York City Centre Movement and Accessibility Framework: Background Information and Evidence Base

City of York Council

JMP Consultants with Camlin Lonsdale and PLB

23rd May 2011

York City Centre Movement and Accessibility Framework: Background Information and Evidence Base

This report presents our background information and evidence for the Movement and Accessibility Framework.

It covers the policy context, information on numbers and characteristics of employees, shoppers and visitors coming to York and supply and demand for various transport modes.

It reviews drivers for change over the next 20 years, including development proposals.

Finally, it provides an assessment of strengths, weaknesses, opportunities and threats in relation to public realm, visitor offer, retail offer and transport provision.

Issue history:

First Interim draft:	19th November 2010
Second interim draft:	6th January 2011
Draft Final:	5th April 2011
Final:	23rd May 2011

Section One:

Introduction and Policy Context

1) Policy context
Introduction

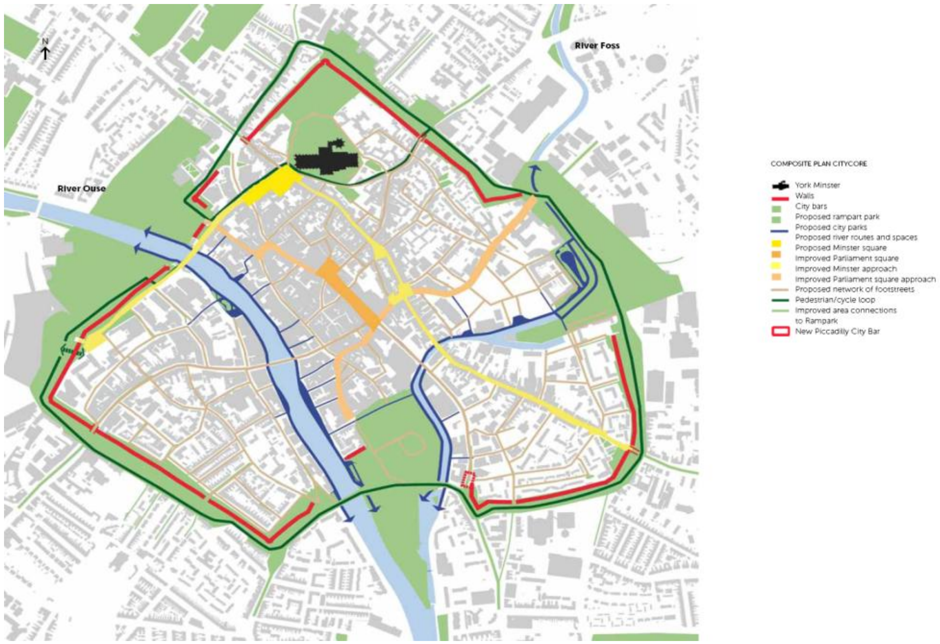
The aspiration for enhancing York's City Centre is embedded in a range of key policy documents, including the Sustainable Community Strategy, Local Development Framework and City Centre Prospectus:

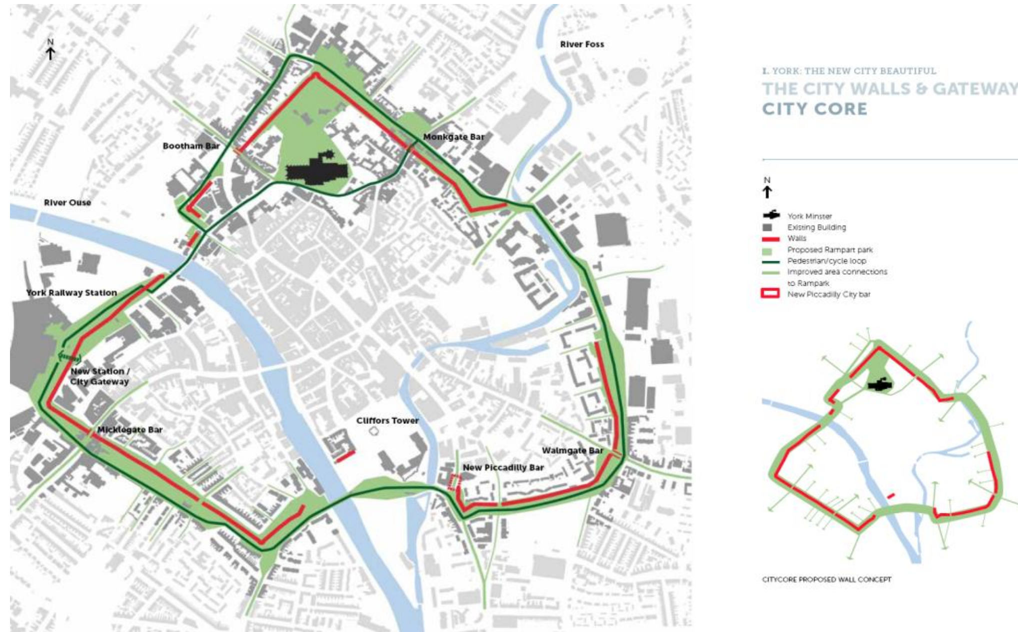
> "The city centre in 2030 will be the finest city centre in England……[It] will be a distinctively high quality place…. [with] a revitalised high quality public realm….. Spaces will provide a better platform for events and streets will be designed around function, not vehicle movement". *City Centre Prospectus, 2010, The Vision, pg25*.

There is recognition that accessibility and movement to and within the city centre vital to its future success, but current traffic and movement patterns – and potential future trends – are undermining its heritage and public realm.

Many of the policies and aspirations of these documents have been captured in the "New City Beautiful" masterplan and economic vision produced in 2010.

1) Policy context:
New City Beautiful





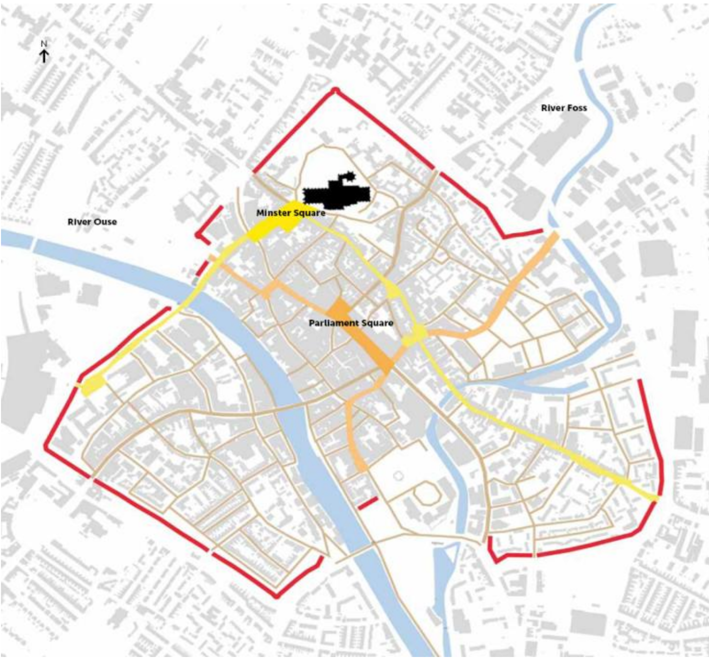
The above shows the composite plan for the New City Beautiful vision. The New City Beautiful develops various themes of relevance to our City Centre Movement and Accessibility Framework:

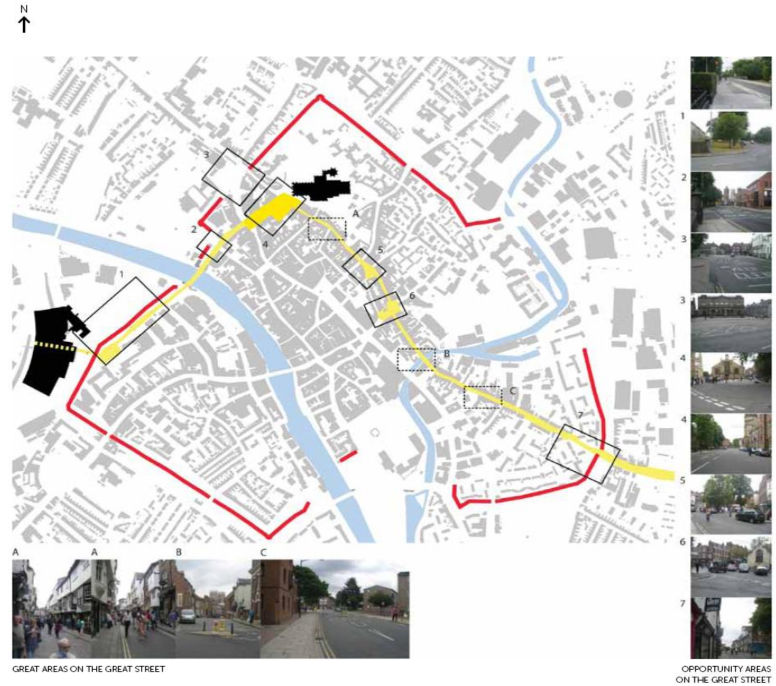
- The City Walls and Gateways;
- The City's Streets, Places and Spaces;
- The Great Street;
- The City Rivers;
- The City as Park.

The City Walls and Gateways

Key proposals and ideas for the City Walls and Gateways are shown above. The overarching aim is for the City Walls and Bars to reinforce the historic City Centre and to have their setting and significance enhanced as a major feature and asset in their own right, including new public spaces at the existing bars and the creation of a linear Rampart Park.

1) Policy context:
New City Beautiful





The City Streets, Places and Spaces

The vision is to enhance the overall quality of York's streets and squares to showcase the architecture and natural setting.

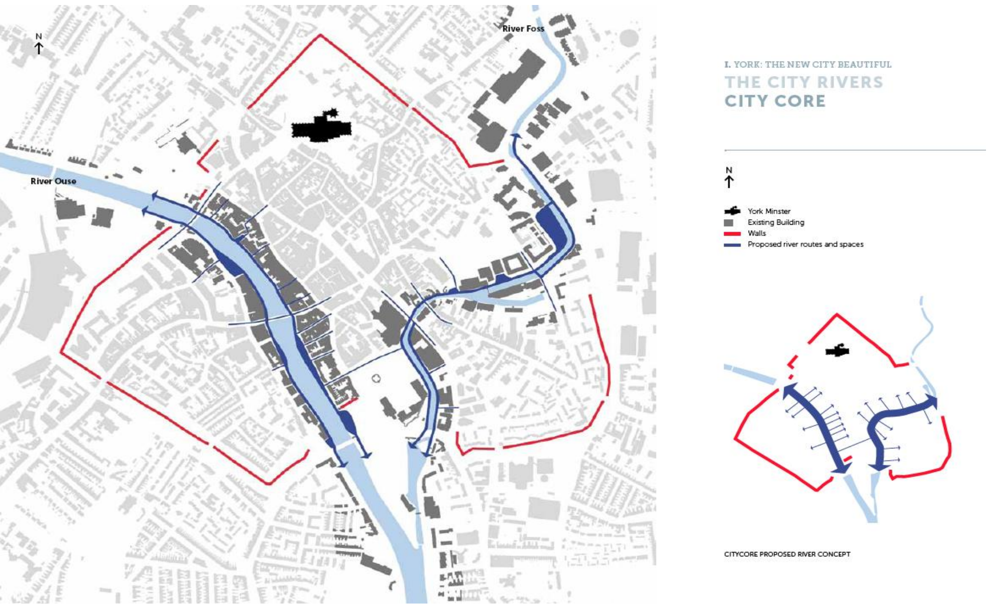
The vision suggests expanding the Footstreets to the City Walls and promoting non-car access, allowing more space to be given over to public realm and to enable more productive and diverse activities to occur there.

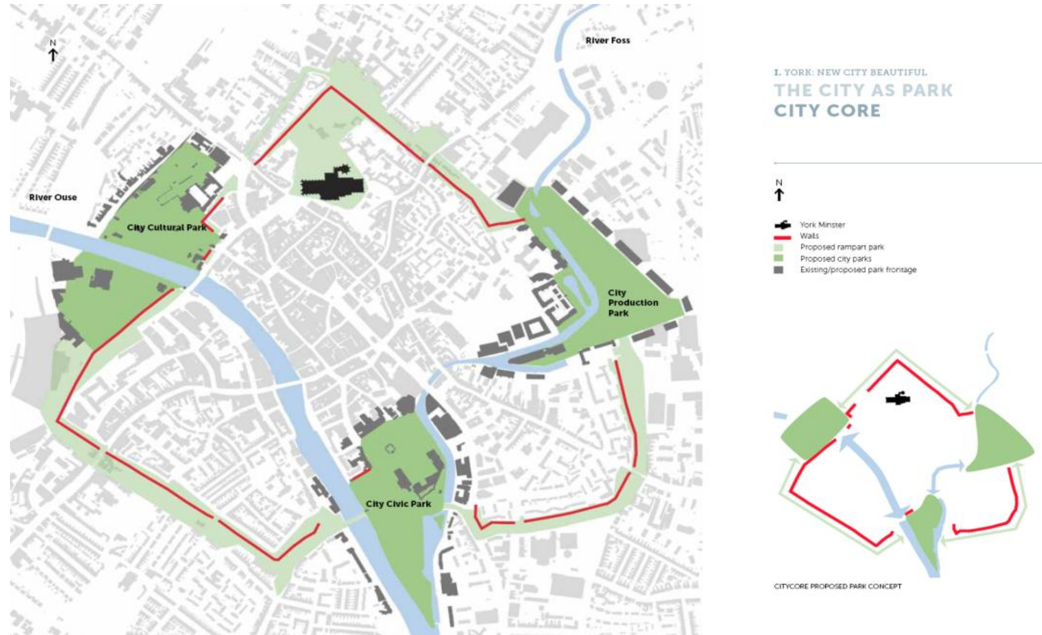
The Great Street

A "Great Street" is proposed from the Rail Station to the Minster to Walmgate, with extensions onwards to University and to York Central.

The concept is to provide a "clear and simple narrative to navigation around the city" and to "unite the city's great civic, cultural, natural and educational amenities" .

1) Policy context:
New City Beautiful





The City Rivers

The rivers are currently an underutilised asset in terms of amenity and as transport corridors.

Limited crossing points disrupt connectivity and create conflict and put pressure on and around crossings such as Lendal and Ouse Bridges. The Foss is hidden in many places.

The vision proposes to rediscover the rivers by addressing new development to the rivers and enhancing access along them.

The City as Park

To provide breathing space and amenity, the vision proposes the consolidation of existing green spaces and creation of new ones. A linear "Rampart Park" around the walls will connect with an extended park by the Museum Gardens and new parks from the Eye of York to the confluence of the Ouse and Foss and at Layerthorpe.

