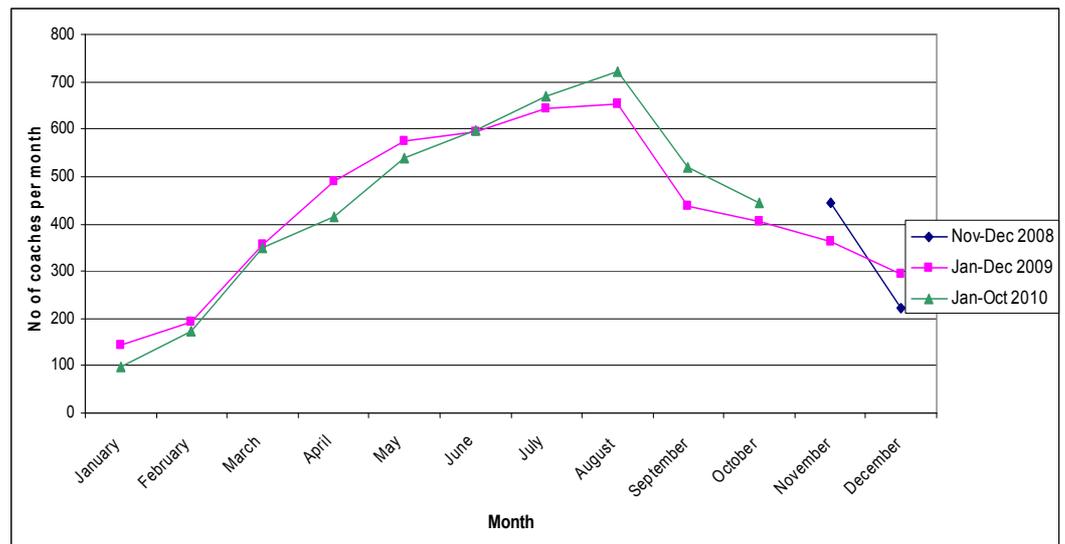
Figure 2.1 Coach Parking provision



2.3.3 Demand for Coach Parking at Union Terrace

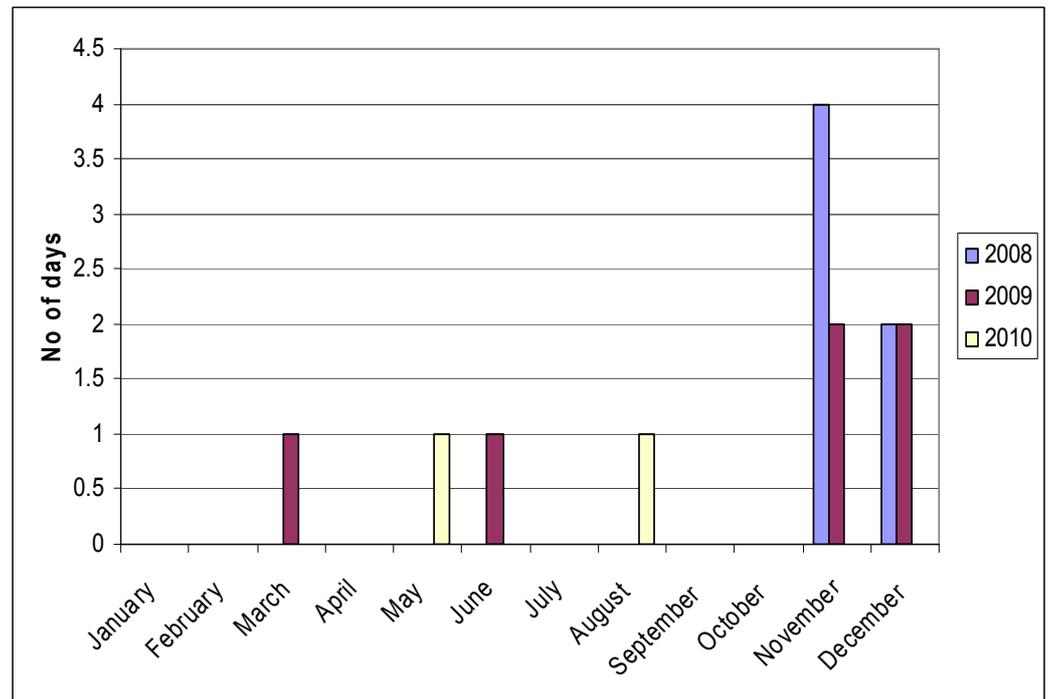
Union Terrace Coach Park provides 33 coach parking spaces and 3 minibus spaces and is the largest dedicated coach park in York. Figure 2.3 below identifies the seasonal demand at the coach park during 2008, 2009 and 2010. Due to CYC software issues data has been obtained from a number of sources and for this reason there are some gaps in the dataset.

Figure 2.3: Seasonal Demand at Union Terrace, 2008, 2009, 2010



The number of coaches parking at Union Terrace peaks during August and is generally higher during the summer months, with the lowest demand in January. Patterns of demand remain the similar across the three years, however in August 2010, the demand is greater at 720 coaches than in August 2009 when the number of coaches was some 654. Additional coach parking data has been analysed to assess occupancy levels of the coach park. Figure 2.4 details the number of days per month where capacity exceeded supply (33 available spaces).

Figure 2.4 Number of days in the month where occupancy exceeds capacity



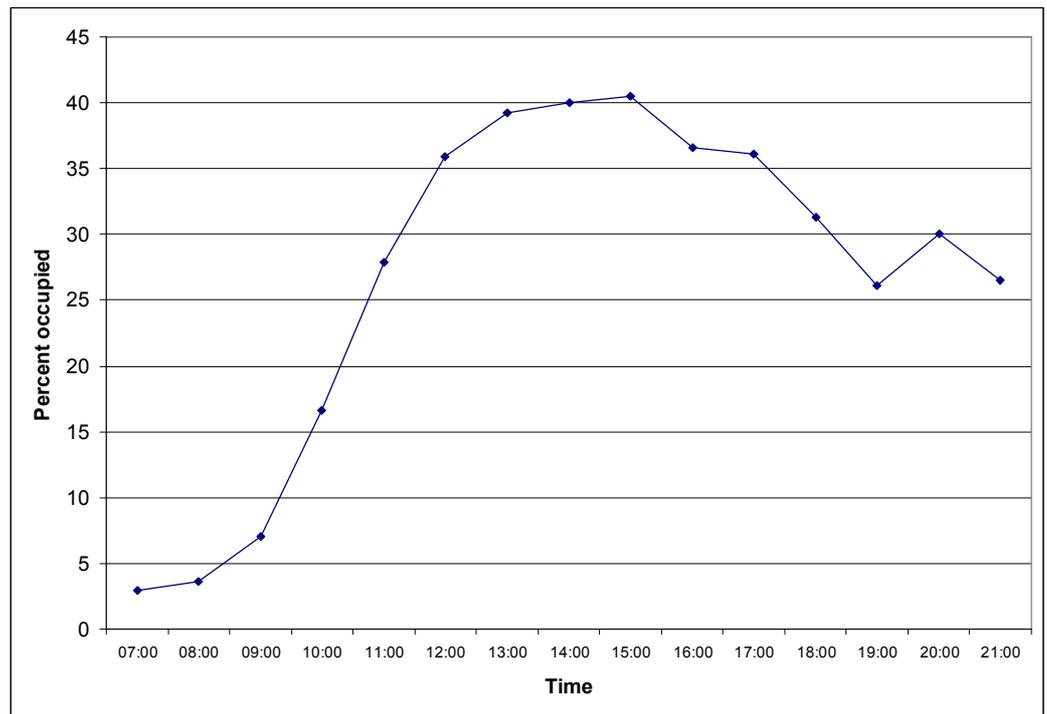
As detailed in Figure 2.4 Union Terrace Coach Park typically exceeded the available capacity in November and December in 2008 and 2009¹. This coincides with the St Nicholas Fayre.

Further analysis indicates that the coach park has been full to capacity on 14 days between November 2008 and September 2010.

Figure 2.5 provides an overview of hourly occupancy levels at Union Terrace Coach Park. Occupancy increases across the daytime period peaking at lunchtime. Occupancy levels then decline throughout the afternoon before peaking again at 20:00.

¹ Data not available for November or December 2010

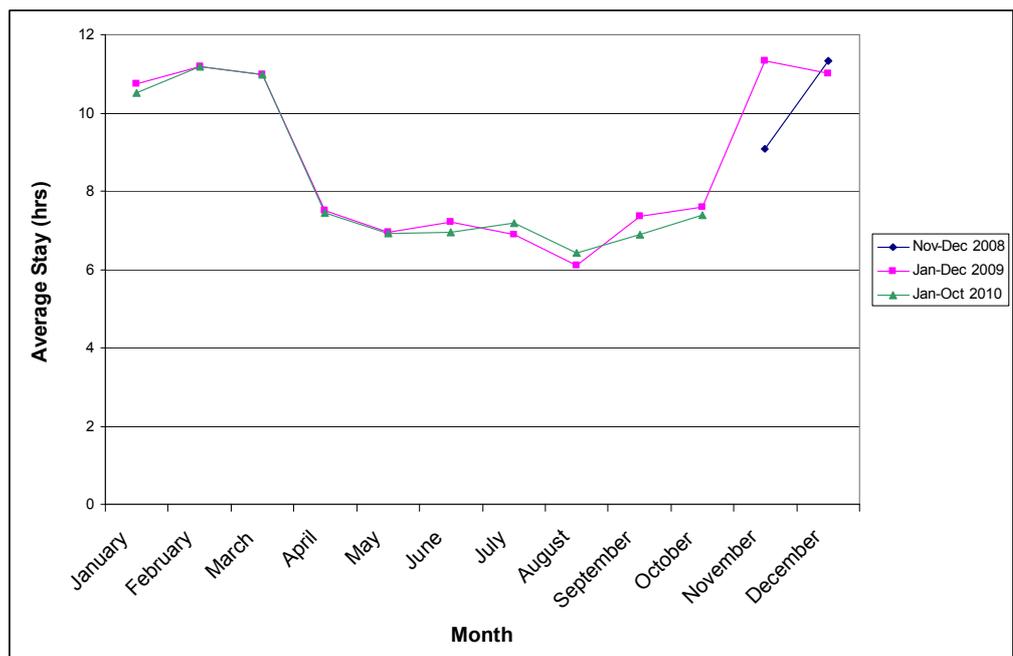
Figure 2.5 Hourly average occupancy at Union Terrace



.Duration of Stay

The average length of stay at Union Terrace Coach Park is displayed in Figure 2.6. On average coaches tend to park for longer periods in the winter months averaging some 11 hours between December to February, whilst the average stay during the summer months (June to August), is shorter at some 7 hours. There is very little variation in the length of stay between 2008 to 2010.

Figure 2.6: Average Stay by year at Union Terrace

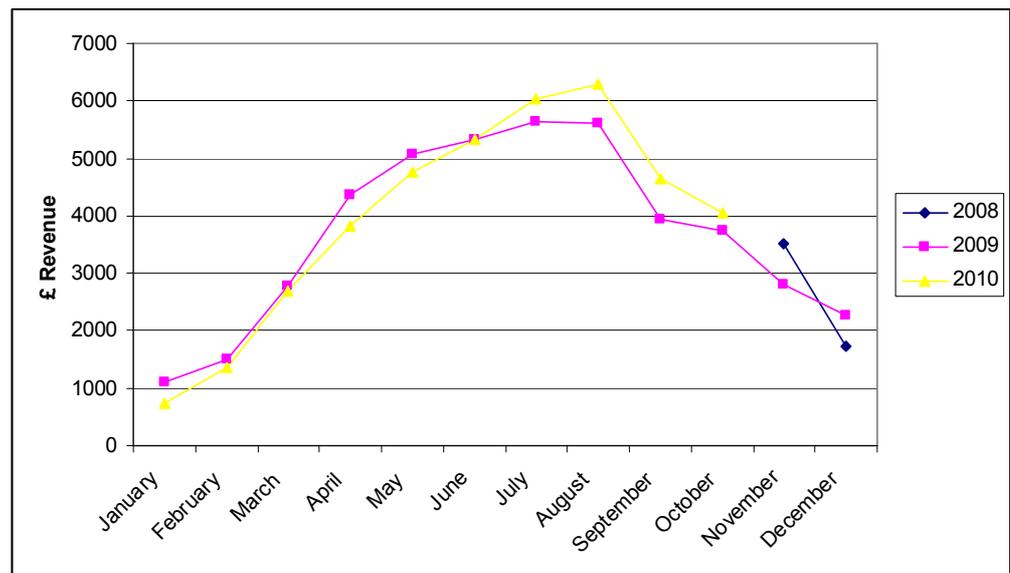


Further analysis indicates that some coaches only use the coach park for an hour – indicating that they treat it more as a rendezvous point. Out of the 10,334 coaches parking in the analysed period 11% (1,137) only parked for a period of 1 hour or less.

Revenue

Figure 2.7 documents the average revenue achieved by Union Terrace. Revenue has followed a similar pattern for 2009 and 2010.