1) Policy Context:
City Centre Vision: Areas of Change

A “Vision of York City Centre” identifies six major ‘areas of change’:

- Cultural Quarter: improving the setting, connectivity and the visitor experience in this area;
- Heart of the City: enhancing the setting of the streets and major public squares to support retail, visitor experience and diversity of street activities;
- Castle Piccadilly: new development to expand City Centre retail and enhance the civic setting around Clifford’s Tower and the Eye of York (further detail in Section 4: “Drivers of Change”);
- Hungate: new development of a mixed use scheme (further detail in Section 4 “Drivers of Change”);
- York Central: major regeneration area for commercial, residential and retail developments (further detail in Section 4 “Drivers of Change”);
- Layerthorpe: enhance this poorer gateway into the City. Including regeneration and new employment opportunities.

1) Policy context: LTP3

LTP aims to support the key tenets of Sustainable Community Strategy, namely: a thriving city, a sustainable city, a safer city, a learning city, an innovative city, a city of culture and a healthy city as shown opposite.

The LTP vision is to have a transport system that:

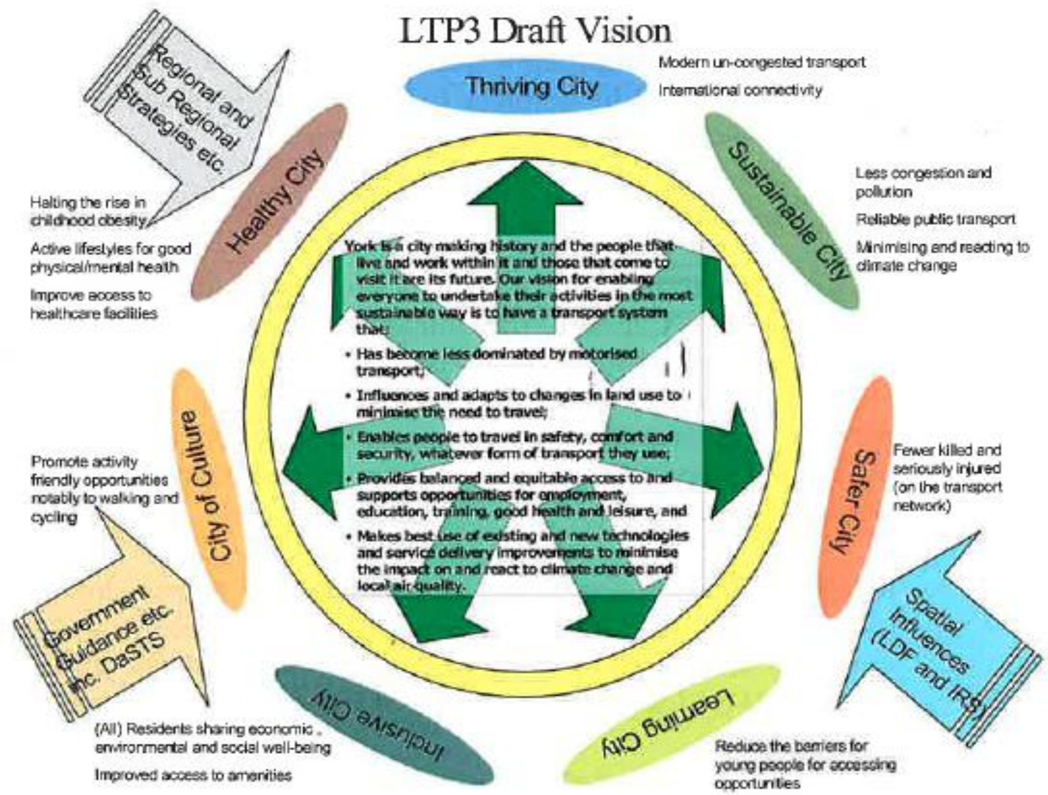
- Is less dominated by motorised transport;
- Makes York easier to get around with better links to surrounding areas and other cities;
- Enables people to travel in safety, comfort and security, whatever form of transport they use;
- Provides equal access to opportunities for employment, education, training, good health and leisure for all;
- Has the widest choice of transport available, with minimal impact on climate change and air quality.

Five Strategic aims are identified:

- Provide Quality Alternatives to the Car;
- Provide Strategic Links;
- Implement Behavioural Change;
- Tackle Transport Emissions;
- Improve the Public Realm.

In relation to transport's role in the city centre:

- The approach is to promote access by alternative modes (public transport, walking and cycling) and prioritising the pedestrian within the city centre
- With regard to public realm: "Th[e] aim is for transport to enable an attractive city to thrive and to improve the public spaces throughout York. Transport can support this through having fewer vehicles in the city centre, having an appropriate freight policy, and introducing measures such as low emission zones and 20 mph limits".



Section Two:

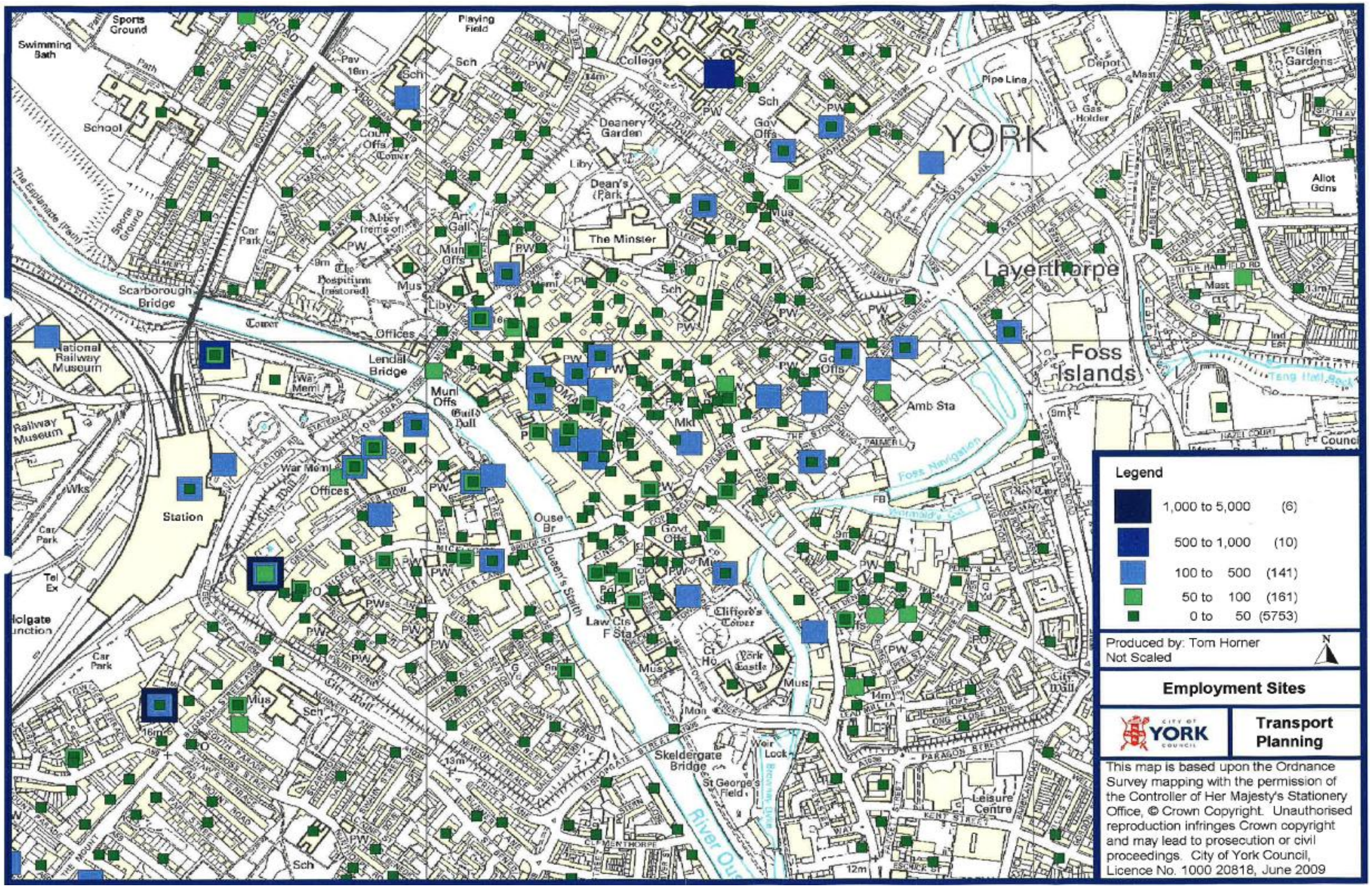
Who Comes to York?

2) Who comes to York City Centre?

In terms of workers, visitors and shoppers:

- 33,000 workers in or adjacent to city centre:
  - 30% of all jobs in city;
  - 50% of office space within Walled City.
- 7.1 million visitors per year (2008): 4.2m tourist visitors, 1.9m visiting friends and relations, 1.1m business visitors (an average of approximately 20,000 visitors per day);
- Difficult to assess number of shoppers, but spend in York City Centre is £402m and 27% share of comparison good market;
- 6,457 residents, living in 3,638 households *(Source: City Centre AAP – 2001 Census).*

2) Employment and workers:
Key city centre employment sites



The figure shows employment sites in and around the centre. There are clusters of employment in the pedestrian heart of the city and on the 'south bank' close to the rail station and in the eastern quadrant, as well as significant employment volumes just outside the City Walls at the National Rail Museum, St John's University, the retail area on Lord Mayor's Walk.

2) Employment and workers: Origins of City Centre workers (Census, 2001)

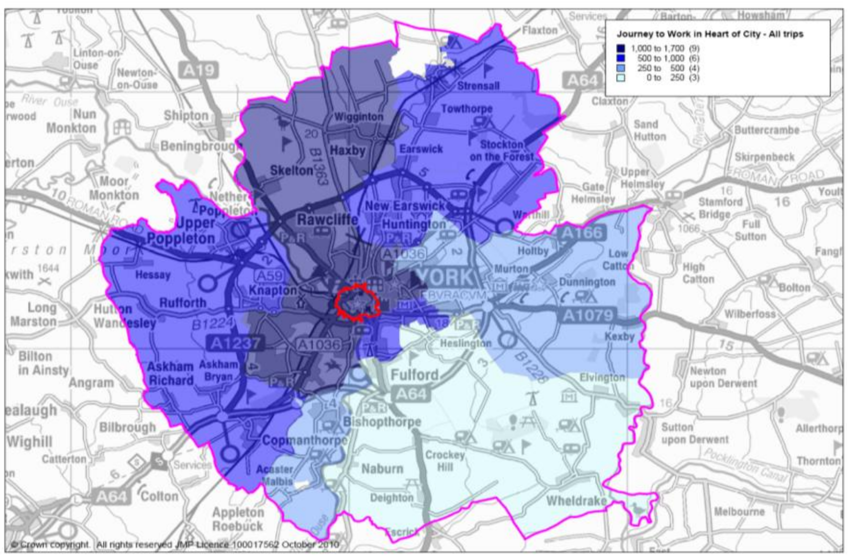
There are approximately 33,000 jobs in the centre of York, up from the 29,821 reported as part of the 2001 Census.

Census data shows 17,653 of journey to work trips (59%) are made by residents of City of York (including outlying villages).

12,168 trips (41%) are made by in-commuters. The table below shows the origins of people working in the City Centre from outside York. East Riding and Selby are the most significant origins, accounting for just over a half of in-commuters, though York draws people from a range of locations.

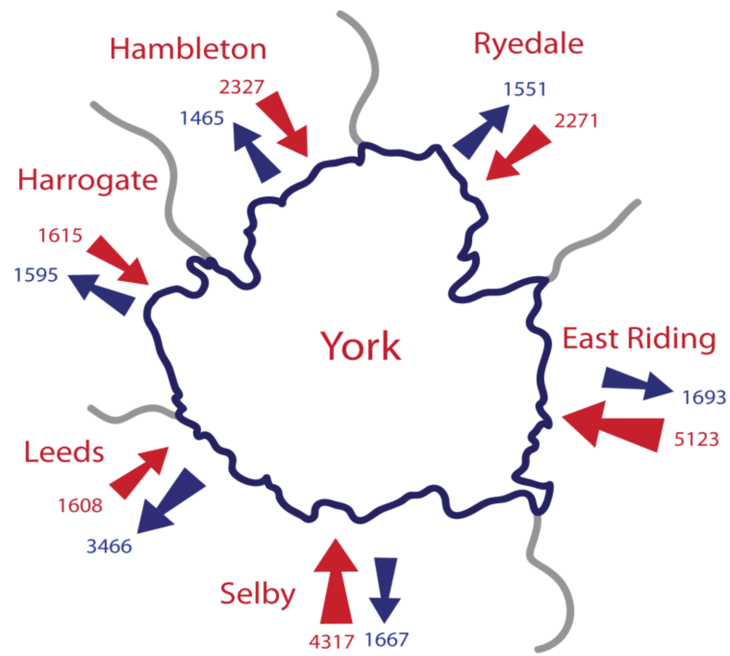
The figure on the right shows in and out-commuting to/from the whole of City of York. There is net out-commuting to Leeds and an equal balance of in- and out-commuting to Harrogate, but York pulls in more commuters from Selby and the more rural areas to the north and east.

From York Local Authority area



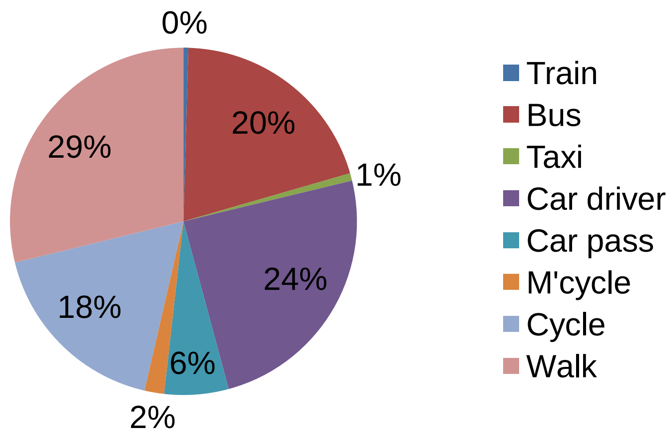
From outside York

	All trips
East Riding	3162
Selby	3114
Ryedale	1448
Hambleton	1388
Leeds	1350
Harrogate	968
Scarborough	312
Bradford	180
Wakefield	144
Hull	102
<u>**Total**</u>	<u>12,168</u>

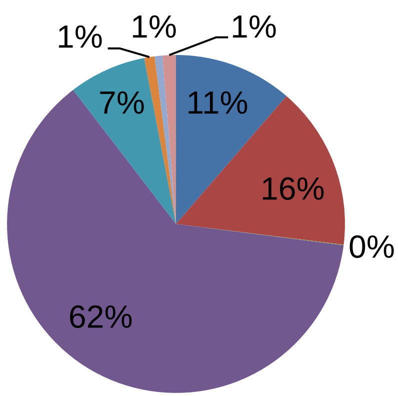


2) Employment and workers: Mode split and trips and other key destinations (Census 2001)

From York Local Authority area



From outside York Local Authority area



The pie charts opposite show mode split for commute journeys to the City Centre. For residents of York, walking and cycling account for nearly half of all journeys and public transport for a fifth, with just a quarter of people driving.