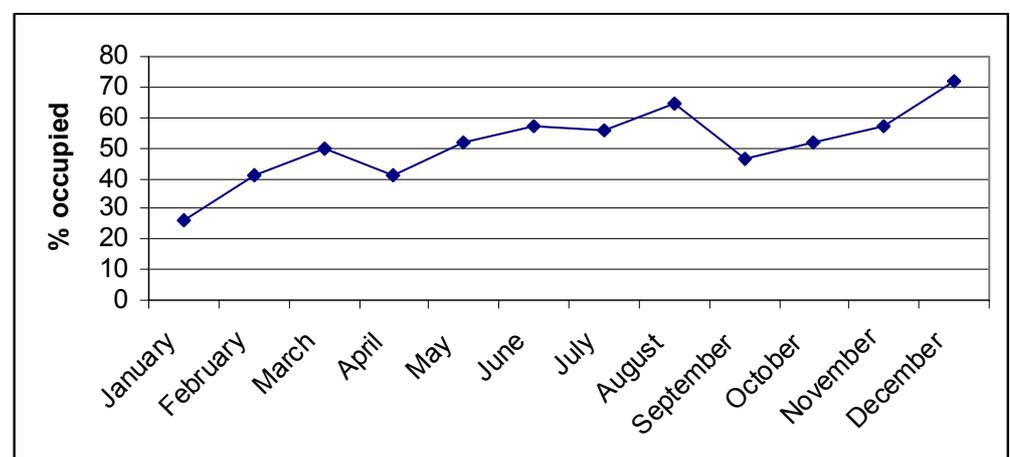
Figure 2.7 Actual revenue per month



2.3.4 St Georges Field Coach Park

Following the closure of the Kent Street Coach Park provision was made for 27 coach parking spaces at the nearby St George’s Field Car park. This took effect from October 2008. Figure 2.8 shows the maximum occupancy levels per month. It indicates that occupancy does not ever reach capacity but peaks in December at over 70%.

Figure 2.8: Maximum occupancy by month at St Georges Field, averaged over 2009/10



Further analysis of the dataset indicates that the maximum occupancy reached is 81% on a Saturday in December.

Figure 2.9 documents how occupancy fluctuates throughout the day. In line with Union Terrace occupancy increases throughout the daytime period but in contrast plateaus around lunchtime. It reaches a peak in the early evening before falling and peaking again late evening.

Figure 2.9 Hourly average occupancy at St George's Field

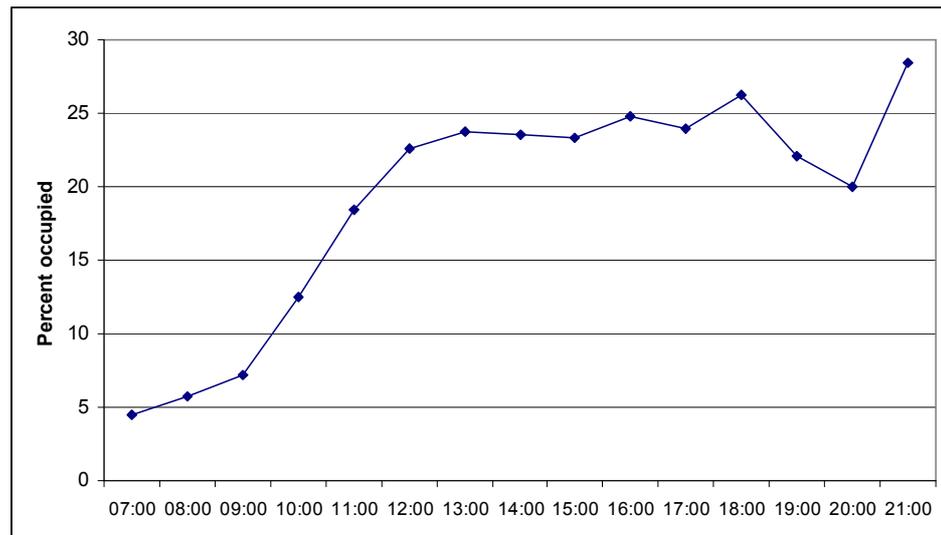


Figure 2.10 documents maximum coach occupancy and the number of days this is exceeded based on Union Terrace combined with St George's Field across 2009 and 2010. The red dotted line indicates the capacity of St Georges Field coach park. Figure 2.10 therefore indicates that capacity would only be a concern if St George's Field coach park was the only available coach parking facility within York.

2.4 Car Parking

Car parks in close proximity to Union Terrace together with their capacity is documented in Figure 2.11. All alternative car parks with the exception of Bootham Row have more car parking spaces than Union Terrace.

Figure 2.10 Number of days maximum coach parking is exceeded based on Union terrace combined with St George's Field

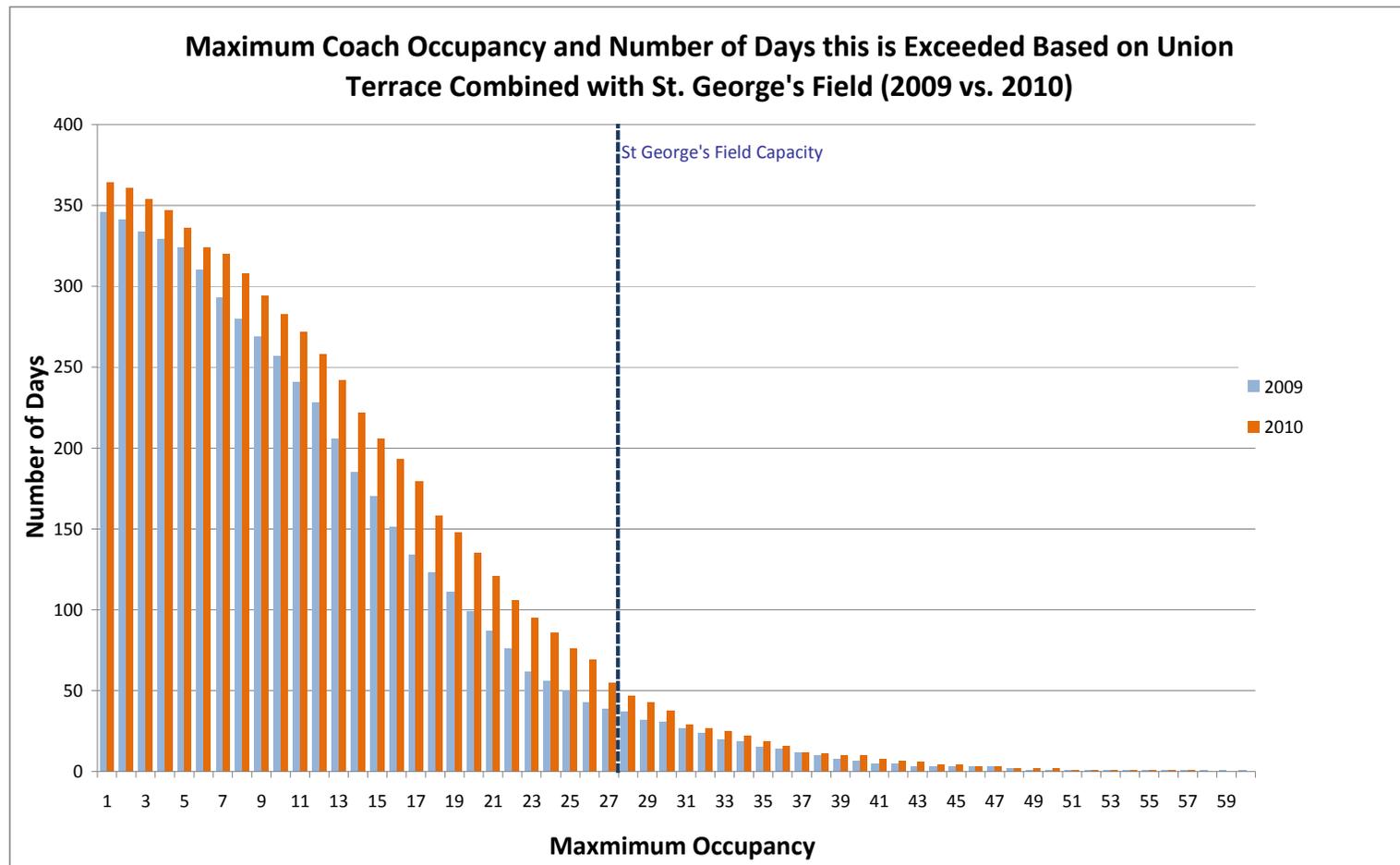
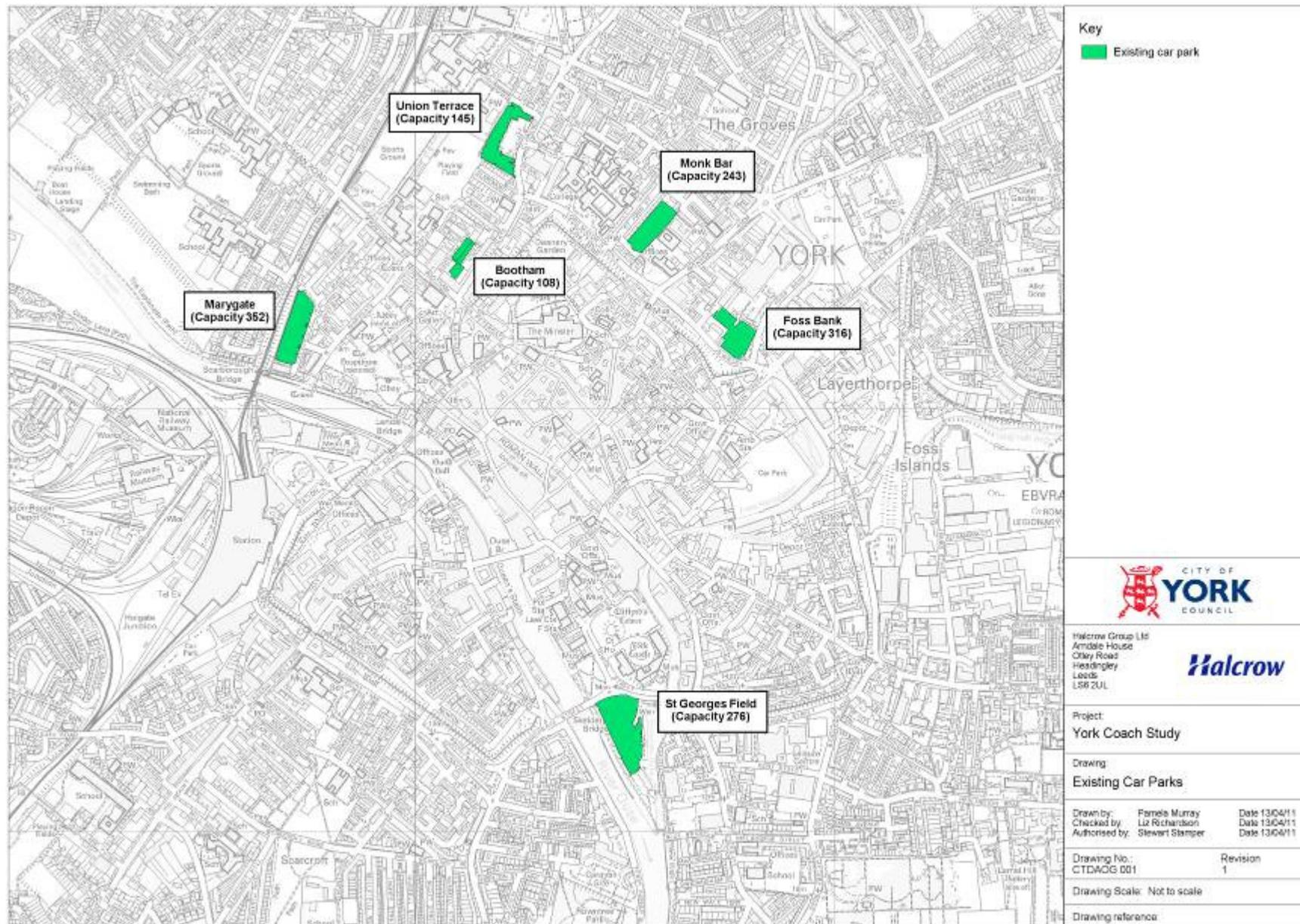


Figure 2.11 Car Parking Provision



Car parking data has been analysed for Union Terrace, Foss Bank, Marygate and Monk Bar. It should be noted that the Union Terrace data has been obtained from 2008 and includes months May to November, whilst data for Foss Bank only includes January to July 2010. The data used for Marygate and Monkgate includes January to November 2010. Due to CYC software issues we have been unable to use up-to-date data for all car parks.

Figure 2.12 indicates that occupancy increases throughout the morning at each of the car parks, peaking at 1pm. It then decreases during the afternoon, with a slight increase observed at 7pm at Union Terrace. At the busiest time of day car parking reaches 80% of capacity at Union Terrace.

Figure 2.12 Hourly Average Occupancy Monday to Friday

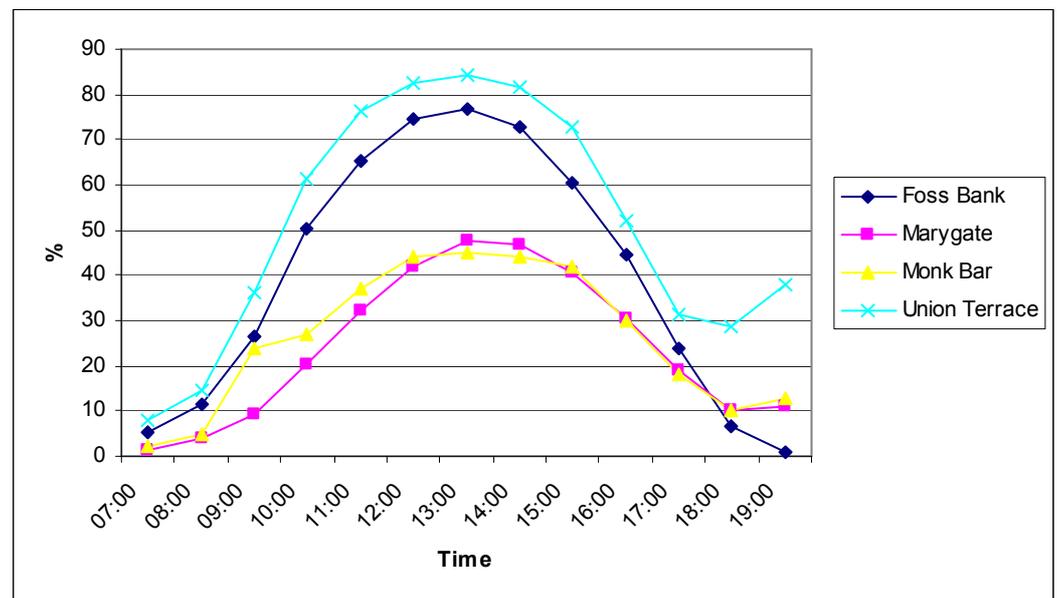


Table 2.2 demonstrates the available parking spaces across all times of the day for Monday to Friday during a typical month.