For people from outside York, driving accounts for over 60% of trips and public transport for over a quarter.

Other major destinations outside the centre include the hospital, Layerthorpe and York University.

	Hospital	Layer-thorpe	York Central	York St John	York University	Grand Total
Grand Total	**3538**	**2839**	**409**	**800**	**3402**	**10988**
York	2698	2182	316	551	2444	8191
East Riding	197	159	18	27	315	716
Selby	165	114	30	36	130	475
Hambleton	195	33	3	45	60	336
Ryedale	102	66	9	21	96	294
Leeds	54	96	15	15	99	279
Harrogate	73	54	9	57	78	271
Bradford	3	30	3	6	21	63
Scarborough	9	21	3	12	6	51
Wakefield		27		3	15	45
Hull	6	3		6	12	27

2) Tourism and Visitors
Visitor profile

York welcomes 7.1m visitors annually, of whom:

- 4.2m are tourist visitors:
  - 13% of these are from overseas;
  - Total tourist spend circa. £330m p.a.
- 1.9m are visiting friends and relations;
- 1m are business visitors.

Total spend of all categories is estimated to be around £443m (2008). Tourism accounts for 11.8% of employment in city *(Leeds City Region and North Yorkshire and York connectivity evidence base)*

80% visitors come back to the city again for more (78% of leisure visitors in 2008-09 are repeat visitors. *(Source: Key Facts of Tourism 2010 by Visit York)*

Seasonal Spread of Visitors *(A Vision for Tourism)*

- January – March (20%)
- April – June (26%)
- July – September (29%)
- October – December (25%)

The pie chart opposite shows the mode split of tourist visitor arrivals. Two thirds arrive by car and a quarter by train. *(Source: Key Facts of Tourism 2010 by Visit York)*

A visitor survey in 2008/9 showed that the most enjoyable aspects of York for visitors were:

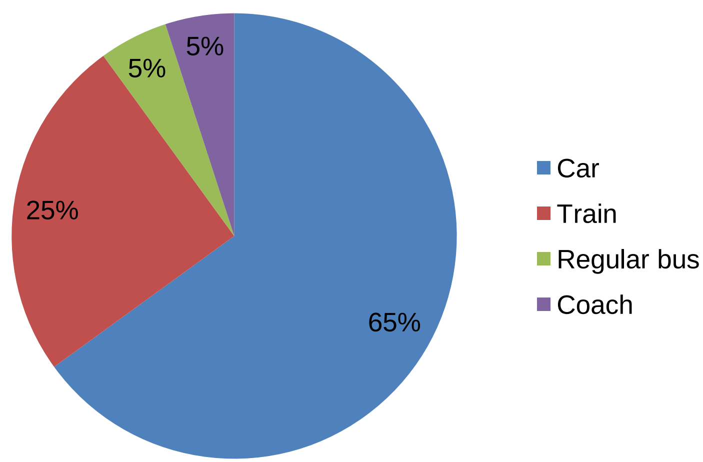
- Museums and galleries (33%)
- Buildings of historic interest (22%)
- Shops (13%)
- Friendly people and atmosphere (11%)

  (2008-09 Visitor Survey, Visit York Plan)

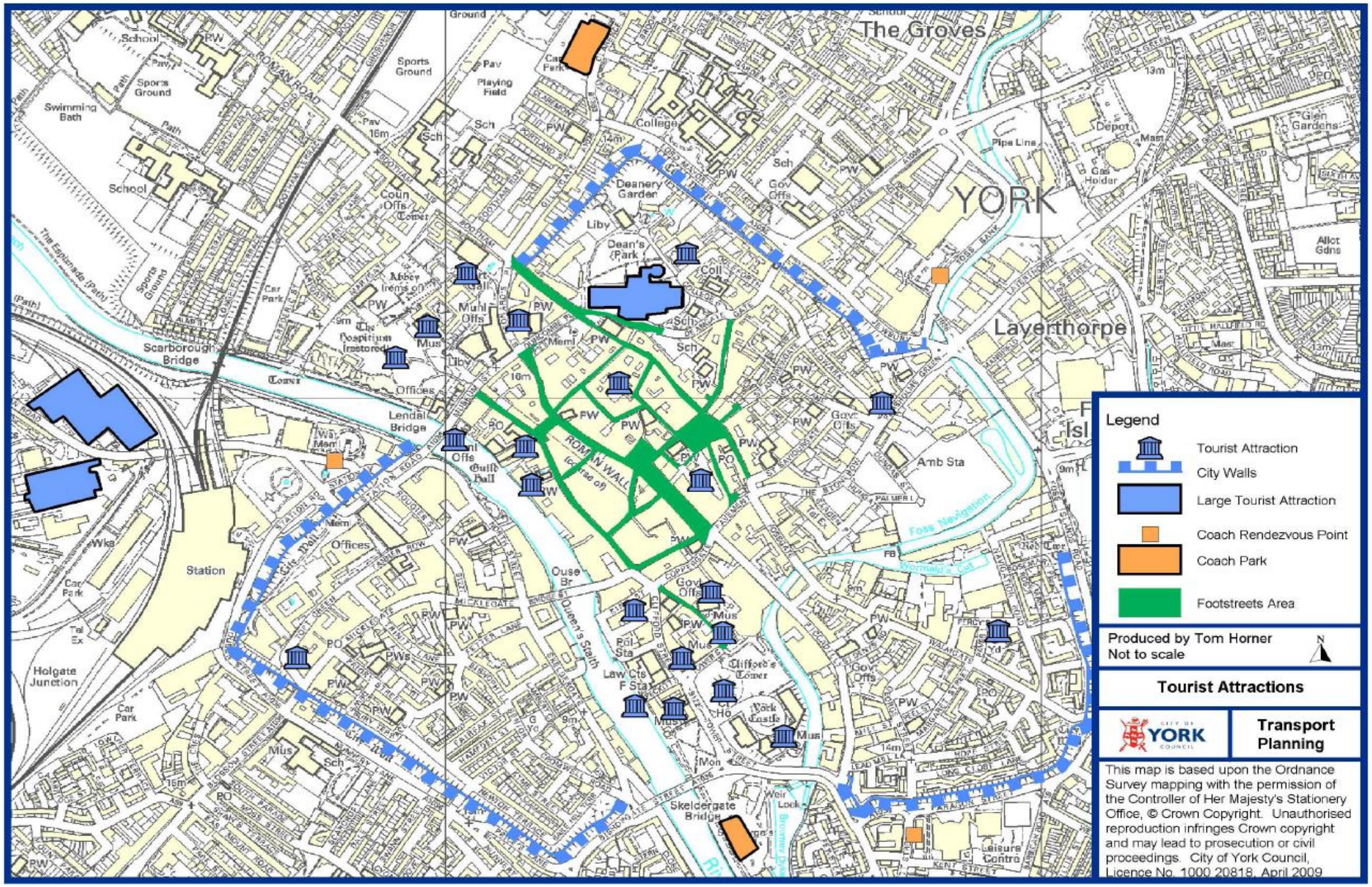
What visitors most like about York was:

- Heritage (79%)
- Museums & Attractions (60%)
- Interesting buildings (46%)
- Shopping (33%)

  (Source: York: A Vision for Tourism, Visit York, Dec 2008).



2) Tourism and visitors: Key attractions



The map opposite shows some of the key visitor attractions in York.

York Minster and the National Railway Museum are the most visited attractions.

A wide range of other attractions lie within the City Centre with two major focuses, namely the north-west quadrant in the 'Cultural Quarter' and the south of the City Centre around the Eye of York / Clifford's Tower.

The Footstreets and 'Heart of the City' are an important destination in their own right and a major part of York's image and attraction.

2) Retail and shoppers
City Centre Facilities

The map opposite shows the extent of existing and future proposed retail areas.

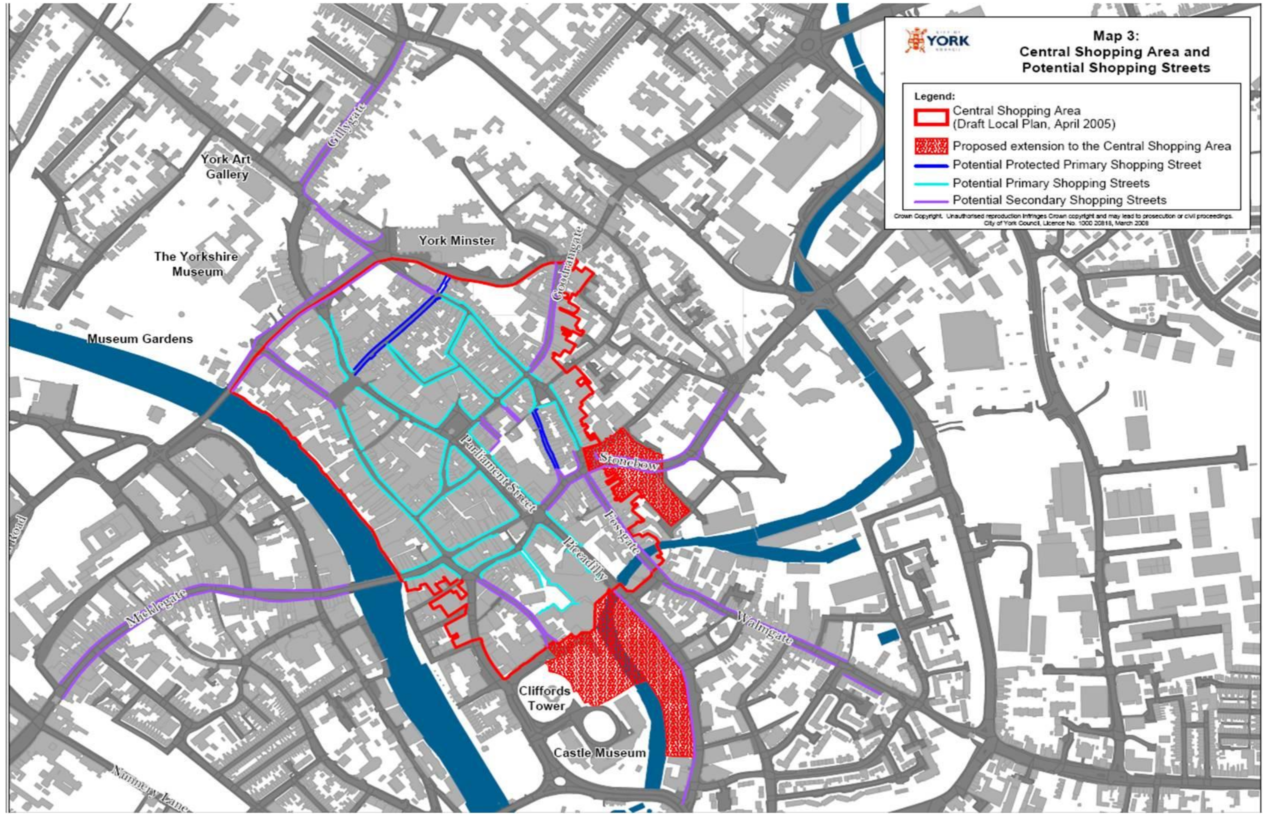
Currently, the City Centre has approximately 38,000 square metres of retail space.

51% of floor space is occupied by independent retailers, 49% by multiple retailers (demonstrating the importance of the niche retailing offer in York, in relation to its strong visitor profile).

Convenience and food store provision in the centre is weak, both in terms of number and floor space.

There are six major out-of-centre food stores. There are also three major out-of-town shopping centres at Monks Cross (27,250 square metres), Clifton Moor Retail Park (44,000 square metres) and Designer Outlet (23,226 square metres).

New development at Hungate will bring in an additional 6,500 square metres of retail and up to 24,000 square metres of retail space is planned for the longer-term Castle Piccadilly development. Combined, these will almost double retail provision in the City Centre.



2) Retail and Shoppers: demand and shopper profile

The City Centre has its strongest market shares in personal/luxury goods category and, as noted previously, has a strong independent retail offer.

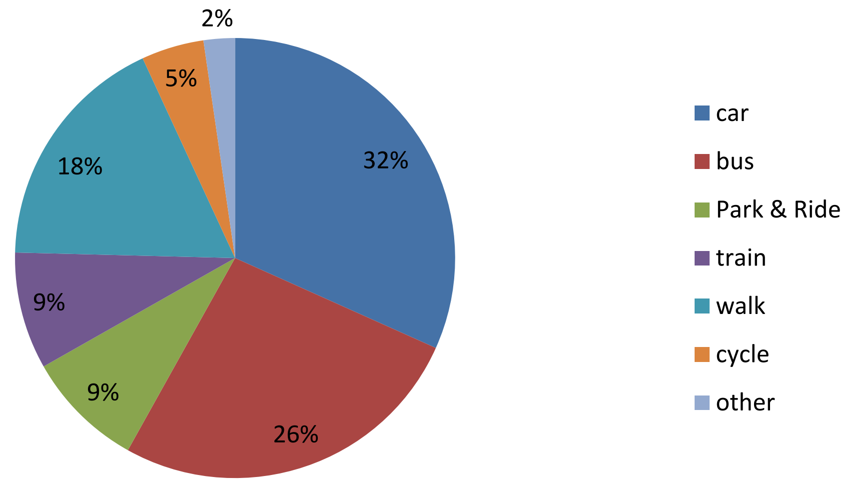
It is estimated that tourist visitors spend about £126m per annum on shopping (just over a third of total visitor spend).

The City Centre is losing significant market share in clothing and footwear to Monks Cross and large proportions of furniture / floor, DIY, domestic appliances and electrical / entertainment to Clifton Moor. City Centre competition also exists with Leeds and Hull.

Performance of district and local centres has also suffered as a result of the out of centre food stores and developments at Monks Cross and Clifton Moor.

A key aim for the City Centre is to halt its loss of market share. A retail strategy in 2008 advocated that York should not try to compete with out of town centres but to focus on its strengths which are offering a multi-dimensional experience – enjoying the historic environment, restaurants, cafes and open air and making more of the river frontages, as well as improving the secondary shopping areas of Fossgate, Walmgate and Micklegate.

The pie chart opposite shows the mode split of shoppers travelling to York from the Retail Study. It indicates that a third of shoppers arrive by car, whilst over a third arrive by bus and Park & Ride. Nearly a quarter walk or cycle.

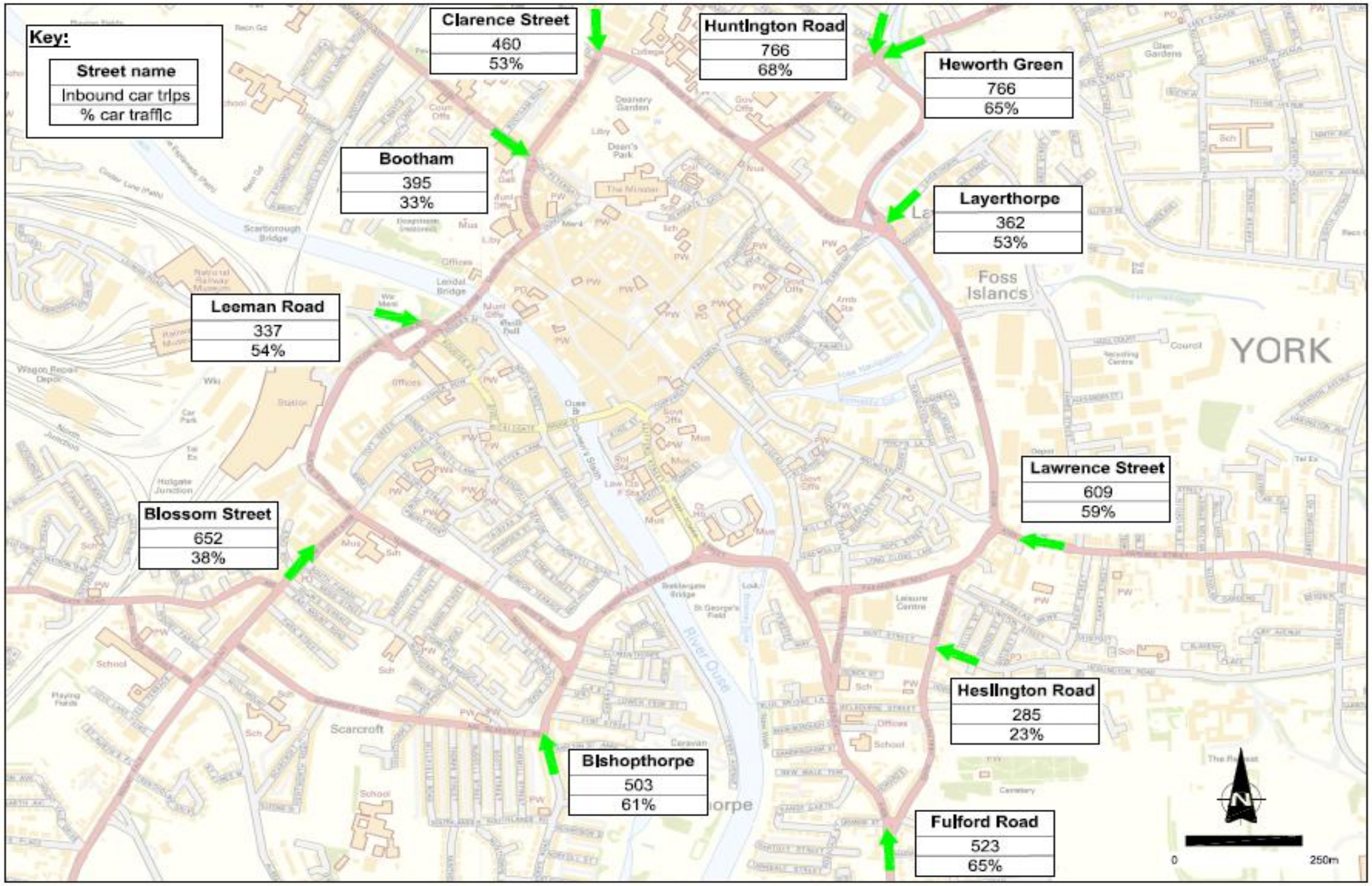


Mode of travel of shoppers into York City Centre.
Source: York Retail Study, GVA Grimley, 2008.

Section Three:

How people travel to York City Centre

3) Arrivals
Approach to York City Centre



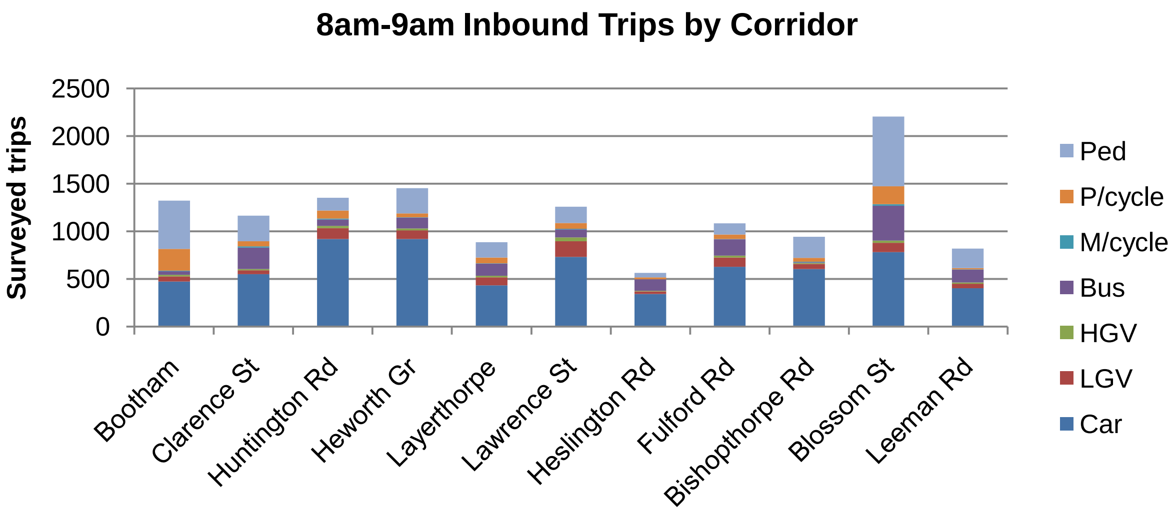
Detailed analysis of travel patterns into the city centre was conducted in relation to the closure of Gillygate in February 2010. Surveys immediately before the closure showed the volumes of traffic by all modes approaching the city centre along each radial.

The figures opposite shows the total number of in-bound car trips during the peak hour (8am-9am) and the car mode share for each corridor according to person trip (it was assumed that car occupancy was 1.2 and bus occupancy was 12).

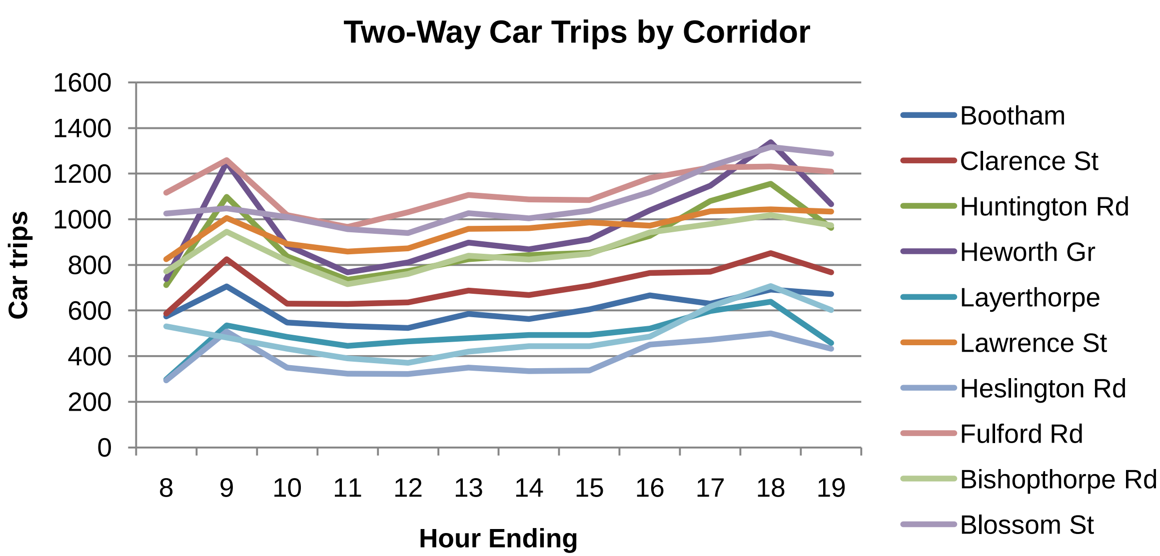
Thus, for Blossom Street, 652 cars approached the city centre between 8am-9am, representing 38% of all individual inbound movements on this corridor.

The analysis shows that Huntington Road, Heworth Green, Lawrence Street and Blossom Street are the busiest car corridors and that Heslington Road, Bootham and Blossom Street have the highest % of non-car access.

3) Arrivals
Approach to York City Centre



(Assumes car occupancy of 1.2 and bus occupancy of 12)



Using the same data source as above, the first chart opposite shows the volume of inbound trips on each corridor. Blossom Street is by far the busiest corridor in terms of total movements, with over 2000 trips per hour. Heworth Green, Huntington Road, Bootham, Lawrence Street, Clarence Street and Fulford Road are the next most important, all with over 1,000 trips per hour. Blossom Street has the highest volume of non-car trips, followed by Blossom Street.

The bottom figure shows two-way car trips by corridor from 7am to 7pm. Fulford Road, Huntington Road, Blossom Street and Heworth Green have the highest volumes of two-way car trips in the morning peak. A majority of car trips on Fulford Road are outbound. The evening peak is generally slightly busier with the same 4 corridors and Lawrence Street and Bishopthorpe all having more than 1,000 two-way car trips between 5pm-6pm.

It was estimated in the early 2000's that over 40% of general traffic travelling through the City Centre had neither an origin nor a destination there.

3) Arrivals by car
Parking supply

There are approximately 5,600 publicly available off-street car parking spaces in and around the centre:

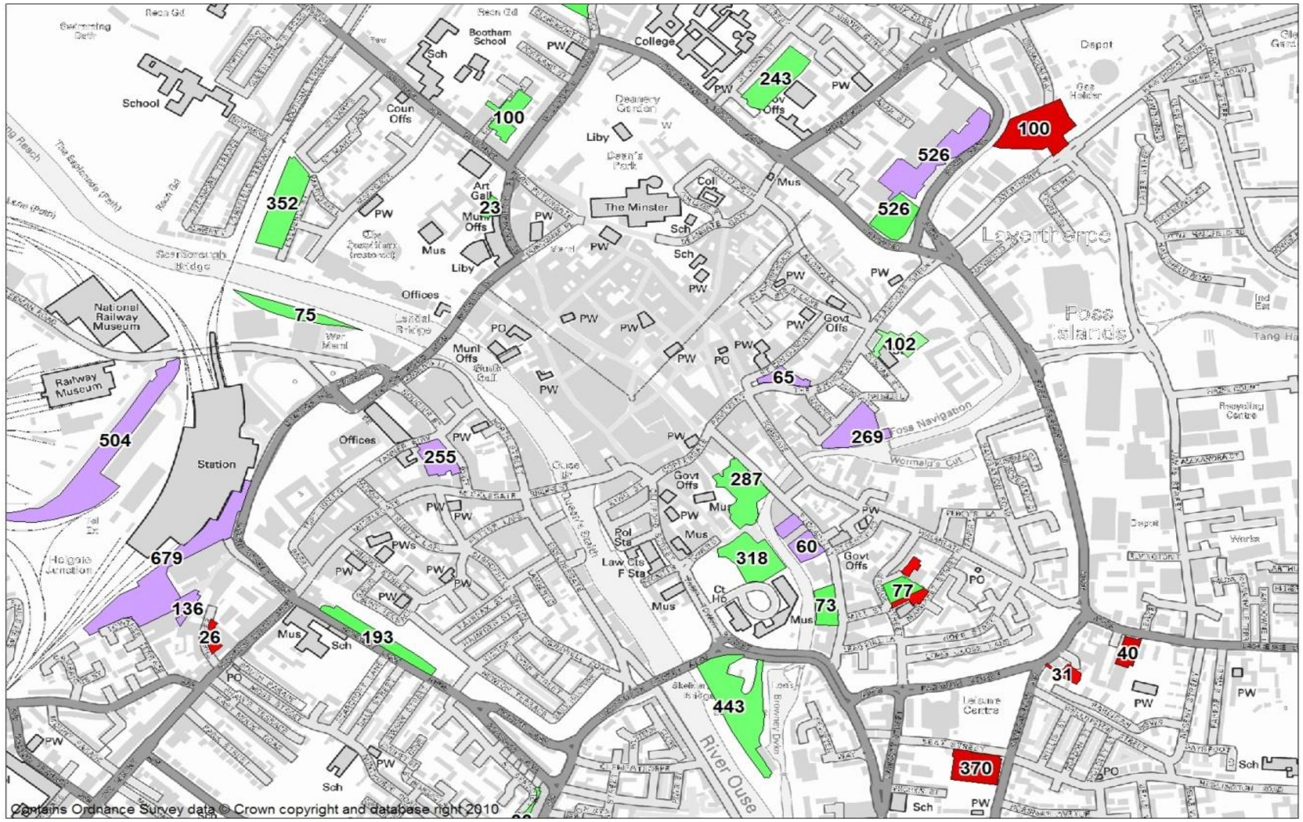
- 2,585 in 15 public car parks;
- About 3,000 in 16 private car parks.

Of these spaces, approximately 1,700 are within the Inner Ring Road, roughly 950 in public car parks and 750 in private car parks.

The map opposite shows the location of these car parks, with Council run car parks shown in green and private car parks shown in purple and red.

Daily charges for Council car parks are £10.

Daily charges for private car parks vary from £3-£13.



3) Arrivals by car
Demand for parking

4 car parks have over 80% utilisation by 9am (The Crescent, Queen Street, Piccadilly and the Railway Station (from 2008 data);

18 long-stay car parks have less than 50% utilisation by 9am;

Examination of live car parking utilisation data from CYC website suggests that levels of use in 8 of the largest public car parks (with 1,840 spaces) is a maximum of approximately 60% on a November weekday.

A car park users survey was conducted by City of York in 2007 *(CYC 2007 Car Park Users Survey).*

The most popular activity stated by car park users was shopping (47%). Only 7% of car park users stated that they were working.

47% of users stated that they parked in specific car park due to convenience, though 37% of York residents chose the car park based upon cost. Of the all day car parks surveyed (Foss Bank and Union Terrace), 76% of those using Foss Bank stated that cost was their main reason.

Respondents were asked whether they had an alternative mode available. A third of York residents suggested they could not have travelled by any other mode, whilst just over half of non York residents said they couldn't have travelled without the car. The table below shows which modes they said they could have used as an alternative.