Table 2.2 Available car parking spaces Monday to Friday

Time	Foss Bank		Marygate		Monk Bar		Union Terrace		Total Percentage Occupied
	Percentage Occupied	Car Parking Spaces							
07:00	5.4	299	1.4	347	2.0	238	7.9	134	3.6
08:00	11.5	280	4.0	338	5.0	231	14.6	124	7.9
09:00	26.5	232	9.3	319	24.0	185	36.1	93	21.5
10:00	50.3	157	20.1	281	27.0	177	61.3	56	36.4
11:00	65.5	109	32.1	239	37.0	153	76.2	34	49.3
12:00	74.4	81	42.1	204	44.0	136	82.6	25	57.8
13:00	76.6	74	47.7	184	45.0	134	84.1	23	60.7
14:00	72.8	86	46.9	187	44.0	136	81.6	27	58.8
15:00	60.6	124	40.7	209	42.0	141	72.9	39	51.4
16:00	44.6	175	30.6	244	30.0	170	52.0	70	37.6
17:00	24.0	240	18.9	285	18.0	199	31.3	100	21.9
18:00	6.6	295	10.3	316	10.0	219	28.8	103	11.6
19:00	0.8	313	11.2	313	13.0	211	38.0	90	12.2

On a Saturday average occupancy is similar to that on a weekday for Union Terrace at some 52%. Occupancy at Monk Bank, Marygate and Foss Bank is higher on a Saturday than during the week, increasing from some 24% to 40%.

Figure 2.13: Hourly Saturday average occupancy (7am – 7pm)

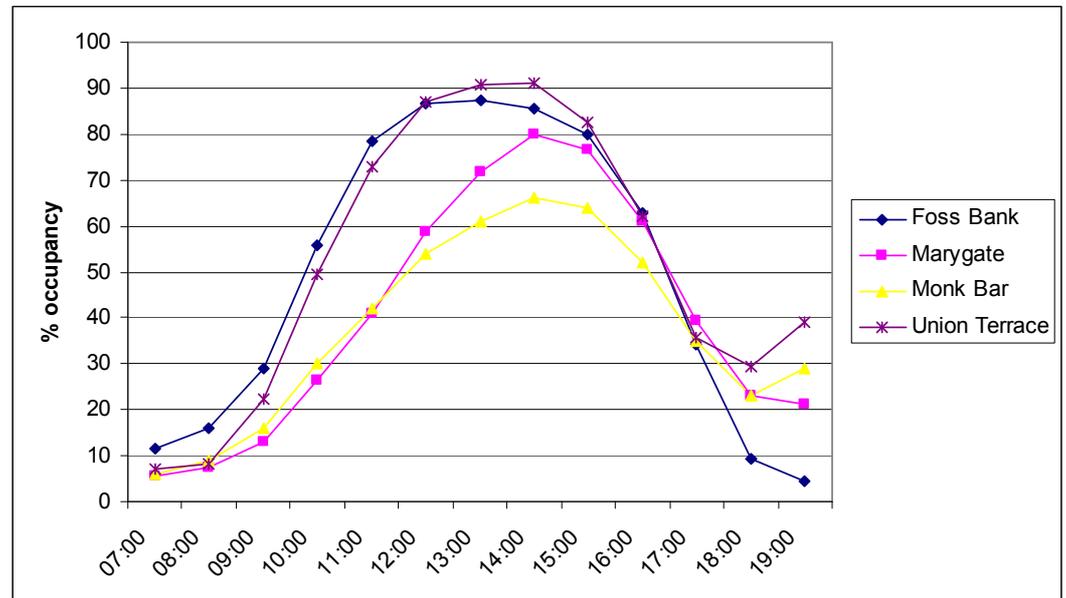


Table 2.3 demonstrates the available parking spaces across all times of the day for a typical Saturday. It highlights that there are car parking spaces available across the busy lunchtime period.

Table 2.3 Available car parking spaces on a Saturday

Time	Foss Bank		Marygate		Monk Bar		Union Terrace		Total Percentage Occupied
	Percentage Occupied	Car Parking Spaces							
07:00	11.6	279	5.5	333	6.0	228	6.9	135	7.6
08:00	16.0	265	7.6	325	9.0	221	8.3	133	10.5
09:00	29.1	224	12.9	307	16.0	204	22.4	113	19.8
10:00	55.9	139	26.2	260	30.0	170	49.5	73	39.2
11:00	78.4	68	40.9	208	42.0	141	72.9	39	56.8
12:00	86.7	42	58.6	146	54.0	112	86.9	19	69.9
13:00	87.4	40	71.6	100	61.0	95	90.8	13	76.5
14:00	85.6	46	79.9	71	66.0	83	90.9	13	79.9
15:00	79.8	64	76.6	82	64.0	87	82.4	26	75.4
16:00	62.9	117	60.9	138	52.0	117	61.9	55	59.6
17:00	34.4	207	39.5	213	35.0	158	35.9	93	36.4
18:00	9.3	287	23.0	271	23.0	187	29.5	102	19.8
19:00	4.6	302	21.3	277	29.0	173	39.2	88	20.5

As the data for Union Terrace does not include February, it has not been possible to include it in the analysis for February half term. Figure 2.14 therefore displays the level of occupancy at Monk Bar, Marygate and Foss Bank during February half term 2010. Occupancy is greatest at Foss Bank, in line with the findings for both a weekday and a Saturday; however occupancy at both Marygate and Monk Bar is higher than that recorded during an average weekday.

Figure 2.14: Hourly Occupancy during February Half Term 2010

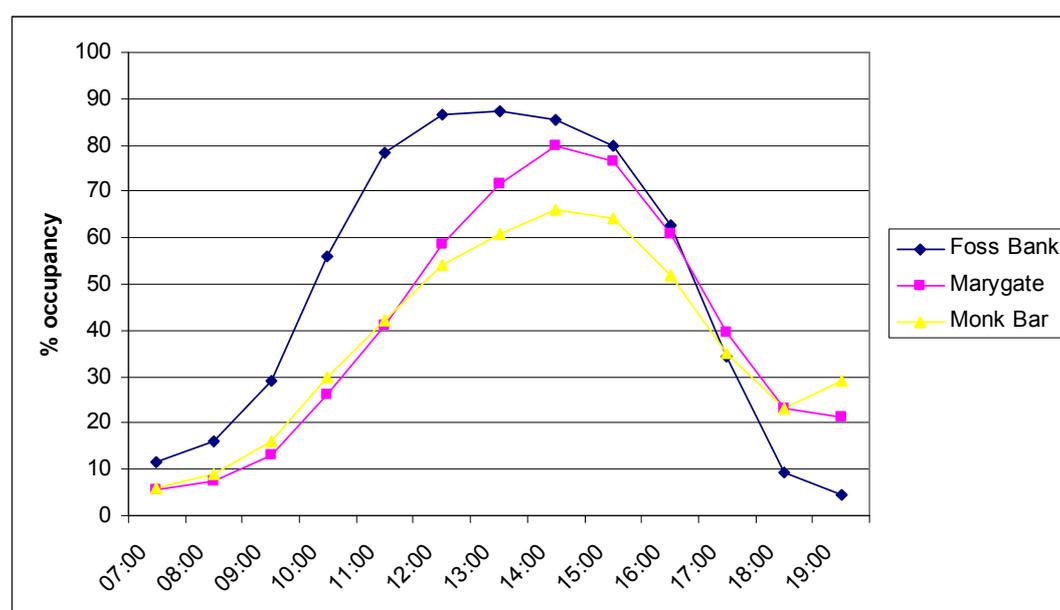


Table 2.4 documents the available car parking spaces during February half term. There are significant car parking spaces available across half term in all three car parks.

Table 2.4 Available spaces during February Half Term

	Foss Bank	Marygate	Monk Bar
07:00	303	352	243
08:00	285	347	243
09:00	235	331	233
10:00	158	292	211
11:00	99	228	177
12:00	49	145	141
13:00	40	123	117
14:00	46	102	102
15:00	77	133	87
16:00	158	196	92
17:00	239	259	134
18:00	295	306	175
19:00	306	352	197

There is no data available for Union Terrace or Foss Bank car parks; therefore Figure 2.15 shows the average occupancy at Marygate and Monk Bar car parks during St Nicholas' Fayre on the 27th November and 28th November 2010. Occupancy at both car parks is greater on the Saturday (27th) and is higher than that recorded on an

average Saturday. It should be noted that these figures may be skewed by snowfall during November 2010.

Figure 2.15: Average Occupancy during St Nicholas' Fayre 2010 (affected by snow)

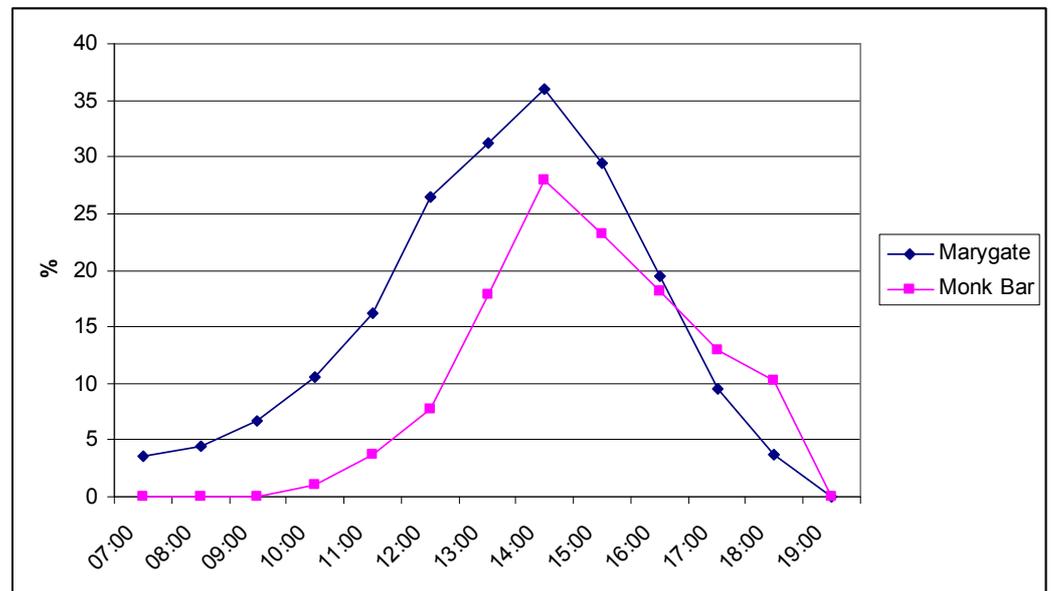


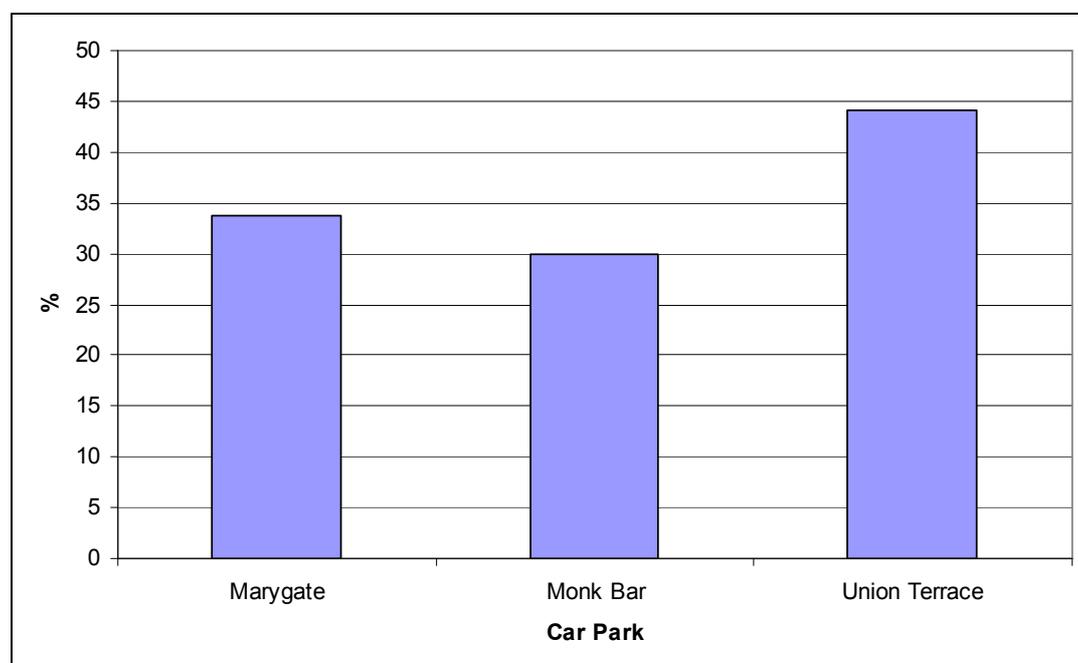
Table 2.5 indicates that there *are* significant parking spaces available at Marygate and Monk Bar car parks during St Nicholas Fayre.

Table 2.5 Available Car Parking spaces during St Nicholas Fayre

	Marygate	Monk Bar
07:00	341	243
08:00	338	243
09:00	331	243
10:00	319	240
11:00	301	231
12:00	268	219
13:00	352	243
14:00	238	155
15:00	259	170
16:00	352	243
17:00	322	202
18:00	340	211
19:00	352	243

Average occupancy during August is greatest at Union Terrace at just under 45% at Marygate; the average occupancy is some 34%, similar to that recorded during half term but higher than the average weekday occupancy. At 30% Monk Bar has the lowest occupancy during August which is consistent with the findings during February half term.