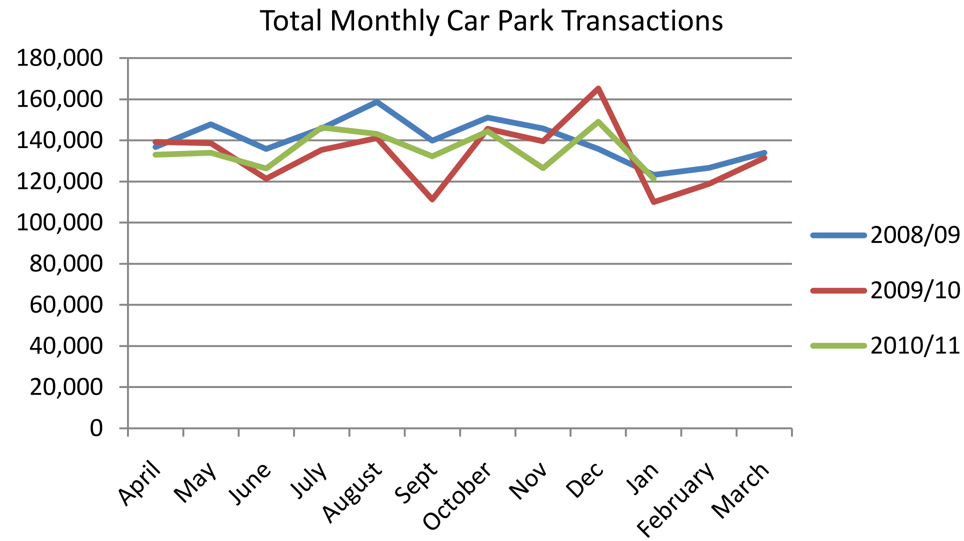
Two thirds of respondents stated that nothing would encourage them to Park and Ride. Cheaper fares were the most popular incentive to use Park and Ride (10%) followed by information about routes, and sites close to home (both 5%)

Mode	CYC Resident	Non CYC Resident
Walk	17%	3%
Bicycle	7%	1%
Bus	41%	10%
Park and Ride	17%	18%
Train	0%	20%
None	32%	53%

3) Arrivals by car
Demand for parking

Total monthly car park transactions from CYC car parks over the past three years show that December 2009 was the busiest month in terms of parking demand in that whole period, with over 160,000 car park transactions.

This is over 20% higher than the average number of transactions per month during the 09/10 and 10/11 financial years. It is approximately 30% higher than the number of transactions in November 2010 (when the sample of live car parking utilisation for the 8 largest public car parks was collected).



Car Park	90%< occupancy Mon-Fri	Time of 90%< occupancy Mon-Fri	90%< occupancy Sat-Sun	Time of 90%< occupancy Sat-Sun
St George's Field	×	-	✓	10:30 – 16:30
Foss Bank	✓	11:00 – 14:00	✓	10:00 – 15:30
Nunnery Lane	✓	11:30 – 13:00	✓	10:00 – 13:00
Union Terrace	✓	11:00 – 14:30; 19:00 – 21:00	✓	12:00 – 16:00
Monkgate	×	-	✓	12:00 – 15:30

Car park utilisation data for five CYC car parks in December 2009 (7th – 13th) shows that all car parks except St. George's Field and Monkgate were at or nearing capacity from Monday to Friday of the sampled week. All car parks were at or near capacity in the period surrounding midday at weekend.

However, the data does generally illustrate some current spare capacity (particularly on week days) given that demand during December 2009 was approximately 20% higher than current levels and represents the highest peak over the past three years of data.

3) Arrivals by bus
Bus network

First operates the majority of city services.

First launched a simplified and rebranded 'overground' network in 2001.

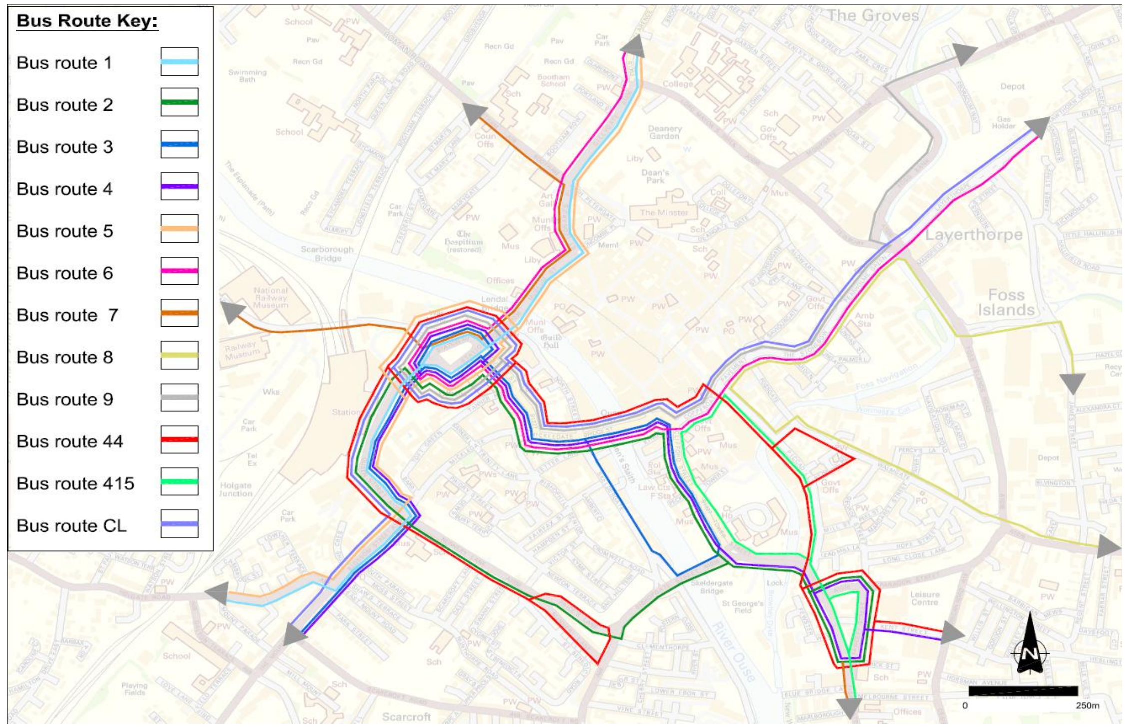
The network of services with a frequency of at least 3 buses per hour is shown in the map opposite. This network includes the Park and Ride services.

New generation articulated buses, branded 'ftr' were introduced on the busiest route (no. 4) in 2006.

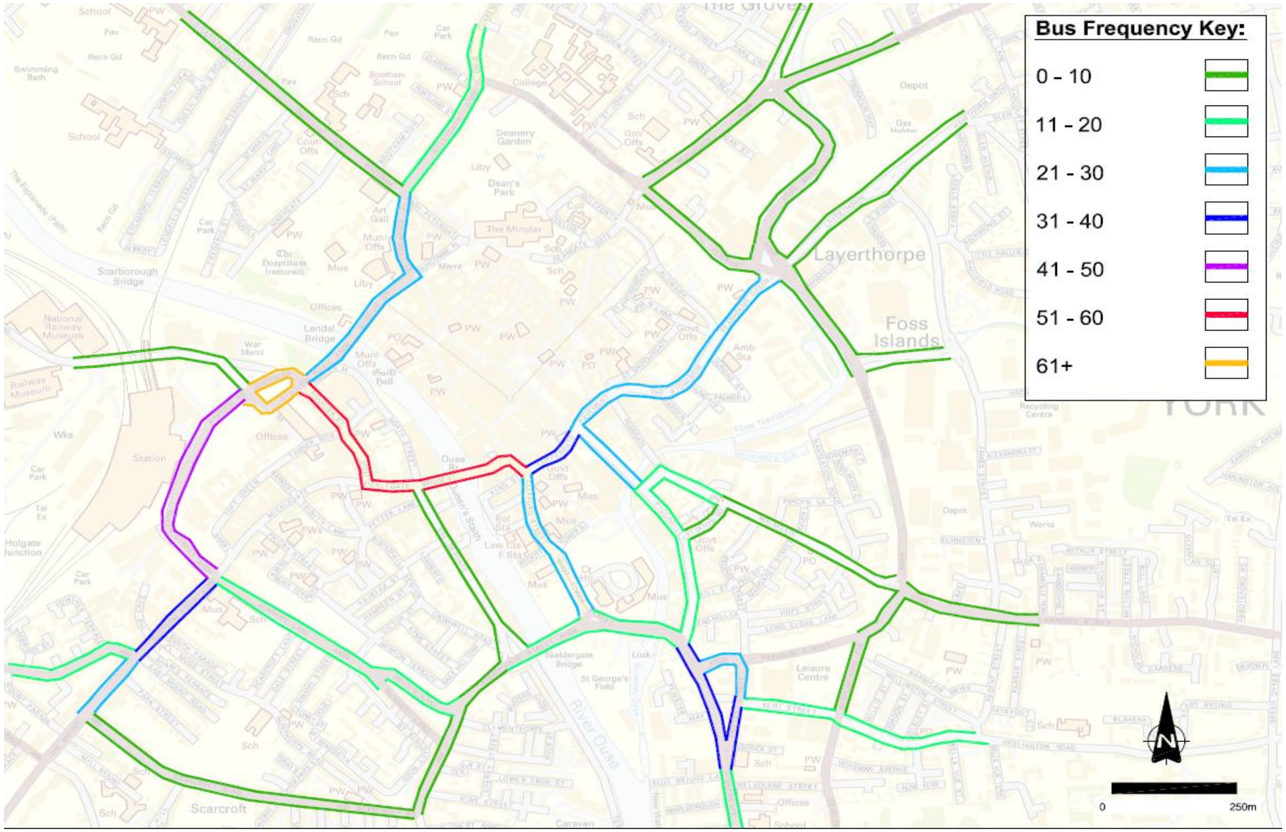
First has reported an increase of 47% in patronage between 2001 and 2006 as a result of the improvements made.

East Yorkshire Motor Services operate services from East Riding and Transdev operate the majority of inter-urban services from the Harrogate area.

There is no cross-operator ticketing. First offer weekly and seasonal tickets on their services (£3.70 per day, £15 per week).



3) Arrivals by bus
Frequencies by corridor and link



Route	No. daytime services per hour (one way)
Mount Vale	22
Holgate Road	14
Leeman Road	10
Bootham	8
Gillygate	18
Fossbank	10
Layerthorpe	12
Lawrence Street	9
Heslington Road	11
Fulford Road	15
Bishopthorpe Road	2
TOTAL	131

Interchange point	No. daytime services per hour (one way)
Railway station	41
St. Leonards Place	20
Rougier Street	49
Low Ousegate	31
Piccadilly	18
The Stonebow	16
Merchant Gate	9

The top right table shows the frequency of bus services by corridor into the City Centre.

The map shows the frequency of bus services per hour on key City Centre links. It shows peak movements along the spine from Ouse Bridge to Rougier Street and on the small gyratory just north-east of the rail station.

The next most busy sections are Queen Street and the approaches from Blossom Street and Fishergate. Tower Street, Piccadilly, Stonebow and Lendal are the next most used links.

The bottom right table shows the number of timetabled services per hour at key interchanges. Rougier Street is the highest served location followed by the rail station.

3) Arrivals by bus
Bus stop usage

Surveys of usage of city centre bus stops undertaken by CYC highlight, in particular, the importance of Rougier Street and Piccadilly as well used interchange points within the city. Usage of Piccadilly is particularly notable given that the number of buses serving Rougier Street (and indeed other stops in the city), is much greater.

The table below shows the observed number of two-way buses and passengers alighting services in the morning and evening peak hours at key stops within the city centre.

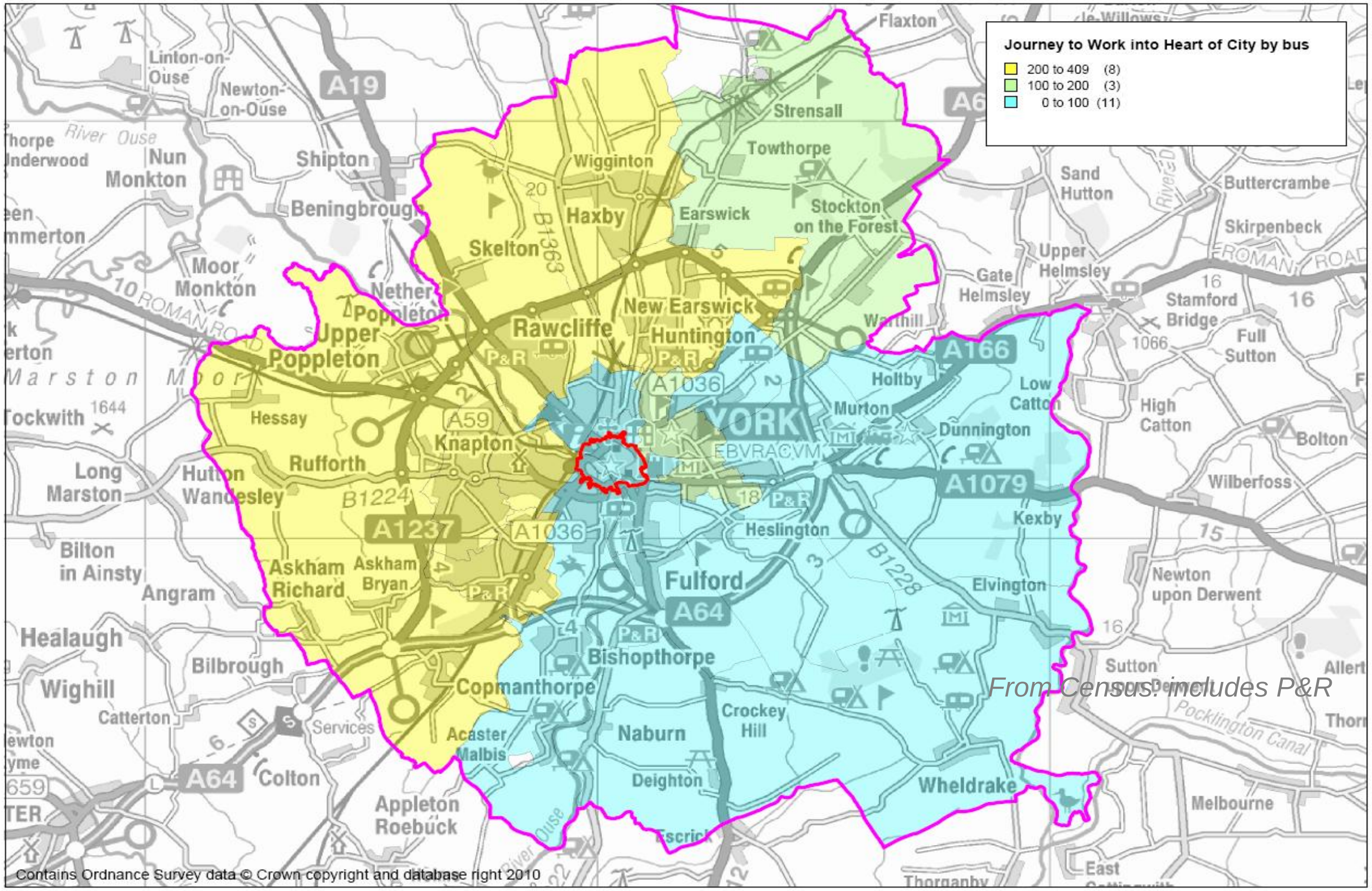
Bus Stop	**Morning peak (08:00 – 09:00)**		**Evening peak (17:00 – 18:00)**	
	Buses	**Passengers**	**Buses**	**Passengers**
Rail Station	75	310	74	329
Station Road / Avenue	19	180	31	160
Rougier Street	61	440	70	375
St. Leonard's Place	24	171	31	301
Clifford Street	18	112	22	175
Piccadilly	35	393	28	487
Stonebow	34	214	39	351
Blossom Street	33	209	30	74

3) Arrivals by bus Demand

The map opposite shows levels of bus use for journeys to work from different areas of York, with bus use particularly high from the north, west and south-west.