Figure 2.16: Average Occupancy during August



2.5 Summary

In summary:

Coach Parking

- Number of coaches paying to park at CYC coach parks has increased by 20% since 2008;
- occupancy at Union Terrace reaches a peak in August;
- Union Terrace typically exceeds 80% of its capacity on 4-5 days per month;
- St Georges Field doesn't reach capacity;

Car Parking

- Union terrace has the greatest level of occupancy with Marygate having the lowest;
- Occupancy is at its greatest over lunchtime;
- Spare capacity exists in all analysed car parks during busiest periods.

3 Benchmarking

3.1 Background

A benchmarking exercise has been undertaken in order to identify how similar authorities accommodate coaches both in terms of parking and rendezvous points. Where possible, a review of trends concerning visitor numbers has also been undertaken to identify any patterns occurring as a result of the recession.

The authorities included in this benchmarking exercise include; Oxford, Cambridge, Chester, Salisbury, Canterbury, Winchester, and Bath. These authorities have been included due to their similar nature to York.

3.2 Tourism Trends in York

Tourism provides York, and each of the comparable authorities mentioned above, with a significant input to the local economy. Visitor numbers to York are outlined in figure 3.1 and show that the number of people visiting York between 2005 and 2010 has increased significantly from 3.84 million visitors in 2005 to 7.1 million visitors in 2008, the data for 2009/2010 is not available yet. It is thought that the significant increase in the number of people visiting York is a result of business visitors from the UK being included in this figure. The number of people visiting York from overseas has declined in the last 5 years from 24% of the total visitors in 2005 to 13% of the total in 2009.

Figure 3.1: Visitors to York

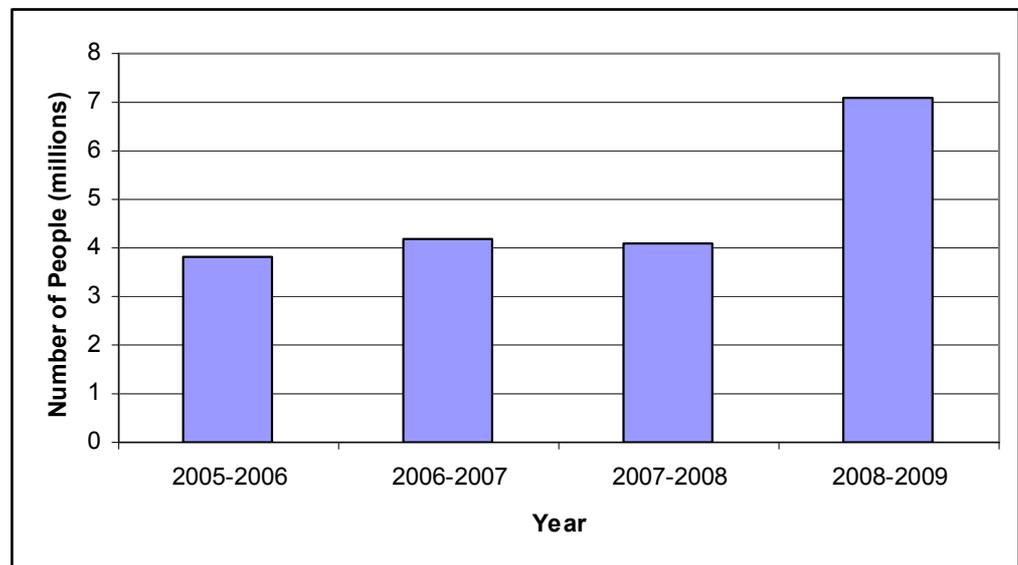


Figure 3.2: Mode Split for visitors travelling to York

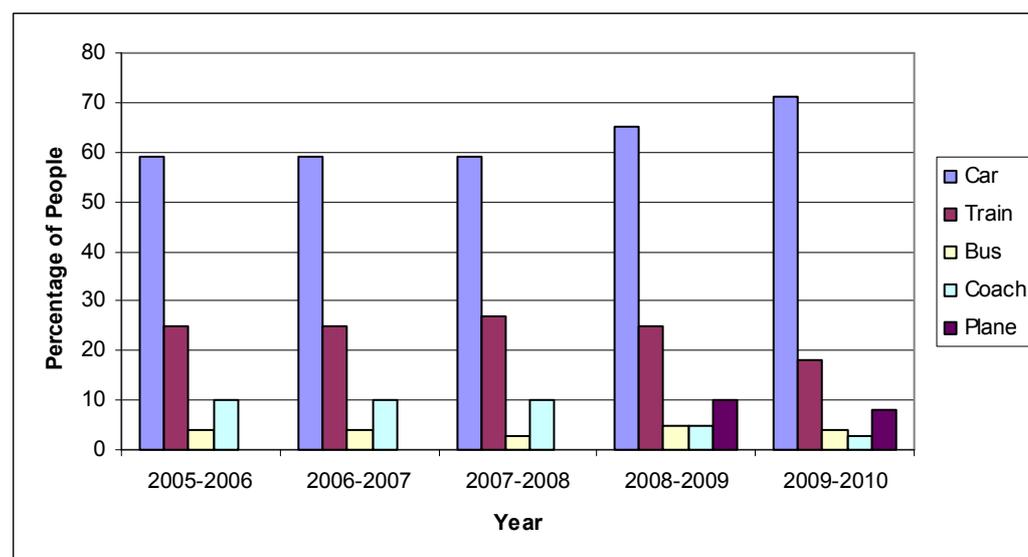


Figure 3.2 identifies that the number of visitors travelling to York by car has increased in recent years. There has been a decline in the number of people travelling by train, bus and coach.

In contrast, both Bath and North East Somerset Council and Canterbury Council have commented that occupancy at their coach parks has remained constant and they have not experienced any fluctuations in demand following the recession.

3.3 Policy Review

The Code of Practice for Coach Based Tourism (2002) states that local authorities must consult with the Confederation of Passenger Transport UK (CPT), the British Inbound Tour Operators Association (BITOA) and other industry bodies on;

- the requirements of coaches, their drivers and passengers when developing transport and traffic management policies; and,
- the design and introduction of measures to manage the impact of coach-based tourism, including the provision of parking facilities, set-down/pick-up points and access to attractions.

The provision of coach parking has been addressed by each of the comparable authorities and is addressed in their respective Local Transport Plans (LTP2/3). Oxfordshire's LTP2 states that it will "continue to provide facilities for coaches in **Oxford** city centre and will explore additional stopping points elsewhere" (Oxfordshire County Council, LTP2, 2006-2011). In addition, consultation on the redevelopment of the Thornhill Park and Ride site was undertaken in 2008 and 2010, and is hoped to provide "high quality facilities for inter-urban coaches" (Oxfordshire County Council, LTP2, 2006-2011).

Cambridgeshire County Council's LTP2 aimed to enhance coach facilities at chosen park and ride sites and relocate coach parking from the city centre bus station to ease congestion in **Cambridge** centre.

Chester's coach management policy highlights that it was developed inline with the Code of Practice for Coach-Based Tourism (2002). It refers to a £450,000 investment from Chester City Council for the redevelopment of Little Roodee Coach Park which provides a range of facilities for coaches visiting Chester. Parking tariffs at Little Roodee were developed following consultation with coach operators and both an overflow car park and rendezvous points have been identified around the city.

Wiltshire's LTP2 refers to the implementation of extensive bus priority schemes in **Salisbury**, including guided bus systems and other infrastructure improvements which will also benefit coaches. Wiltshire Council does not have any current plans to expand the parking provision for coaches in Salisbury or provide additional rendezvous points.

A new coach park was designed in **Canterbury** following redevelopment requirements of the Kingsmead site which was situated on the opposite side of town to where the majority of coaches accessed Canterbury. In 2004, the Canterbury District Action Plan identified that there was a significant demand for good quality rendezvous points close to the city centre and World Heritage sites. As a result of this a new site has been identified at St Georges Park, less than 400m from the cathedral. On speaking to Canterbury Council, it is apparent that there are no plans for additional coach parking or rendezvous points in Canterbury.

Hampshire's LTP3 states that the County Council will work with district councils, including **Winchester**, to improve provision for coaches. Winchester Council commented that there are no plans to implement additional coach parking or rendezvous points around the centre.

Bath and North East Somerset LTP3 states that the council will look to work with coach providers to implement rendezvous points within Bath city centre. As part of visitor management initiatives, Bath and NE Somerset Council are also reviewing coach parking facilities and the possibility of introducing 'no-car' lanes for HGV's, buses and coaches. Bath and North East Somerset Council have stated that there is limited space to implement any further provision for coaches in the city centre and at present there are no plans to increase either the coach parks or the rendezvous points. However at Christmas when it gets very busy, stretches of road are identified to incorporate the additional coach parking required.

3.4 Coach Parking

Table 3.1 below outlines the provision of coach parking within each of the comparable authorities.

Each authority provides at least one council-owned designated coach park, with authorities such as Oxford, Cambridge and Salisbury providing additional coach parking facilities at specific park and ride sites around the cities. The size of the coach parks vary across the authorities however table 3.1 demonstrates that City of York Council currently provides more coach parking than any of the comparable authorities.

The majority of the coach parks are located within 1 mile of the city centre, with the exception of Pear Tree Coach Park in Oxford which is 3.1 miles outside the city centre and Cambridge Coach Park which is 2 miles outside of the city centre.

With regard to charges, the authorities appear to be similar however York provides both high and low season charges relative to the demand during those periods.

3.5 Rendezvous Points

Table 3.2 outlines the rendezvous facilities offered by each of the comparable authorities.

	Number of Coach Parks	Total Number of Spaces	Distance from City Centre	Provision at P&R Sites	Cost
York	1 -Union Terrace 2 -St George's Park	34 27	1 - 0.5 miles/0.8km 2 – 0.3 miles/0.5km	Yes – Monks Cross	Up to 1 hour: £5.00 Up to 3 hours: £8.00 Over 3 hours: £11.00
Oxford	1-Oxpens; 2-Pear Tree; 3-Ferry Hinksey Road	1 - 33spaces	1- 0.4 miles/0.64km 2- 3.1miles/5km 3 - 0.8 miles/1.34km	Height restrictions apply at all P&R sites but a barrier can be raised at 3 of the sites to accommodate tall vehicles.	£7.50 for 24 hours
Cambridge	1 – Golf Driving Range, Cowley Road	-	1 - 2 miles/3.5km	Yes -Madingley Road P&R site	-
Chester	1 – Little Roodee (plus an overflow coach park)	30	1 – 0.3m/0.6km	Not permitted at Park & Ride sites	Up to 3 hours: £5.50 3-6 hours: £8.00 Over 6 hours: £10.00 Arrivals after 5pm: £5.00
Salisbury	1 – Millstream Approach 2 - New Canal Street	41 6	1 – 0.3miles/0.5km	Yes - Britford Park P&R	-
Canterbury	1 – Canterbury Coach Park	45	1 – 0.4 miles/0.6km	Not permitted at Park & Ride sites	12 hours: £12.00
Winchester	1 – Worthy Lane	-	1 – 0.5 miles/0.7km	Not permitted at Park & Ride sites	£6.00 per coach per day
Bath	1 – Riverside Coach and Lorry Park	43	1 – 0.2 miles/0.3km	Not permitted at Park & Ride sites	Up to 2 hours: £5.00 Up to 4 hours: £6.00 Up to 6 hours: £11.00 Up to 8 hours: £14.00 Over 8 hours: £16.00 Over night if not parked during the day: £2.00

Table 3.2: Rendezvous Points

Authority	Number of rendezvous points	Distance from City Centre	Accommodate international coaches	Prebookable	Maximum waiting time
York	3; Railway, Castle; and Minster	0.3miles/0.5km 0.4 miles/0.7km 0.4 miles/0.7km	Minster	No – first come first served	Not specified
Oxford	2; Beaumont Street and Norfolk Street	0.26 miles/0.4km 0.3miles/0.5km			None, must be in the process of picking up or setting down
Cambridge	3; Chesterton Road, Queen's Road and Trumpington Road	0.7miles/1km 0.3miles/0.5km 0.5miles/0.9km			Limited time, charges made
Chester	9; Foregate Street, Vicars Lane, Grosvenor Street, Pepper Street, Hunter Street, Nicholas Street, St Martins Way, Guildhall and Delamere Street	0.2miles / 0.4km 0.2miles / 0.4km 0.1miles / 0.2km 0.1miles / 0.2km 0.15miles / 0.3km 0.15miles / 0.3km 0.2miles / 0.4km.	Only at coach parks	No	10 minutes
Salisbury	1; St John Street	0.2miles/0.34km			10 minutes

Authority	Number of rendezvous points	Distance from City Centre	Accommodate international coaches	Prebookable	Maximum waiting time
Canterbury	1; St Georges Park		Only at coach parks however international coaches are permitted to use rendezvous point and this is facilitated by a tourism team member in a high visibility vest. Tourism team assess safety implications – if deemed unsafe the coach must progress to the coach park where passengers disembark.	Yes – to ensure all coaches don't arrive at the same time as the rendezvous is located in a very congested area.	20 minutes, must book prior to arrival
Winchester	2; Broadway and King Alfred's Statue	0.1mile/0.2km	Only at coach parks	No	20 minutes
Bath	2; Orange Grove and North Parade	0.1 miles/0.2km 0.1 miles/0.2km	Only at coach park	No	Must be dropping off/picking up passengers

Table 3.2 clearly demonstrates that Chester has the largest number of rendezvous points located around the city centre although coaches are only allowed to stop whilst they are dropping off or picking up passengers. Other authorities have only one rendezvous point, for example Salisbury and Canterbury but have provision for coaches to wait for a maximum of 10 and 20 minutes respectively.

York has three rendezvous points which is comparable to the average across the authorities. The locations of the rendezvous points in York are a slightly further from the city centre than some of the other authorities but this is likely to be a result of the restrictions enforced due to the city walls.

Consultation with the authorities has identified that few authorities look to accommodate international coaches specifically at rendezvous points. The majority of authorities use the rendezvous points in conjunction with coach parks, dropping off passengers in a city centre location and then retreating to the coach park. In Canterbury international coaches do use the rendezvous point but only with permission of a member of the tourism team.

Those authorities who only permitted rendezvous points to be used for a set time period utilised the parking attendants to enforce the waiting regulations. This was noted to work quite well.

3.6 Summary

York has been benchmarked against a number of comparable authorities. The exercise has indicated that the provision of coach parking supplied by City of York Council is greater than the majority of the comparable authorities. Following consultation with some of the authorities, it is apparent that there are no current plans for the expansion of existing coach parks or the implementation of additional parks. Although it was mentioned that some areas are allocated to provide additional coach parking facilities both in Chester and Bath when there are festivals on and demand is particularly high.

4 Existing use of Car Parks

4.1 Introduction

In order to understand the typical patterns of use for the identified car parks the data obtained as part of the York Model upgrade has been interrogated. Using GIS software the origins and ultimate destinations of car park users has been plotted for Union terrace, Marygate, Bootham Row, Monk Bar and Foss Bank car parks. These are the car parks likely to be affected by the closure of Union Terrace.

Car Park users were surveyed as they paid for their car parking. Interviews were conducted on Tuesday's, Wednesday's and Thursday's throughout November 2010.

4.2 Journey Purpose

Table 4.1 documents the journey purpose of people surveyed.

Table 4.1 Ultimate destination of car park users

	Union Terrace %	Monkbar %	Marygate %	Bootham Row %	Fossbank %
Home	0	0	0	0	0
Holiday home	0	0	1	0	0
Place of work	13	20	22	27	29
Employers business	8	1	9	5	5
Education	20	7	1	4	2
Shopping	20	48	50	26	38
Personal Business	13	23	8	15	24
Visit Friends	0	0	1	0	0
Recreation/leisure/tourism	6	1	7	12	1
Meet someone	20	0	2	5	1
Other	1	0	0	5	0

As can be seen in Table 4.1 journey purpose varies across the car parks. Union Terrace car park users used the car park to access education, shopping or to meet someone. Nearly half of Monkbar users park in order to go shopping. Some 50% of Marygate users park in order to go shopping. Some 27% of Bootham Row users park for work purposes with a similar number parking for shopping. Fossbank car park was typically used by shoppers, those working and people for personal business. It is important to note that the journey origin and purpose is likely to differ at the weekends, for example an increased number of journeys from the north of the city for shopping purposes on Saturdays and more people travelling for religious purposes on Sundays are expected.

Using GIS software the driving routes used to access the car parks has been identified. Figures 4.1 to Figure 4.5 indicate the driving route used by those users of the car park. The figures identify that drivers do not typically drive to their nearest

car park. The figures also demonstrate the likely walk route from the car park to the ultimate destination. In order to identify the route used to access the car park and the subsequent walk route to the ultimate destination the postcode origin/destination data has been plotted. Commentary on this data is provided below.

4.3 Bootham Row

Figure 4.1 indicates that considerably fewer people were surveyed travelling to this car park. Those that did travel drove to the car park via routes from the North and West of the city. Nobody approached the car park from the South or East. Some 26% of car park users walked to the university with 10% walking to Bootham School. The remaining users were accessing general areas in the city centre.

4.4 Foss Bank

Figure 4.2 indicates the likely route used by people travelling to the Foss Bank car park. People using this car park travel into York across all radial routes into the city. The majority of users walk into the city centre (88%) however a small number of people use the car park to access the university.

4.5 Monkbar

Figure 4.3 indicates the likely route used by people travelling to the Monk Bar Car Park. People using this car park are spread more evenly across all the main radial routes in to York. Some 40% of users were travelling to the university. The remaining 60% were accessing the city centre area.

4.6 Marygate

Figure 4.4 indicates the likely route used by people travelling to the Marygate Car Park. Some 74% of users were using the car park to access the city centre, 8% were accessing Bootham School and 14% were travelling to the north of the city centre. The majority of users had approached the car park from the A19.

4.7 Union Terrace

Figure 4.5 identifies the likely route used by people travelling to the Union Terrace Car Park. The majority of users travel to the car park from the south of the city over Lendal Bridge. Some 47% of those using the car park were destined for the university and 37% the hospital. The remaining 16% of users were travelling to general areas within the city centre and accessed these areas via Gillygate.

People travelling to Union Terrace car park travelled from a wide variation of origins. Users of this car park travelled from Leeds, Barnsley, Harrogate, Hull, Huddersfield, Wakefield as well as York postcodes. This indicates that people do not necessarily travel to Union Terrace because it is close to their approach into York but because it is close to their ultimate destination.

4.8 Summary

Analysis of the car park user consultation has shown that those wishing to access York city centre typically used Foss Bank and Marygate car parks. Nearly half of people parking at the Union Terrace Car Park were accessing the University with 37% accessing the hospital for work.

Should Union Terrace Car Park close it would appear that in the main it would affect those travelling to the University and the Hospital and as a result of the closure they may be adversely affected as they will have a longer walk route to their destination.