20% of trips to work in York City Centre from within LA area are by bus (3,500 trips).

There was a 47% growth in bus passenger numbers on the local service network and Park & Ride between 2001-2006, in association with the expansion of Park & Ride, rebranding of the overground network and introduction of ftr.



3) Arrivals by Park & Ride Supply

There are currently 5 Park & Ride sites with a total of 3,750 parking spaces

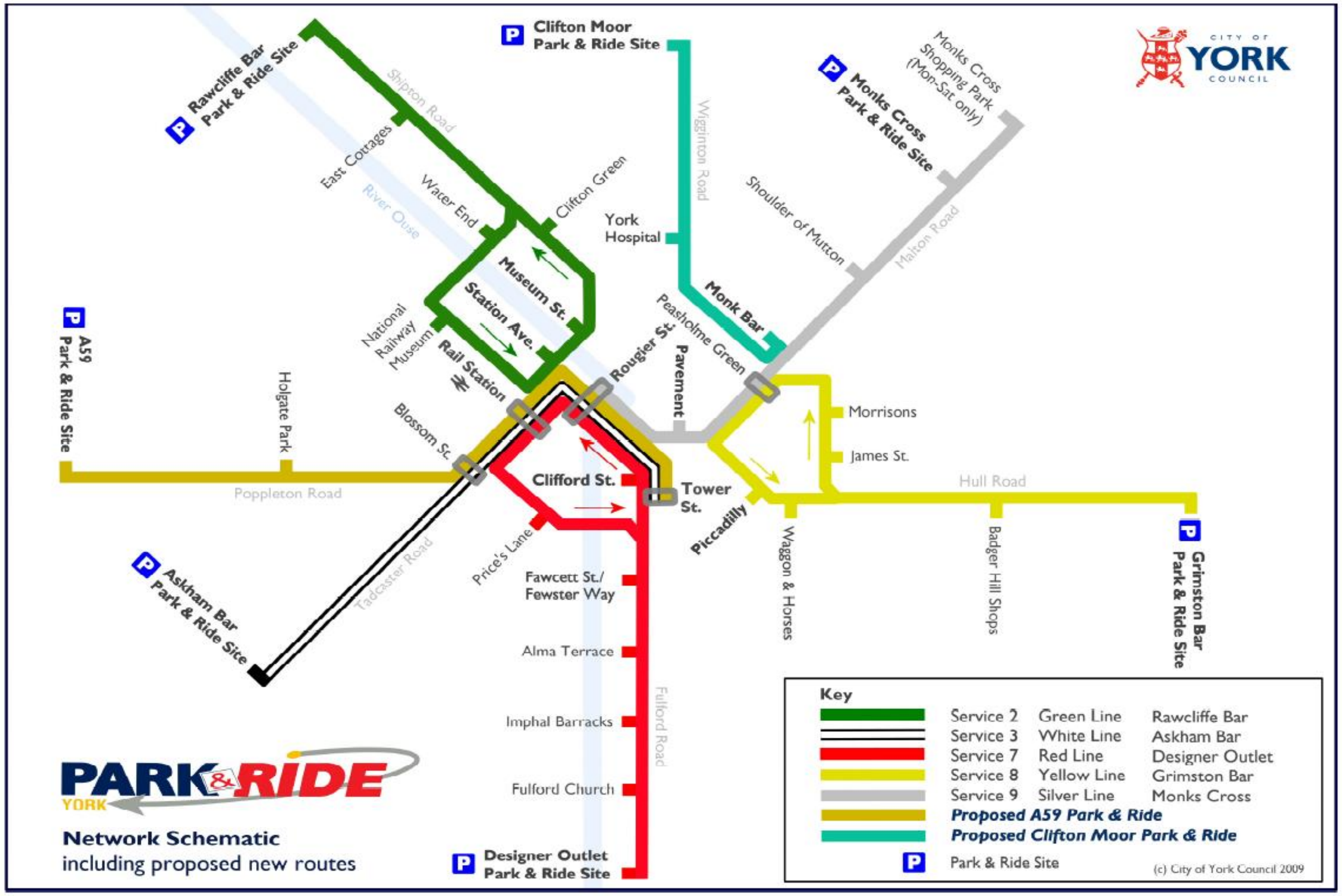
All Park & Ride services operate a 10 minute frequency during the day and operate 7 days' a week.

A day return fare costs £2.30 and car parking is free.

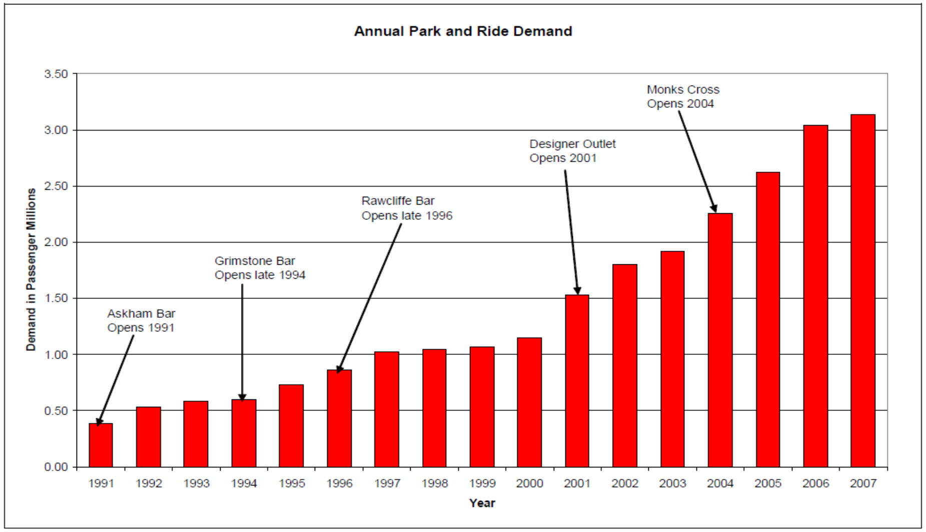
Two further Park & Ride sites are planned for Clifton Moor and the A59. In addition, the Askham Bar site is being relocated and expanded. If these developments go ahead, the capacity will increase to 5,350 spaces, more than a 40% increase.

To cope with levels of demand, some of the services are operated by articulated buses.

The map shows the current and future Park & Ride network.



3) Park & Ride Demand



Site	Maximum Weekday Parking Demand		Daily Car Arrivals	
	Existing Non-Holiday	Existing Holiday	Existing Non-Holiday	Existing Holiday
Rawcliffe Bar	652	828	992	1,260
Askham Bar	485	617	1,119	1,175
Designer Outlet	102	130	241	306
Grimston Bar	753	956	1,041	1,322
Monks Cross	612	777	704	893
Total Demand	2,604	3,307	4,097	4,957
Total Spaces	3,750	3,750	n/a	n/a
Occupancy Rate	69%	88%	n/a	n/a

Source: Access York MSBC. Note: Data excludes any non-P&R passengers using services on corridors

There are currently 4.3m passenger bus boardings per year, of which 3m board at Park & Ride stops and 1.3m at intermediate stops or from York City Centre. A total of 1.7m cars park at the P&R sites each year (implying an average car occupancy of 1.76).

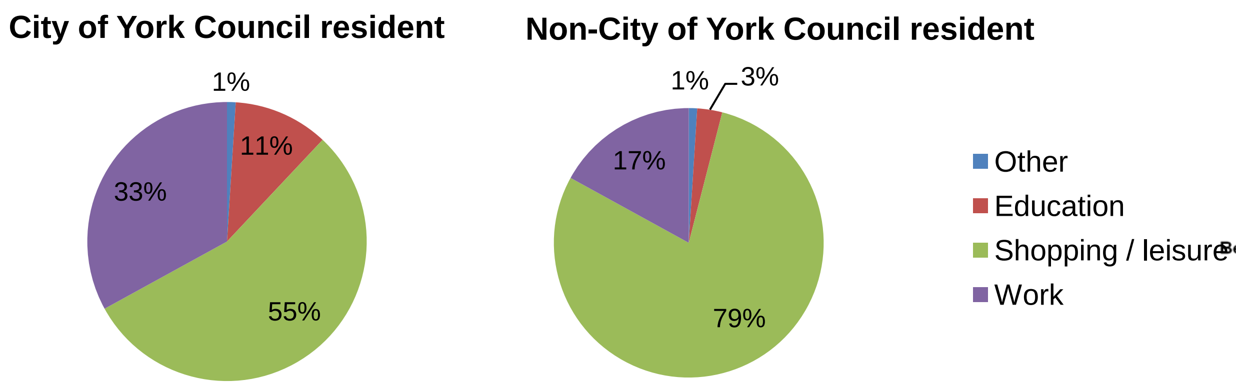
The chart opposite shows the annual growth in Park & Ride use (for people boarding at Park & Ride sites only). Levels of use have nearly trebled since 2000.

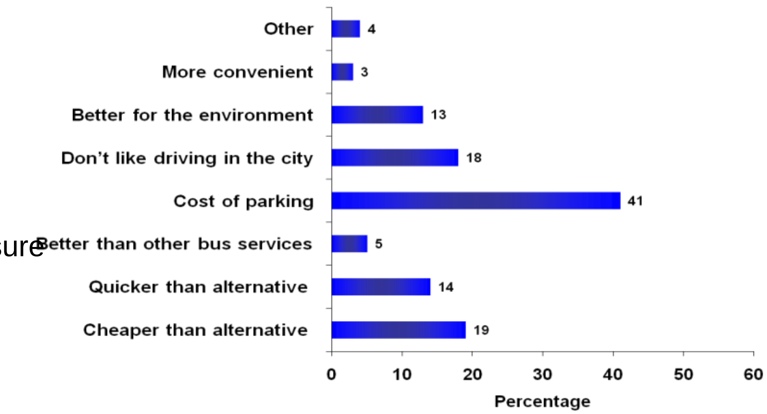
The bottom left table shows typical maximum parking demand by site for holiday and non-holiday periods. Maximum demand occurs in the holidays at 88% utilisation, demonstrating the need for expansion of capacity if Park & Ride use is to continue to grow. The Askham Bar P&R site is regularly full by 10am.

The table below shows the origin of P&R site users:

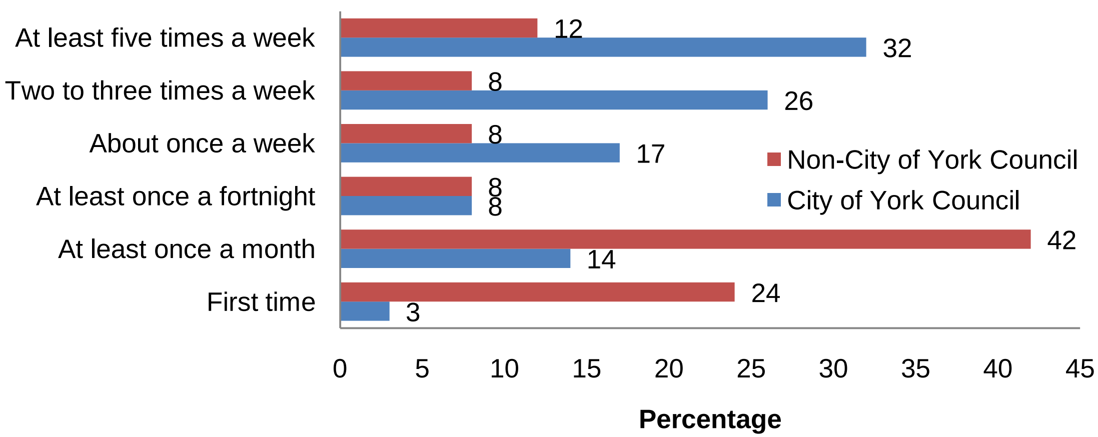
Origin	Percentage
City of York Council resident	24%
York postcode	30%
Outside York	46%

3) Park & Ride
Journey Purpose, Frequency of use and Reasons for using Park & Ride





Source: CYC 2007 Park and Ride users survey



Source: CYC 2007 Park and Ride users survey

Surveys by CYC show the journey purposes of current users. The dominant purpose is shopping / leisure followed by work. Shopping / leisure represents four-fifths of trips for non-York residents.

In terms of frequency of use, there is a large spread of regular to occasional to first time users. City of York residents tend to be more frequent users.

People use Park & Ride for a range of reasons (above), but the cost of city centre parking is the main attractor.

Improvements users would like to see are more real time information for City Centre stops, larger waiting areas with shelters and route maps.

In order to improve capacity 65% would like to travel on bendy buses as opposed to 13% on double decker buses.

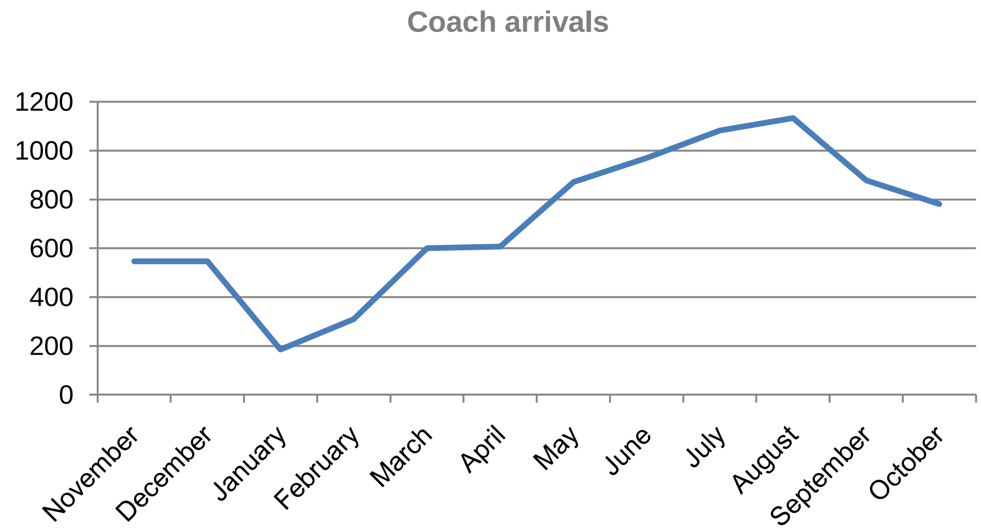
3) Arrivals by coach and tourist bus operations

Coaches are an important access mode for visitors. Two main coach parks are provided, at Union Terrace (35 spaces) and St George's Field (27 spaces), as shown in the map opposite.

Parking data shows that a total of 8,509 coaches parked at Union Terrace and St George's Field during the last year (Nov 09 to Oct 10).

The peak month is August, averaging 37 coaches per day. The chart below shows the annual profile.

The peak stay duration is medium (4 hours) and the average fare paid is £8.60.

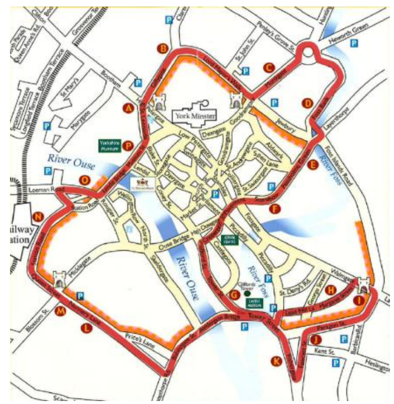


Tourist bus operations

There are two operators offering City Centre tours. York City Sightseeing offers tours throughout the year whilst York Pullman offers tours from March to September.

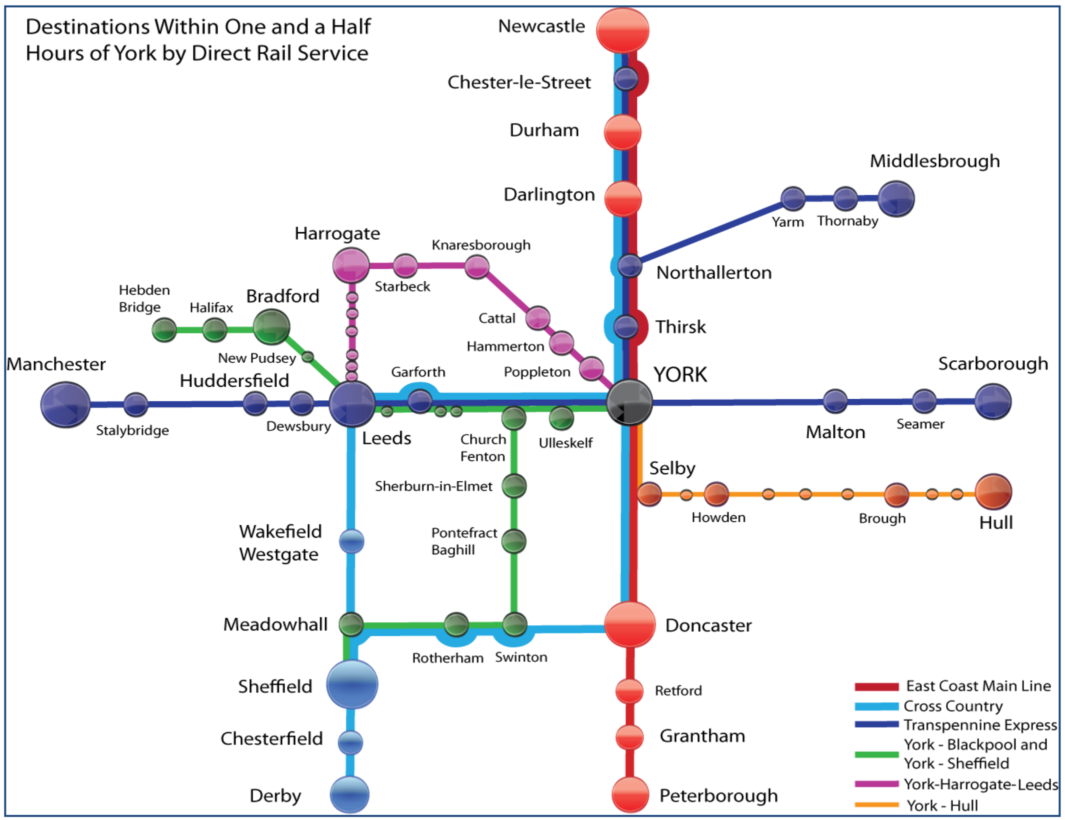
Frequency varies throughout the year, but ranges to a service of approximately every 8 minutes per operator during busy summer periods.

Users can hop on and hop off the service outside of the general tour, so it acts a connecting service between city centre sites.



3) Arrivals by rail

York is an important hub on the national rail network, with East Coast services to London and to Scotland, Cross Country to Scotland and the South and South West and Transpennine services connecting the North East and Yorkshire Coast with Manchester and the North West, via Leeds. The station is the second busiest after Leeds in the region. The chart below shows the number of locations accessible within one and a half hours.



York Rail Station is used by an average of 20,879 passengers boardings and alightings per day (i.e. equivalent of just over 10,000 two-way trips) *(Source: Network Rail, 2008/09).*

Utilising data from earlier:

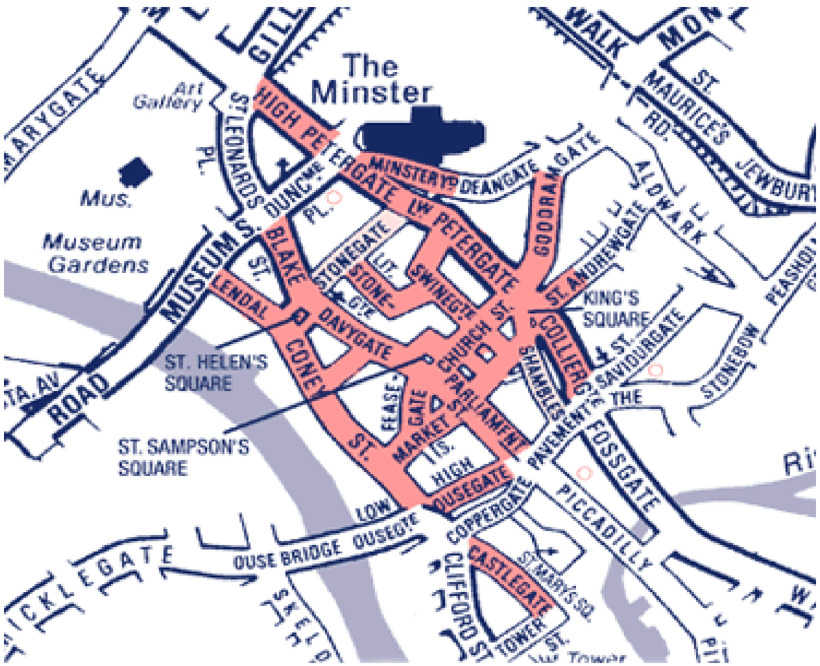
- 11% of City Centre workers from outside York (circa 1,340) travel by train;
- 25% of tourist visitors come from train (average of circa 2,900 per day);
- If we assume the same proportion of business visitors and visiting friends and family come by train that would imply an average of 2,000 visitors in this category;
- 9% of shoppers come by train.

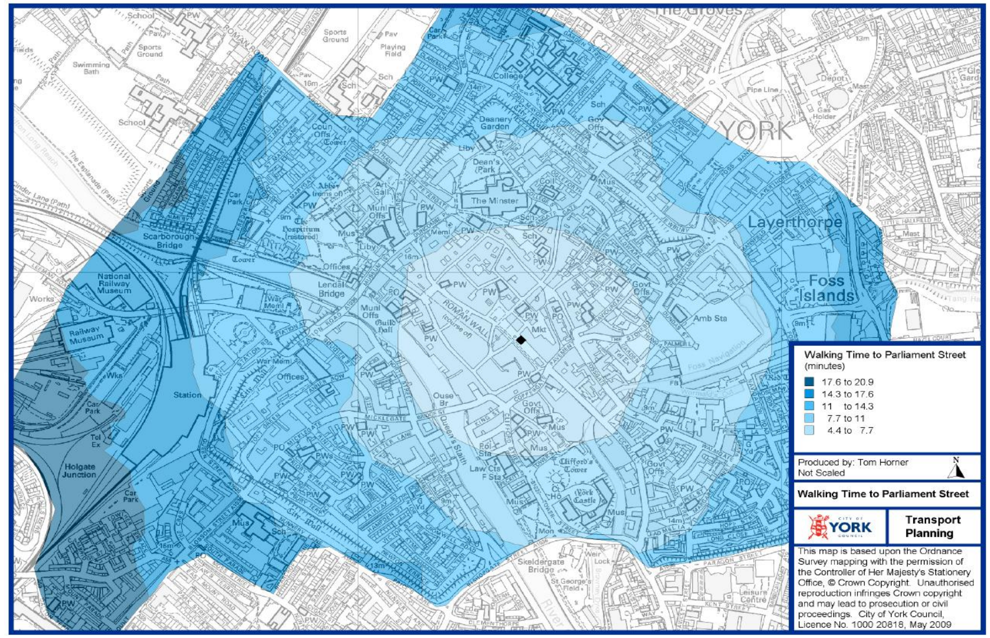
3) Arrivals by pedestrians
Supply

A network of Footstreets in the heart of the City accommodates pedestrians, as illustrated in the map below.

Traffic is restricted to disabled motorists during the peak shopping and visitor hours, although these hours vary by street and by day of week. Typical exclusion hours are:

- Monday-Friday (1100-1600)
- Saturday (1030-1630)
- Sunday (1200-1600)





The above shows walking journey times from the centre of the City (defined as Parliament Street). It shows that the centre can be reached easily by foot from all other parts of the centre and that York is a walkable scale.

3) Arrivals by pedestrians Demand

There is limited data on pedestrian numbers with no footfall counts for key streets in the City Centre.

However, from other information, we know that:

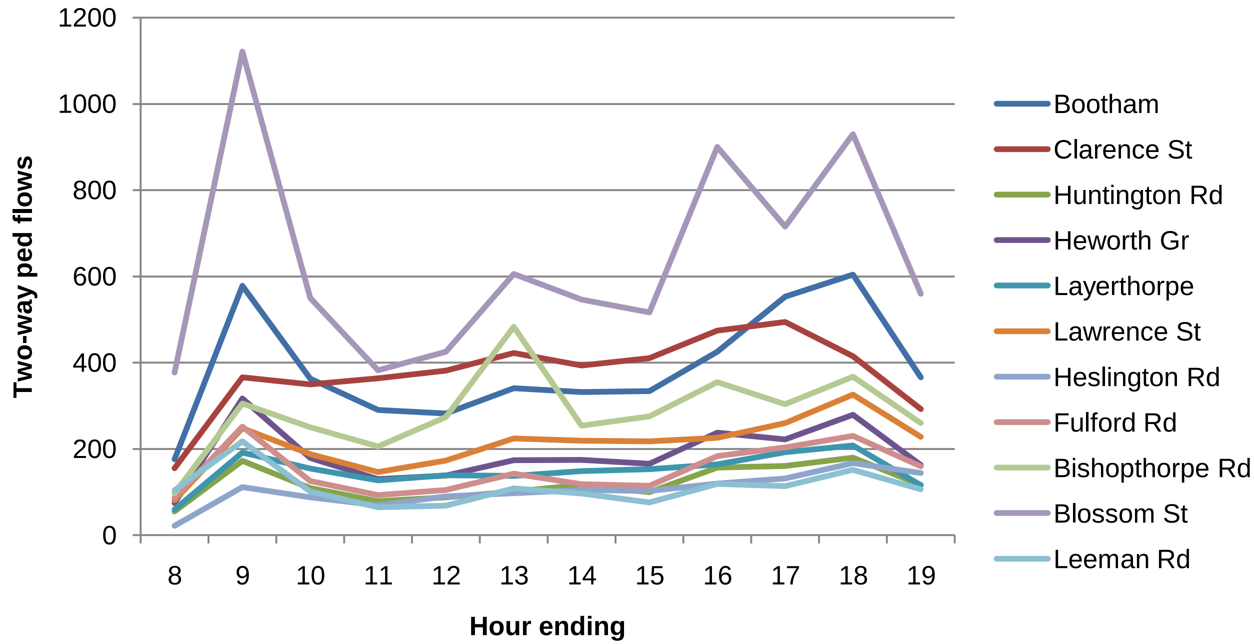
- 18% of City Centre workers arrive by foot (circa 5,240 per day);
- 18% of shoppers arrive by foot.

From the Gillygate survey, we also know that 17,311 people walk into the centre from the main radials (excluding non-car corridors) over the course of the day (2,834 in the a.m. peak).

Blossom Street carries the most pedestrian traffic (over 1,100 during the peak hour), followed by Bootham, as shown in the table opposite. There is a correlation between the areas where the ring road poses less of a barrier and the volume of pedestrian traffic.

Clarence Street is notable by having consistent volumes throughout the day, presumably in relation to the hospital and St John's University being major trip attractors here.

Bishopthorpe shows a distinct lunchtime peak.



Annual bridge counts also show the number of pedestrians crossing the main bridges:

- 17,701 – Lendal Bridge;
- 17,021 – Ouse Bridge;
- 3,329 – Skeldergate;
- 639 – Clifton;
- 67 – A1237.

3) Arrivals by bicycle
Supply

York's size, terrain and tradition is good for cycling.

A reasonable network of on- and off-road routes exists, as shown in the infrastructure map opposite.

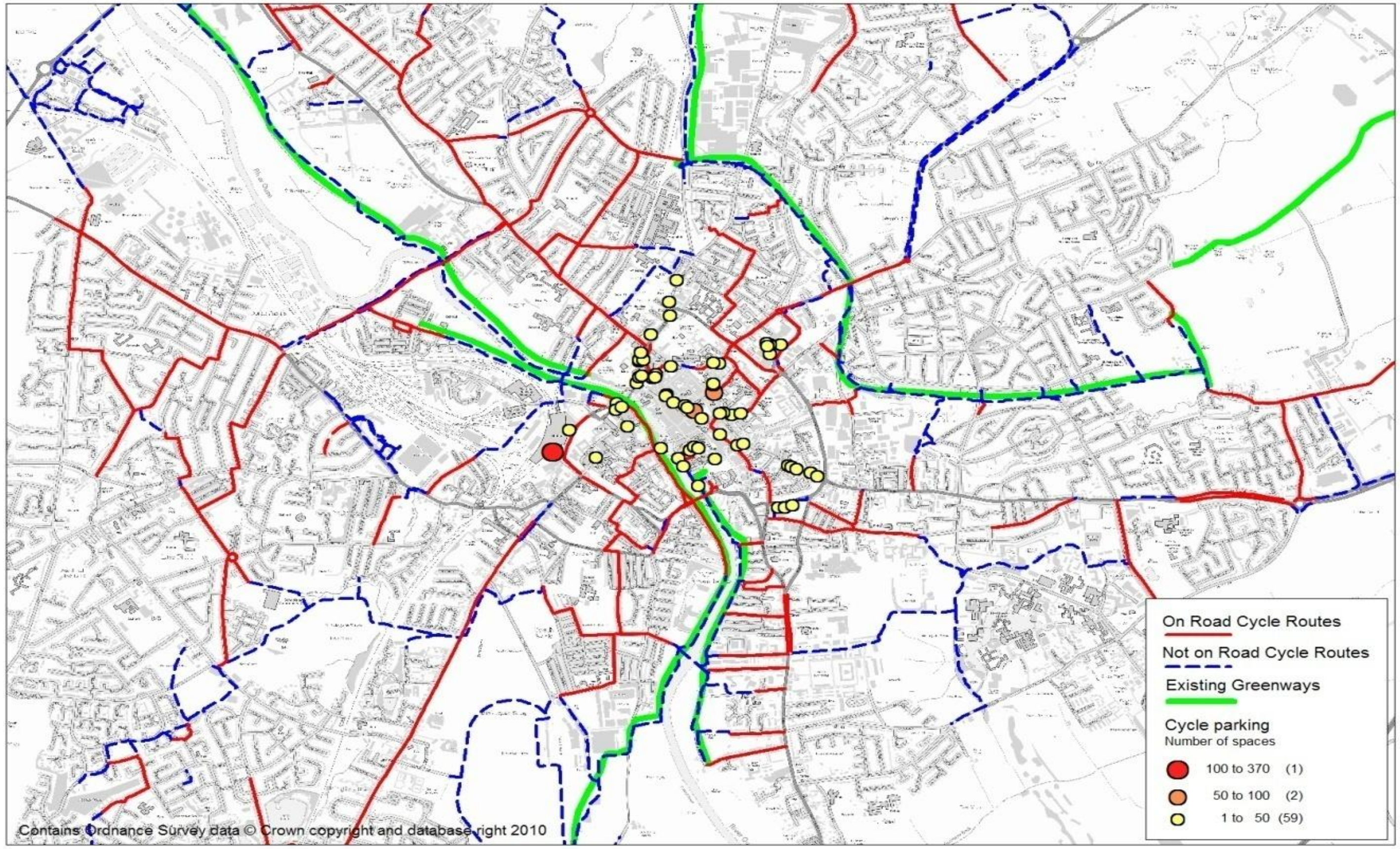
Most of the Park & Rides sites are connected to cycle network.