Figure 4.1 Bootham Row Car Park

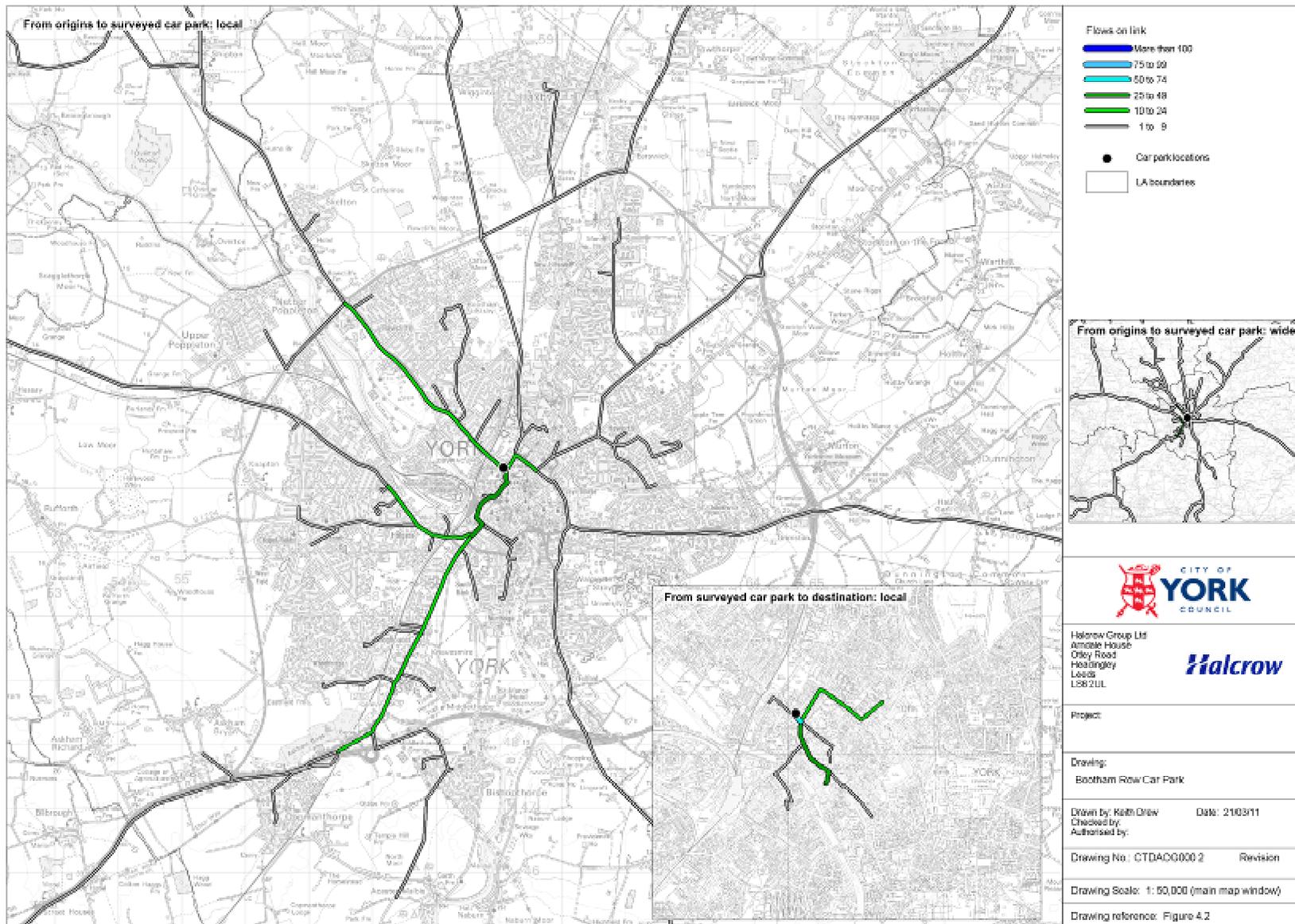


Figure 4.2 Foss Bank Car Park

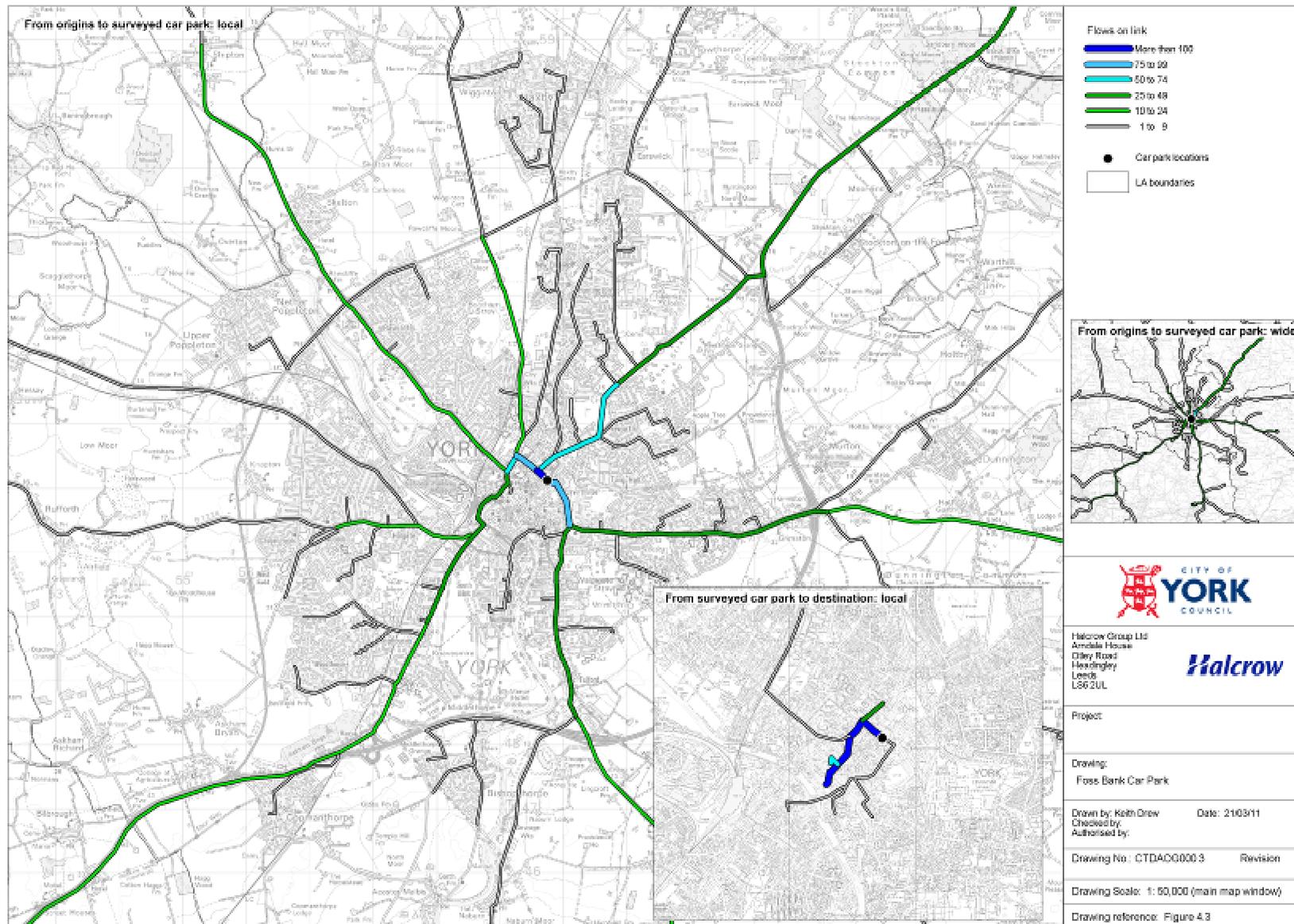


Figure 4.3 Monk Bar Car Parks

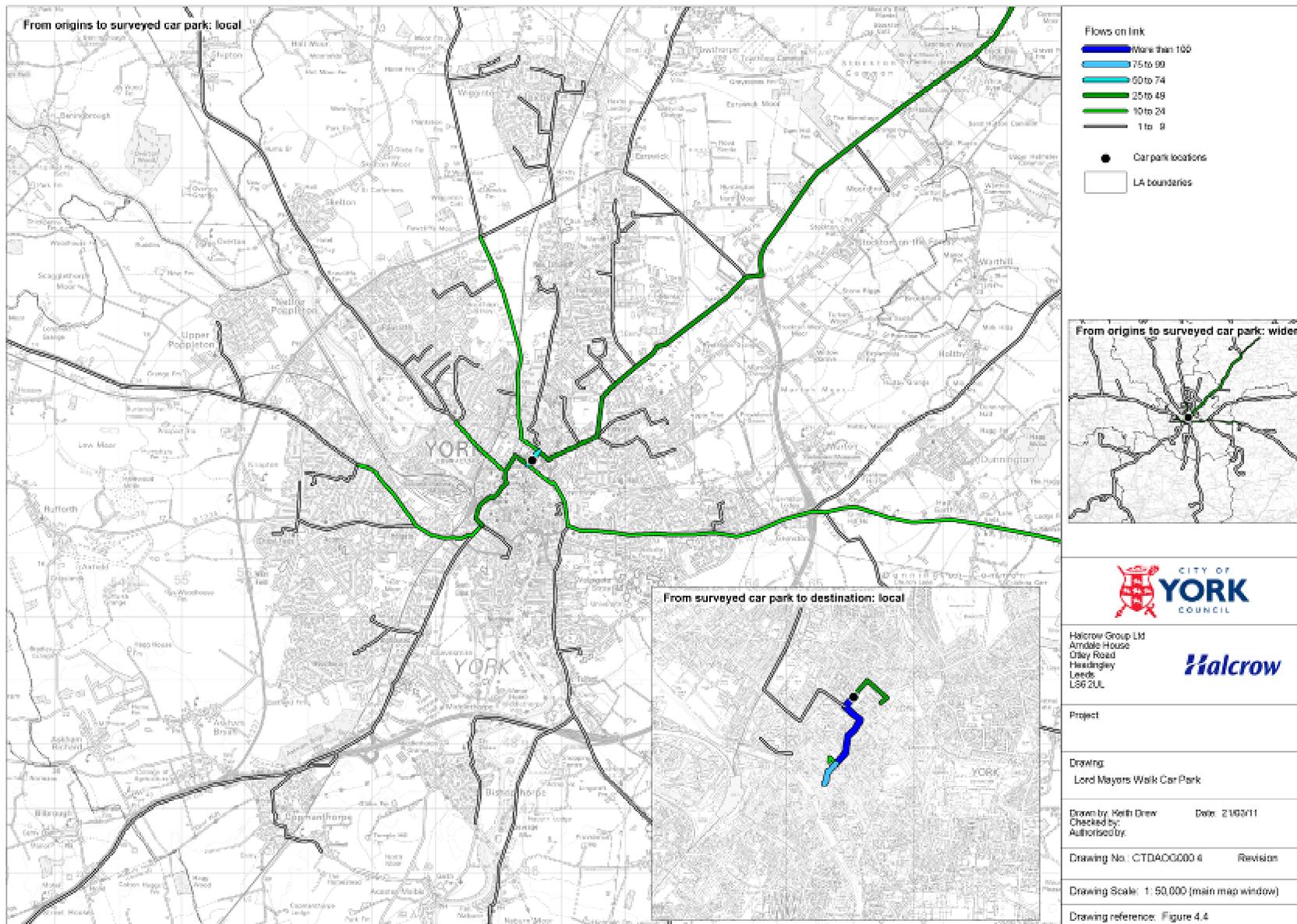


Figure 4.4 Marygate Car Parks

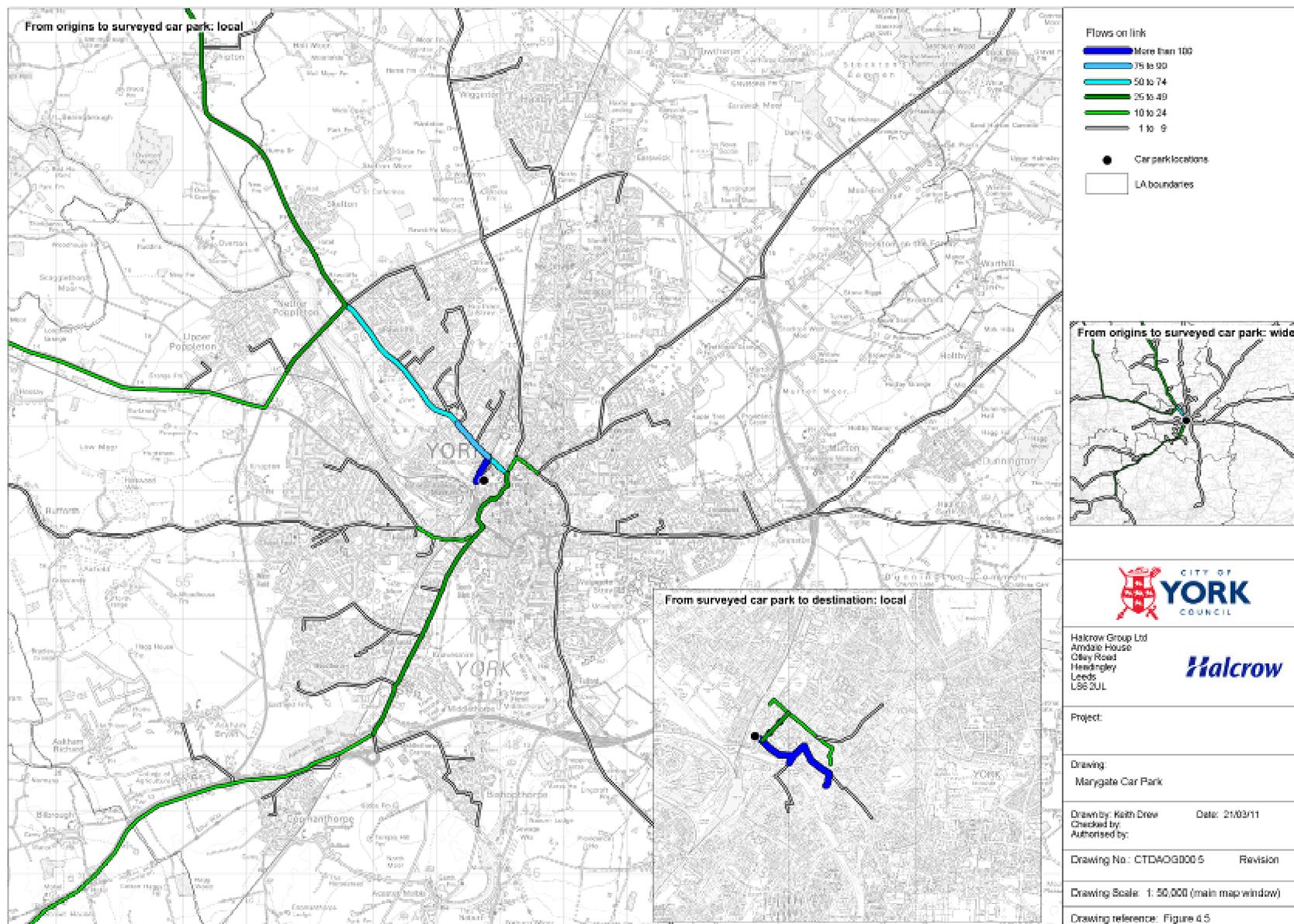
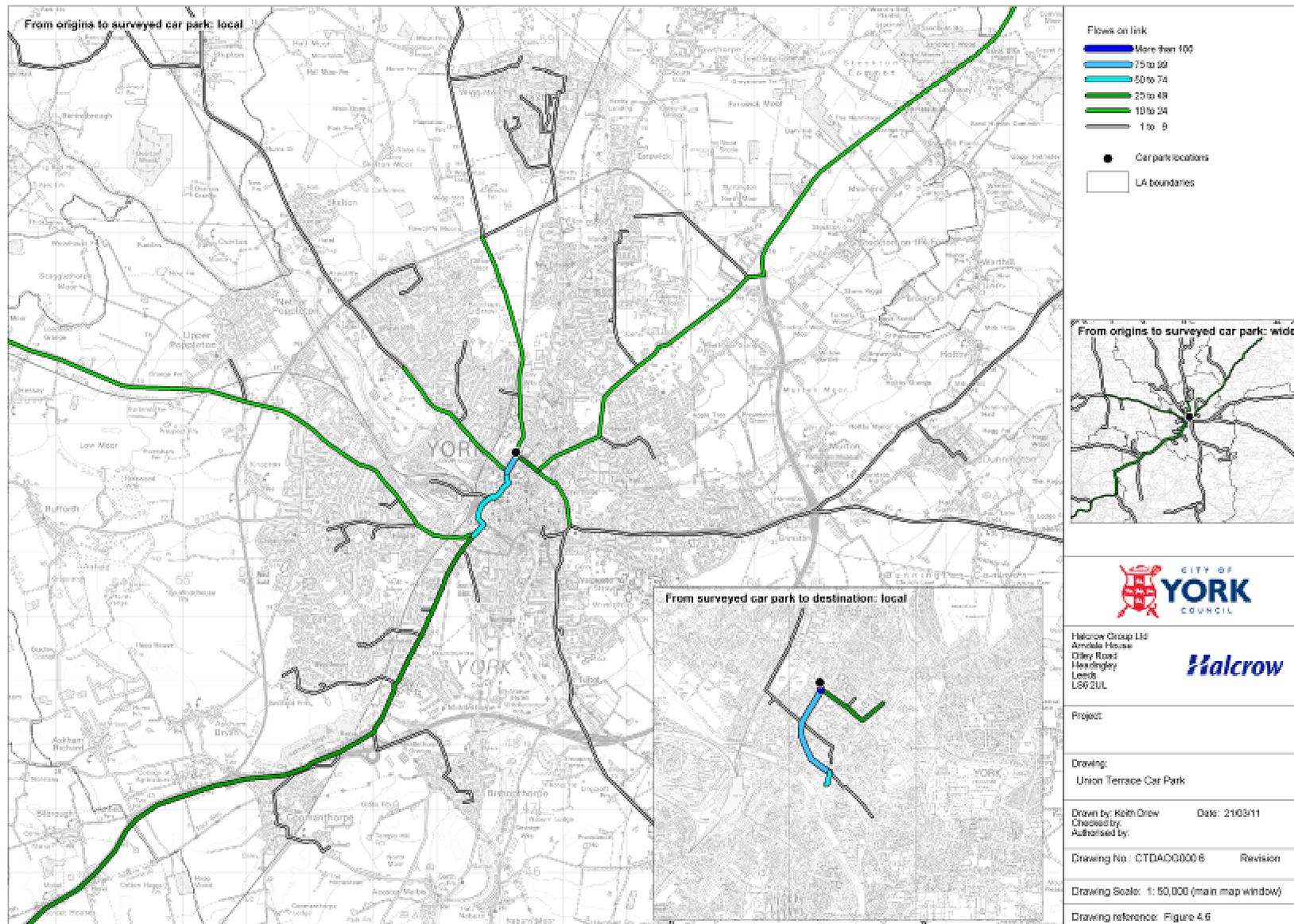


Figure 4.5 Union Terrace Car Park



5 Identification of Coach Parking Options

5.1 Introduction

This chapter sets out the list of potential options for developing additional coach parking in York should Union Terrace Coach Park close. The chapter also details the viability of each option together with any potential disbenefits.

The options considered include:

- Do nothing;
- Convert existing CYC owned car parks;
- Increase existing provision; and
- Development of new rendezvous points.

5.2 Overview of options

Should Union Terrace Coach Park close alternative provision will need to be identified. When identifying this alternative provision there are two key options to focus on: City centre provision and out of town provision.

City centre provision is the preferred solution for coach drivers and operators and the most preferable as a replacement for Union Terrace. However demand pressures on city centre land make this a more difficult option to address. There are many other benefits to providing coach parking in the city centre and these are addressed in Table 5.1. The provision of coach parking in the city centre reduces the demand for rendezvous points and the associated costs of their management. It is likely to reduce the potential for illegal parking of coaches.

As an alternative to city centre coach parking out of town provision has been reviewed. This however has more disadvantages. In order to make this successful it is crucial that this is promoted in conjunction with a holistic approach to rendezvous points. Rendezvous points should be developed together with coach parking to ensure that a structured approach to coach parking is delivered.

Table 5.1 documents the advantages and disadvantages of both options.

Table 5.1 Advantages and Disadvantages of Coach Parking options

	Advantages	Disadvantages
City Centre Provision	<ul style="list-style-type: none"> + encourages coach operators to visit York; + attractive to all passengers; + benefits for retailers close to coach parks; + greater level of coach parking revenue + reduces demand on rendezvous points; + provides safe facilities for international coaches; +Easier to access the coach for passengers +No additional management costs at rendezvous points +Reduces chance of illegal/inconvenient parking/dropping off 	<ul style="list-style-type: none"> - limited space available; - potential to worsen Air Quality in the City Centre; - High land values in the city centre
Out of Town provision	<ul style="list-style-type: none"> + more land available; + reduces demand on city centre land; + greater scope to provide a better facility; + cheaper land values 	<ul style="list-style-type: none"> - increased demand for city centre rendezvous points; - associated potential costs of managing rendezvous points - may require additional infrastructure for new rendezvous points - less attractive to coach drivers - passengers are not necessarily if there is a bus link, but it is more awkward to return to the coach early if required; - reduces available parking revenue; - Potential for passengers to be dropped off at the coach straight onto P&R bus. - Coaches make double the journeys within the city that they would do with a central parking area. - potential for abuse of city centre parking restrictions

These overall approaches to coach parking provision have been developed into a series of options as described below:

5.3 Option 1 – Do Nothing

CYC are under no statutory responsibility to replace Union Terrace Coach Park. However there is a theoretical risk that reducing coach parking provision without replacing it will result in some coach operators deciding not to visit York. Analysis of coach parking data identified that Union Terrace reaches capacity on a number of days in November and December.

Should this option be taken forward CYC would benefit financially from the sale of the Coach Park. However the disbenefits may be significant. CYC would lose approximately £3,700 per calendar month in coach parking revenue. There may also be the risk of coach providers removing York as a visitor destination. A lack of alternative provision may result in illegal parking of coaches throughout York together with over capacity at Monks Cross and St George's Field. There is also the potential for misuse of the existing rendezvous points.

Benefits

- + CYC benefit financially from the sale of Union Terrace;
- + removal of coach traffic from an AQMA.

Disbenefits

- loss of revenue - £3,700 per month;
- threat of coach providers not visiting York;
- associated loss in revenue to business from visitors who go elsewhere.
- potential for increased congestion at St George's Field and Monks Cross;
- potential increase in illegal parking; and
- misuse of rendezvous points i.e. coaches parking at rendezvous points as opposed to dropping off/picking up..

5.4 Option 2 – Develop New City Centre Coach Parking Provision

Following a desk top review and a site visit it is clear that there is limited space available to build new coach parking provision of comparable size and location to Union Terrace. The following sections set out potential options:

5.4.1 Option 2a – Foss Islands Road

One potential option is to permit coaches to park in the designated 'minibus parking' on Foss Islands Road. Whilst this will only allow for around 10 coach spaces (allowing 16 metres length for each individual parallel coach bay), it does allow for some lost coach parking to be replaced. Presently roadside parking is available for minibuses, motorhomes and caravans. However during a site visit it was noted that commercial vehicles were utilising the available space for parking. Consultation with the markets manager has identified that the area is designated as a 'Market Traders parking zone'. Permits are issued on an annual basis to market traders and permit them to park for £1.60 per day. Some of this allocated space was removed

recently and as a result market traders looked for alternative provision. This included informal parking at Layerthorpe and by the old Frog Hall Car Park. As a result of this there has recently been less demand on Foss Islands Road. However the arrangement at Foss Islands Road is historical and may be difficult to change.

There is further potential to convert a short stretch of car parking (for permit holders) provided directly due south of the existing minibus parking area to create a further five coach parking bays. However, this would be at the expense of car parking and any associated permit revenue.

Benefits

- + increases coach parking provision;
- + provides coach parking provision to the east of the city;
- + generation of revenue;
- + not in AQMA area of exceedance.

Disbenefits

- need to relocate minibus/caravan and motorhome parking;
- need to relocate market traders parking;
- only provides limited provision;
- problems for EU alighting vehicles;
- lack of dedicated walk route through to city centre
- no driver facilities at the site but potential to use supermarkets in the area..

5.4.2 Option 2b – Marygate Car Park

Marygate Car Park currently provides space for 352 cars to park 24 hours per day – although the signage on site reports that there are 395 available spaces. The car park is located to the north of the city centre. Analysis of car parking data has identified that the car park currently operates at a maximum occupancy of 48% of capacity during a typical weekday and at 80% of capacity on Saturday. This therefore suggests that there are around 200 available spaces in the car park on weekdays and around 50-70 spaces available on Saturdays.

To accommodate coach parking in the Marygate Car Park substantial alterations are needed to the car park and the surrounding road system. The existing car park access and egress junctions would need to be re-modelled, widened and re-located to potentially form one junction that better aligns with Hetherton Street. The internal layout would require a complete re-design potentially reducing the available capacity for car parking. We estimate that around 50% of car parking spaces (c. 200 spaces) would need to be removed to accommodate 33 coach parking bays.

Providing coach access to the Marygate Car Park is extremely problematic due to a number of road width constraints along Marygate and at the junction with Bootham. Whilst they are probably not technically insurmountable issues they would require substantial and expensive and potentially environmentally undesirable alterations to the local streets including a signalised junction at Bootham, and potentially widening

of the carriageway and passing places on Marygate, potentially having an adverse impact on pedestrians, the streetscape and the historic setting of the local area.

Benefits

- + increases coach parking provision;
- + provides coach parking provision to the north of the City;
- + close to the city centre and attractive walk route into the City;

Disbenefits

- would reduce car parking capacity and therefore revenue;
- substantial coach access issues due to narrow roads in the locality and therefore cost;
- the parking area would need to be totally re-designed and re-modelled, including access junctions.

Not viable due to access issues

5.4.3 Option 2c – Esplanade Car Park

The esplanade car park is situated off Leeman Road on the banks of the River Ouse. It has capacity for 93 cars. The narrow shape of the car park (maximum available width is about 16 metres) would prevent safe manoeuvring of coaches and therefore preclude its efficient use as a Coach Park. A further constraint is the extremely narrow access road which would require widening or passing places. We therefore recommend that this option is not pursued.

Not viable

5.4.4 Option 2d – Monk Bar Car Park

The Monk Bar car park is situated off High Newbiggin Street near Lord Mayors Walk and provides 256 car parking spaces. Unfortunately the junction of Lord Mayors Walk and St Johns Street is not suitable for coach traffic. The alignment of High Newbiggin Street includes a tight (blind) bend and is therefore not safe for large coaches to access the car park. We therefore recommend that this option is not pursued.

Not viable

5.4.5 Option 2e – Foss Bank Car Park

The Foss Bank car park is situated on Foss Bank and provides 338 car parking spaces. It is a multi-storey (decked) car park and it is unlikely that the decked car park has

been designed to accommodate coaches (loading/clearances/aisle widths/alignments). We therefore recommend that this option is not pursued.

Not viable

5.4.6 Option 2f – Kent Street Coach Park

Kent Street Coach and Car Park was originally closed in 2008 due to the land being purchased by a developer. Currently the land is still vacant and could be used in the short term as a temporary coach park. However it is our understanding that the site has been earmarked for imminent development.

Benefits

- + existing site that can be used in the short term;
- + well established walk route into York;
- + close proximity to the reopened Barbican Centre.

Disbenefits

- redevelopment due in late Summer 2011;
- close proximity to St Georges Field.
- walk route involves crossing busy roads.

Not viable

5.5 Option 3 – Develop new Out of Town Coach Parking provision

Due to the limited city centre options available for coach parking provision a number of out of town coach parking options have been developed. However in order for these options to be viable there is a need to operate in conjunction with an increased number of rendezvous points in the City Centre. All these options will require a more holistic approach to coach parking, enforcement and marketing to be undertaken to ensure that illegal parking and congestion in the City Centre is minimised.

5.5.1 Option 3a – Rawcliffe Park & Ride (P&R)

Consultation with CYC Development Control has identified that coach parking cannot be facilitated at the new proposed Park & Ride sites due to them being located in the greenbelt. However there is the potential to develop coach parking at existing Park & Ride sites that are located within the urban area. This includes Askham bar and Rawcliffe Bar, however due to capacity issues at Askham bar we have discounted this from our optioneering. Despite coach parking not being the original intention of the use of the P&R then CYC's Planning Department believes it would be for transport planning to decide whether coach parking would be permitted.

However should this option be taken forward it should be done in tandem with the development of a new rendezvous point(s) in the City Centre at Lord Mayors Walk.

We would not advocate coach passengers disembarking at the P&R site as this would have knock on implications for the P&R bus services. Therefore should this option be taken forward all passengers should be dropped off and picked up at a city centre rendezvous point. It is recognised that routes to the City centre rendezvous points from Rawcliffe Bar are not preferential however a potential route to and from Lord Mayor's Walk would consist of A19 – Bootham – Gillygate.

A 230 space overspill car park area was constructed as Phase 2 of Rawcliffe Bar Park and Ride. This is only used during periods of peak demand such as the run up to Christmas and during Easter. A review of current occupancy at the site suggests that the maximum occupancy during a normal weekday is 67%, with 323 spare spaces and the overspill not needed. Even during the pre Christmas peak periods there are over 150 spare parking spaces currently available at Rawcliffe Bar, showing that there is spare available space for coach parking that would not be detrimental to the Park & Ride operations.

Although the overspill car park has been designed for car parking, buses could park in parallel within the existing layout. Calculations reveal that approximately 33 coaches and 6 mini-coaches could be accommodated. If the overspill area is re-configured for coach parking then a significant increase in capacity could be achieved.

Visual inspection reveals that the overspill site is already well screened by vegetation so further planting is not required to shield the view from local receptors. Whilst unladen coaches weigh more than cars (at around 13 tonnes) any deformation is expected to be limited initially to the parking bays (which may be of shallower construction than the aisles) – however, surface condition and deterioration could be easily monitored.

A further potential option (albeit not quite as preferable due to the interaction of cars and coaches) is the use of the most remote (northern) four rows of the existing main site could be set aside for coaches. Again, coaches would park in parallel in the existing bays. Signage and markings would need to be introduced to prevent cars parking in this area.

Benefits

- + increases coach parking provision;
- + provides coach parking provision to the north of the City;
- + low-cost solution
- + utilises a currently underused Council owned facility
- + there is a potential reduction in car parking demand when the A59 Park & Ride site is built

Disbenefits

- distance from city centre (dead mileage)
- potential carriageway strengthening costs

- coach parking and traffic may cause additional deformation of the road surface;
- drivers would have to use the Park & Ride buses to access the City Centre
- potential for some drivers to drop passengers off at the P&R site straight onto a service bus.
- no logical, direct route to city centre rendezvous points. Leeman Road bridge too low for coaches. Bootham too congested, particularly pm when day trip coaches will need to be picking up.
- no city bound priority measures on the A19 for coaches
- the extension car park is used in school holidays throughout the year with the exception of race days.

5.5.2 Option 3b – York Commuter Park, Leeman Road

York Commuter Park is located on Leeman Road and has capacity for 498 car parking spaces. No coach parking is currently permitted. The site is close to the existing available coach parking at the National Railway Museum. The commuter park provides a possible long term coach park option as part of the bus interchange. The Leeman Road Bridge is some 3.8m high (12ft6in) and so would be able to accommodate single deck coaches. Larger coaches would be required to use an alternative route to the City Centre.

Benefits

- + increases coach parking provision;
- + well established walk route into York
- + can be easily paired with the railway rendezvous
- + easily identifiable location due to presence of railway museum

Disbenefits

- owned by APCOA, therefore reliant on need to purchase/lease land;
- poor walking route into City Centre
- costs of purchasing/leasing land;
- no dialogue established between CYC and APCOA.

Further discussion required with operator

5.5.3 Option 3c – York Racecourse

York Racecourse currently provides marshalled coach parking on race days only. Non race day parking is available on Knavesmire Road. Discussion with York Racecourse has identified that it is not feasible to provide coach parking on non race days due to the need to employ marshals. It was also felt that if the parking gates were left open to allow coaches to park during the day this would lead to abuse by other drivers and fly tippers.

Benefits

+ increases coach parking provision

Disbenefits

- York racecourse against the idea;
- reliant on non CYC owned land;
- Costs attributed to employing permanent marshals;
- would require additional rendezvous points.
- distance from the city centre .

Not currently viable

5.5.4 Option 3d – York Auction Centre, Murton

York Auction Centre is situated to the East of York City Centre on the A166 Bridlington Road. The site has capacity for overnight parking. Discussion with the operator has identified that informal coach parking is already taking place at York Lorry Park for University open days. A potential solution is to engage with the Auction Centre as to the potential for developing a more formal arrangement. The Coach Drivers Club already advertises this site as an available coach park.

Due to the nature of work at the Auction site any coach parking would have to be on a prebooked basis. Due to a number of auction sales there would be days where the site would not be available for coaches. This is estimated at 12 days per month

Benefits

- + already exists as an informal coach park;
- + good driver facilities;
- + secure location.
- + easy to access for continental coaches arriving by ferry

Disbenefits

- need for engagement with York Auction Centre;
- currently not open until 4pm.

Further discussion required with provider

5.6 Option 4 - Increase existing Coach Parking provision

Due to the limited options available for the development of a new coach park a number of options have been developed that focus on extending provision at existing coach parking locations.

5.6.1 Option 4a – Increase coach parking provision at Monks Cross

Monks Cross currently provides marked out parking bays for 10 coaches with a provision for a further 8-10 coaches in the same area and is usually coned off out of use. Adding additional marking on site to show this would be relatively straight forward. Mini-buses and small mini-coaches may also be able to be accommodated within the existing camper van and caravan parking area, although this facility is used for that purpose. A complete re-design and re-modelling of the existing markings of the current coach parking area could release further spaces for coach parking. It is therefore clear that the existing facility could be used more and be more efficiently marked out.

As per the Rawcliffe Bar Park & Ride site if this option is taken forward it should be done in tandem with the development of a new rendezvous point(s) in the city centre. We would not advocate coach passengers disembarking at the P&R site as this would have knock on implications for the P&R bus services. Therefore should this option be taken forward all passengers should be dropped off and picked up at a city centre rendezvous point. The benchmarking exercise identified that enforcement of rendezvous points was absorbed into the day to day role of Council Enforcement officers. However we recognise that should this rendezvous point become overused there may be additional resource implications for the Council.

It is our understanding that there is an existing consent to provide an extra 400 car parking Park & Ride spaces at Monks Cross. If further coach parking capacity is needed at this location then one further option would be to change this allocation for some extra coach parking.

We are also mindful of the plans for the York Community Stadium, the preferred site of which is located nearby and the ongoing development of proposals to allocate land for coach parking associated with the stadium.

Benefits

- + increases coach parking provision at an existing location;
- + driver facilities

Disbenefits

- anecdotal evidence of limited use of existing site;
- requires additional rendezvous points in the city centre
- costs associated with re marking the site
- potential for some drivers to drop passengers off at the P&R site straight onto a service bus.

5.6.2 Option 4b – Increase coach parking provision at St George's Field

Following a previous coach study in 2008 responding to the closure of Kent Street Coach Park it was recommended that a limited amount of coach parking be allowed in the St George's field car park. It was initially set at 27 vehicles.

Our analysis currently shows that the maximum coach occupancy in St George's field coach parking is currently at 22 vehicles – leaving a spare 5 spaces currently not used.

There is further potential to re-allocate spare car parking to coach parking although this is balanced by the current maximum daytime car parking occupancy levels of 51%, indicating that there is potential to re-allocate approximately 50% of spaces.

Benefits

- + existing coach park;
- + good driver facilities;
- + close to city centre
- + attractive walk route into city.

Disbenefits

- expansion will reduce car parking spaces and potentially revenue;
- car parking capacity is required at peak times;
- additional facility to south side of city centre;
- flooding issues;
- close to AQMA areas of exceedance.
- long established funfair in March/April currently closes the coach park.

5.6.3 Option 4c – Increase coach parking provision at Transdev Depot

Initial communication with Transdev identified the potential for a further ten coaches to be accommodated at the Fulford Road depot. Due to the sensitive nature of this study further dialogue has not been entered into. However we would recommend that CYC instigate communication with Transdev to look at this option in the short term.

Benefits

- + existing advertised site;
- + available at no extra cost to CYC;
- + coach washing facilities available.

Disbenefits

- reliant on a private provider;
- out of town location and close to St Georges Field;
- requires additional rendezvous point;
- no driver facilities available.

Further discussion required with provider

5.6.4 Option 4d – Increase coach parking provision at National Rail Museum

Initial communication with the National Rail Museum identified the potential for additional car parking using the overflow car park at the National Rail Museum. The

overflow car park is sometimes used for coaches during peak periods such as St Nicholas Fayre and there is the provision for an additional 20 coach spaces.

Benefits

- + existing advertised site;
- + straightforward walk route in to the city centre.
- + can be easily paired with railway rendezvous for passengers with lower mobility

Disbenefits

- reliant on a private provider;
- walking distance is too far for elderly passengers – would require passengers to be dropped off at Leeman Road rendezvous point;
- potential for overcrowding at railway rendezvous;
- no driver facilities available.

Further discussion required with provider

5.7 Option 5 – Maintain Union Terrace but reduce capacity

We have examined the potential to release a portion of the Union Terrace coach park for development. If the current access junction is maintained in the current location then only around 30% of the northeastern most part of the site would be released. Releasing a south-western tranche of the site would take out the most capacious part of the coach park and create an island for development probably requiring a new access junction very close in between two existing junctions.

If more space to the north-eastern side were required then a new access junction would be needed in the south-western end of the coach park. This further reduces coach parking capacity and presents the same safety concern over introducing a new junction very close to existing junctions.

Benefits

- + existing coach park;
- + good driver facilities;
- + close to city centre
- + attractive walk route into city.

Disbenefits

- will reduce coach parking spaces and potentially revenue;
- feasibility and desirability issues in packaging up a smaller area of the site for development;
- safety issues if a new junction is needed to the south of the existing.

Potentially viable

5.8 Option 6 – Rendezvous points

Should out of town coach parking be the most viable solution it will be necessary to facilitate

5.8.1 Option 6a – Develop rendezvous point at Piccadilly

As part of the 2008 Coach Study two locations were appraised for rendezvous points on Piccadilly. Both locations are within the City Walls and therefore a relaxation of the current Traffic Regulation Order (TRO) would be required if any of these sites were taken forward.

Piccadilly is located wholly within the city walls between Tower Street and Coppergate and provides a direct route into the city centre. The walk route to the city centre takes approximately 2 minutes. The footway is of a good quality with drop kerbs and pedestrian crossings where necessary. There is also observed evidence that coaches already use Piccadilly as a drop off and pick up point.

The potential rendezvous point is located in an existing bus stop which is shown in Plate 5.1. The bus stop currently has no flag or pole and is currently used by Arriva buses as a lay over area.

Plate 5.1 Piccadilly Rendezvous



Benefits

- + city centre location;
- + attractive walk route into city.

Disbenefits

- requires a relaxation of the TRO;
- short term solution due to Castle Piccadilly development;
- existing bus stop;
- limited capacity.

5.8.2 Option 6b – Develop rendezvous point at Monkgate

Monkgate is located to the north of the city centre. It is a similar distance from the city centre as the current rendezvous point at Foss Bank (Minster) but with a better pedestrian route. The walk route is along a well-lit footway, with tactile paving, dropped kerbs and a pedestrian crossing and is approximately a 10 minute walk from the city centre, and a 2 minute walk to Goodramgate which is the start of the central shopping area.

The rendezvous point would require the removal of on-street parking spaces, and has the potential to be located on either side of the road.

Benefits

- + attractive walk route into city.

Disbenefits

- removal of parking spaces required resulting in a loss of revenue;
- removal of residents parking;

- located in a residential area.

5.8.3 Option 6c – Develop rendezvous point at Union Terrace

Clarence Street (off which the Union Terrace Car Parks are accessed) does not naturally lend itself to the provision of a rendezvous point as kerb side space along the road is at a premium due to:

- Regular side road junctions, accesses and a bus layby on the western footway side;
- Frontages right up against the back of footway on the eastern side;
- Lack of carriageway width; and
- Mature trees planted along the existing coach park frontage. If these were to be removed as part of the development then there may be potential to red-design the street frontage and install a coach rendezvous point at this location.

The use of Union Terrace car park as a rendezvous point would require the remodelling of the access junction and the internal layout to allow coach manoeuvring potentially removing the bulk of available car parking spaces, therefore is deemed unrealistic.

Not viable

5.8.4 Option 6d – Develop rendezvous point at Lord Mayors Walk

Lord Mayors Walk is situated to the north of the city centre, and is a few minutes walk from York Minster. In order to accommodate coaches the current parking designation would need to be widened.

Plate 5.2 Lord Mayors Walk rendezvous



The preferred location for this rendezvous point would require the removal of a stretch of on street parking and therefore would have revenue implications for Parking. Based on a minimum 30m coach parking we estimate the loss of 5 parking spaces. The location would allow for a drop off point in the north of the city. Passengers would be required to walk 0.7km to access Parliament Street.

Benefits

- + northern location
- + close to the minster.

Disbenefits

- removal of parking spaces required resulting in a loss of revenue.

5.8.5 Option 6e – Develop rendezvous point at Foss Islands Road

Instead of opting for coach parking at Foss Islands Road there is the potential to develop a number of rendezvous points. As detailed in Option 2a there is further potential to convert a short stretch of car parking (for permit holders) provided directly due south of the existing minibus parking area to create additional rendezvous points. However, this would be at the expense of car parking and any associated permit revenue.

Benefits

- + provides a rendezvous point to be linked in with Monks Cross Coach park;
- + provides a rendezvous point to the east of the city;
- + not in AQMA area of exceedance.

Disbenefits

- need to relocate minibus/caravan and motorhome parking;
- only provides limited provision;
- problems for EU alighting vehicles;
- lack of dedicated walk route through to city centre.

5.8.6 Option 6f – Develop an international rendezvous point on Leeman Road

Currently there is a well used rendezvous point at Leeman Road. Given that the road is one way there is the potential to develop a further rendezvous point on the opposite side of the road. This would provide a facility purely for international coaches to enable safe disembarkation and loading.

Benefits

- + good walk route into city;
- + provides a safe facility for international coaches;

Disbenefits

- need to stagger existing rendezvous point;

- only provides limited provision;

5.9 Viability

Potential coach parking options have been evaluated using a scoring matrix to determine the most viable options for taking forward.

This is presented in Table 5.1

Table 5.1 Viability Evaluation of Coach parking options

Criteria	Coach Parking						Scoring Method Comments
	Foss Islands Road, On-Street	Rawcliffe Bar Park & Ride Site	Marygate Car Park	Monks Cross	St George's Field	Union Terrace	
Proximity to City Centre	0	-2	0	-2	-1	0	Neutral = same distance from city centre as Union Terrace
Capacity	-1	2	2	0	-1	1	+2 = 33 spaces, other scores pro rata
Feasibility							Positive = no works needed
- Access for Coaches	0	2	-2	2	2	2	Neutral = very minor issues (ie EU alight problems)
- Impact for EU Coaches							Negative = signifiacnt access problems
Cost	1	0	-2	2	2	1	Positive = Very low cost Neutral = Low Cost Negative = High Cost
Air Quality/Traffic Impact							Neutral = decrease in traffic through AQMA balanced by increase in dead mileage.
-Dead Mileage	1	0	1	0	-1	1	Negative = Likely to increase traffic in AQMA
- Increased trips through an AQMA?							Positive = Likely to decrease traffic in AQMA
Ease of Implementation/Level of engineering required							Positive = Only minor works required within highway boundary or council owned land
- Junction improvements	2	1	-2	2	2	2	Neutral = some works required
- Link Improvements							Negative = major works required, including outside the highway boundary in 3rd party land
- Changes needed to create coach parking bays							
Impact on Car Parking	-1	1	-2	2	-1	-2	Positive = no impact on car parking Neutral = minor impact on car parking Negative = Substantial reduction in car parking
TOTAL	2	4	-5	6	2	5	

5.10 Summary of Options

The viability exercise identified that developing coach parking options at Monks Cross, Rawcliffe Bar or a smaller site at Union Terrace to be most viable.

In order to maintain York as an attractive destination for coach operators there is a need to provide facilities for passengers in the city centre and with this in mind the retention of a smaller facility at Union Terrace satisfies this requirement. Out of town sites probably represent medium to longer term strategy in conjunction with a series of well located and attractive rendezvous points.

Consultation with the benchmarked authorities has identified that rendezvous points work well when developed in conjunction with coach parking. The majority of benchmarked authorities did not require rendezvous points to be prebooked as they felt this was onerous on the authority. Most rendezvous points were limited to a short time period for waiting and this was rigorously enforced by parking attendants. None of the authorities felt that this encouraged abuse of waiting restrictions in the city centres.

By dropping passengers at city centre rendezvous points passengers were provided with easy access to the city centre. Empty coaches then parked at the coach parks.

We would recommend that this approach be taken forward in York with a revised coach strategy developed that linked rendezvous points together with the most appropriate coach park.

Suggested options are summarised below:

	Monks Cross	Rawcliffe Bar
Piccadilly	✓	
Monkgate	✓	
Union Terrace		✓
Foss Islands Road	✓	
Lord Mayors Walk		✓

6 Costing of Viable Options

6.1 Introduction

The coach parking options deemed to be most viable have been costed below.

6.2 Rawcliffe Bar Park & Ride

Signage and Marking	£15,000
Design and management	£9,750
Marketing	£10,000
Rendezvous points in City Centre	£40,000*
Contingencies	£13,000
TOTAL	£87,750

* potential for future resources required for comprehensive enforcement of rendezvous points

6.3 Monks Cross Park & Ride

Signage and Marking	£12,000
Design and Management	£9,300
Marketing	£10,000
Rendezvous points in City Centre	£40,000
Contingencies	£12,400
TOTAL	£83,700

6.4 Foss Island Road

New signage and marking	£5,000
Change TRO	£5,000
Design and Management	£3,000
Marketing	£10,000
Contingencies	£4,000
TOTAL	£27,000

7 Summary and Conclusions

7.1 Coach Parking

This study has been undertaken in order to identify the options for the potential relocation of Union Terrace Car Park. Analysis of coach parking data from Union Terrace has indicated that its capacity is only exceeded on a number of days typically in November and December and therefore it may not be necessary to identify an extra 33 coach parking spaces and 3 minibus spaces in York. The study has identified that there is little scope to replace the car park in its entirety in a city centre location.

St George's Field has some spare capacity in its coach parking and it could provide part of the solution to the closure of Union Terrace. However, given that capacity is an issue during November and December it is recommended that alternative provision is in place by that time of year.

7.2 Short Term

In the short term it is recommended that discussions take place with the National Rail Museum and Transdev regarding the extra capacity that has been identified by them. This would provide an additional 30 coach parking spaces in the short term. Discussion should also be entered into with York Lorry Park.

Discussion with CYC planning department should also take place to 'bottom out' any issues with utilising Rawcliffe Bar Park & Ride. It is also recognised that for Rawcliffe Bar to be utilised as a coach park a suitable city centre rendezvous point will need to be developed in order to prevent abuse of the Park & Ride buses. This could be accommodated at Lord Mayors Walk

In the more immediate short term the retention of a section of Union Terrace as a coach park remains an attractive option and worthy of consideration.

Regardless of any decisions on Union Terrace it is felt that additional rendezvous points are required to be developed in the city centre. Discussion with coach operators in 2008 identified that there was a need to develop additional rendezvous points as Leeman Road was currently the only properly utilised drop off point.

In order to make Rawcliffe Bar a viable option new rendezvous points need to be introduced in the city centre. We would advocate that a holistic approach be taken to the development of new coach parking provision in conjunction with dedicated rendezvous points. The appropriate rendezvous point should be marketed in tandem with new coach parking provision to ensure that a 'coach parking package' is offered to operators.

To ensure that the rendezvous points are not abused strict enforcement will need to be undertaken. It is proposed that this is undertaken by existing parking attendants and on the spot fines imposed for offenders. However if the level of offending is significant there may be a need to increase the number of enforcement officers at a further cost to the authority.

It is not proposed to operate a pre booking system for rendezvous points as this would prove costly and difficult to manage. However new rendezvous points will need to be developed to avoid abuse of existing facilities and reduce the potential for coaches to park randomly across York.

7.3 Medium/long term

In order to maintain York as a key destination for coach operators it is clear that additional provision needs to be developed. Based on the viability assessment the preferred option would be the provision of coach parking at Rawcliffe Bar Park & Ride. Another long term solution could include the development of a bus interchange and coach parking facility at the station. Development of a pre-booking system may also be beneficial to effectively manage the provision for coaches.

7.4 Car Parking

This study has been undertaken in order to identify the options for the potential relocation of Union Terrace Car Park.

7.5 Conclusions

Analysis of existing car park data has identified that Union Terrace Car park is well used and is typically the most well used of the five car park locations. Union Terrace is busiest on Saturday lunchtime.

Analysis of the use of Union terrace identified that a significant number of people use the car park to access the University for both work and study.

The majority of users travel to Union Terrace car park from the south of the city over Lendal Bridge. People travelling to Union Terrace car park travelled from a wide variation of origins. Users of this car park travelled from Leeds, Barnsley, Harrogate, Hull, Huddersfield, Wakefield as well as York postcodes. This indicates that people do not necessarily travel to Union Terrace because it is on their approach into York but because it is close to their ultimate destination.

Based on the analysis it would appear that should Union Terrace car park close there would be sufficient capacity at nearby existing car parks to accommodate Union Terrace users. There is potential for many users of the Union Terrace Car Park from the South West could divert to Monk Bar Car Park. There is unlikely to be significant pressure on the roads to the north of York as a result of the changes in traffic rerouting.

Closure of the car park would result in a significant loss of revenue to CYC. However if car park users park at alternative car parks this revenue will still be maintained by CYC. However those travelling in from the south west over Lendal Bridge may look to change their travel habits and use the Park & Ride which would result in a loss of revenue for the authority.



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