However, there are some limitations that detract from cycling, namely difficulties travelling through the centre, parking availability, severance caused by the ring road and traffic levels.

York received Cycling City status in 2008 and funding to further develop its network and to promote cycling uptake.

There are a total of 530 cycle parking spaces in the Footstreets, 523 in City Centre non-Footstreets and 370 at the rail station (1,400 in total).

Cycling is not permitted in Footstreets during hours of operation.



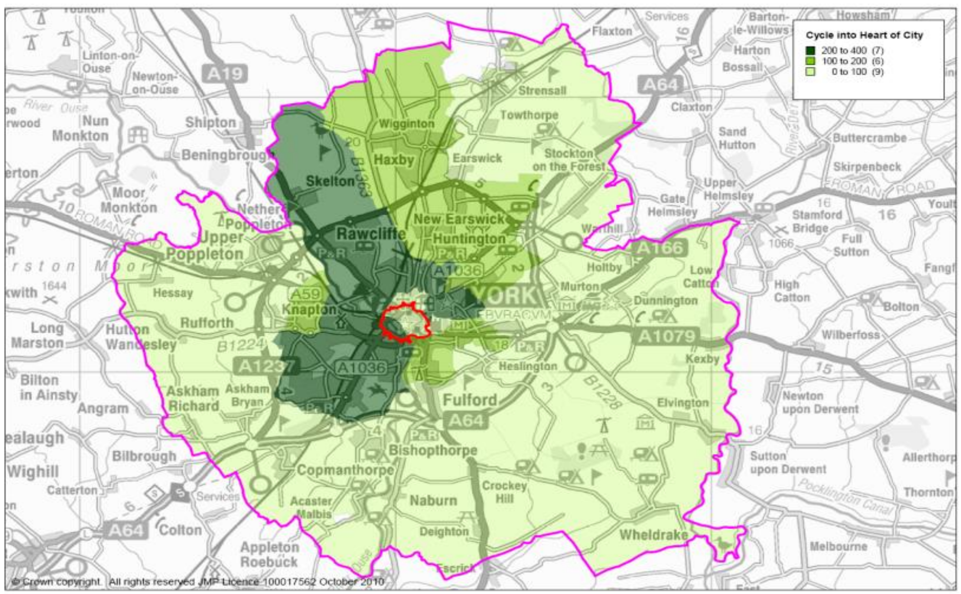
3) Arrivals by bicycle Demand

York enjoys the second highest level of cycling of any UK town or city and is the safest cycling city in the UK.

18% of trips to work in York City Centre from York local authority area are made by bike (3000 trips).

Cycling to the city centre is particularly high from Skelton, Rawcliffe, Clifton (North West), Heworth (East) and Holgate (South West) as shown in the map below.

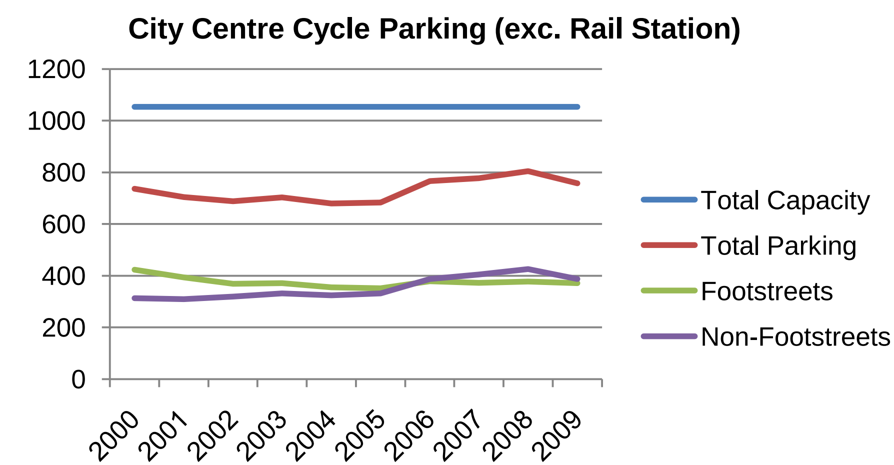
Bootham and Blossom Street are the most significant radial routes with circa 1,500 two-way trips per day (7am-7pm) (excluding non-car routes).



Bridge counts show following levels of usage:

Bridge	Cycle route type	Daily 2-way count
B1237 Bridge	Off road route	10
Clifton Bridge	Both on and off road routes	740
Lendal Bridge	No official cycle route	2198
Ouse Bridge	No official cycle route	1912
Skeldergate Bridge	On road route	725

Cycle parking audits undertaken in the City Centre show reasonably steady levels of parking throughout the last decade. Cycle parking at the station has nearly doubled during the decade to an average 350-400 bikes per day, in association with increased supply of parking.



3) Disabled visitors

Disabled drivers

Many of the Footstreets are accessible to disabled car drivers.

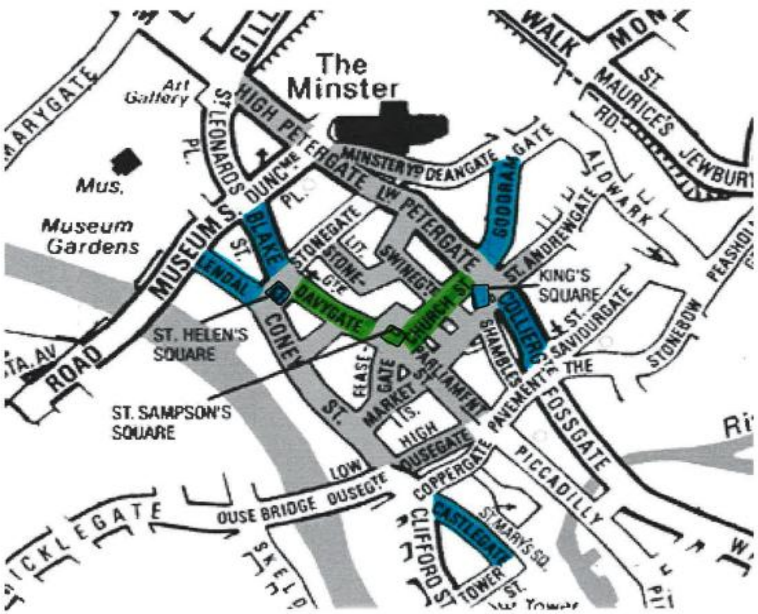
Blue Badge holders can park in on-street Pay and Display bays and most car parks for free for as long as they want.

York also provides Green Badges – a discretionary scheme that allows greater access to parking in the city centre during pedestrianised hours for more severely mobility impaired people .

The sketch map below shows where the Badge holders can park within the Footstreets.

Both Badges are valid for 3 years.

There are currently 7,387 blue badges issued, though this number is increasing annually. There are about 2,000 green permits registered.



Disabled parking:
Blue badge
Green badge

Disabled pedestrians

A map showing the accessibility of the centre of York has been produced by disabled representatives. It shows quite a varied picture, with some of the more recently designated Footstreets (such as Coney Street) being rated good whilst many other areas in the heart of the City are below average or extremely difficult.

3) Taxis and car clubs

Taxis

The map shows the location of daytime taxi ranks (purple), night time ranks (orange) and car club bays (yellow).

There are 178 hackney carriages (with 4 additional licenses per year being granted) and approximately 550 private hire vehicles (PHV).

Both taxis and PHVs are treated the same in most cases – e.g. both allowed to use bus lanes.

There is a general preference for fewer larger ranks during the day and more, smaller ranks during the evening.

New licenses are only to be granted to electric or hybrid vehicles. There is an ambition for the fleet to be zero tailpipe emissions by 2021.

A taxi marshalling scheme is operated on Clifford Street and Rougier Street, funded by licensed traders.

Car club

York has a car club operated by City Car Club, currently operated with about 10 cars and 10 parking bay locations.

Private membership to City Car Club costs £50 per year

Cars can be rented from £4.95 an hour and the price-per-mile is currently £0.21.

3) Servicing / deliveries / large vehicles in City Centre and Air Quality

Servicing and deliveries

Servicing and deliveries are restricted in the Footstreets in line with their operational hours (see page on Footstreets).

Large volumes of servicing occur immediately before and after the Footstreets hours, causing some conflict with pedestrian movement during this period.

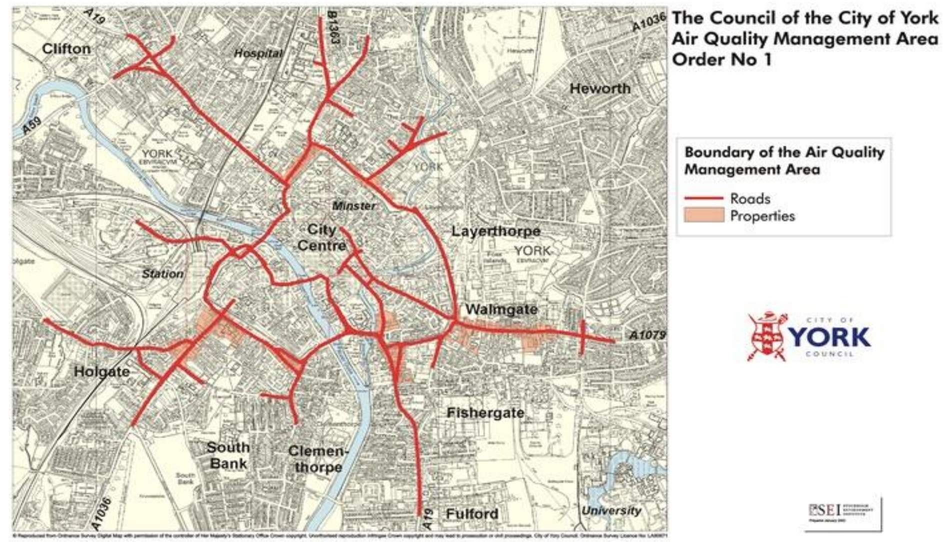
Large vehicles in the City Centre

The inner ring road brings many large vehicles through the City Centre, not necessarily all of which have a City Centre origin or destination.

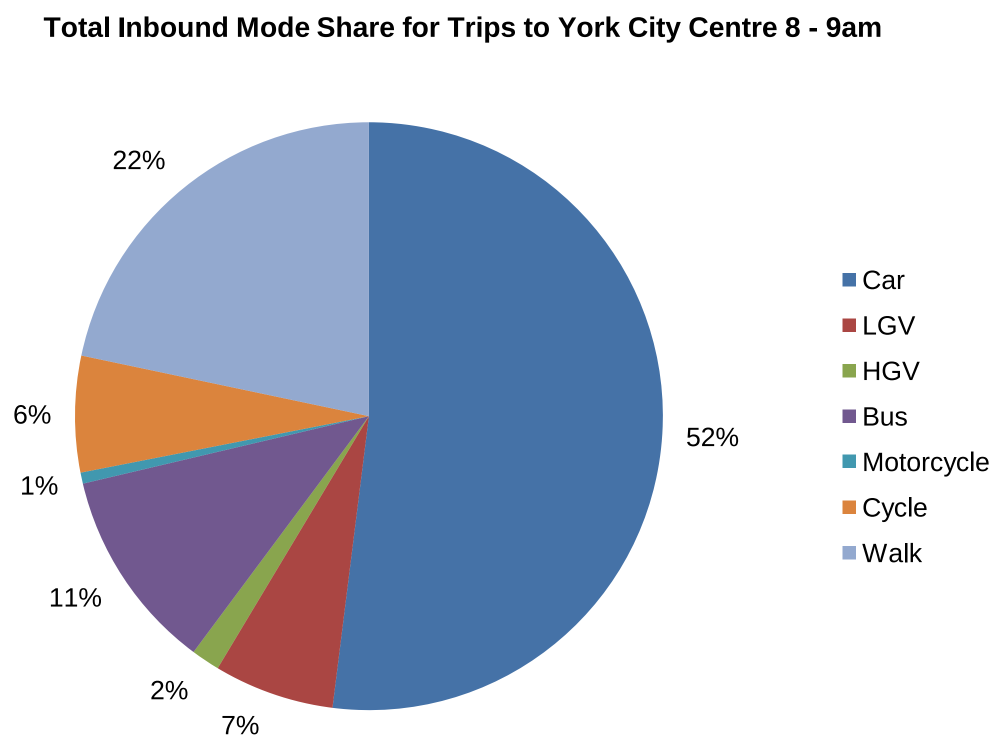
Lawrence Street has the greatest HGV flows (700 2-way vehicle movements from 7am – 7pm).

Air quality management area

The map below shows York City Centre's designated air quality management area and the particular areas affected by poorer air quality which are mainly sections of the Inner Ring Road (Fishergate gyratory, Monk Bar, Gillygate, Queen Street) or approaches to it (Lawrence Road and Blossom Street). .



3) Summary of overall movements to the city centre: Arrivals AM peak



Based on car occ=1.2, bus occ=12

From the data collected in relation to the Gillygate closure, we present total arrivals to the City Centre during the morning peak (8-9am). The figures in the chart represent individual person movements and are based on assumptions about average car and bus occupancy and do not include train arrivals.

It shows just over half of arrivals in the City Centre are by car (although many of these trips arriving onto the inner ring road from the radials may not be ultimately destined for the City Centre). Just over a quarter of trips are by walk or cycle and 11% by bus. There is a significant volume of HGV / LGV movement.

Blossom Street is the most used access point.

Fulford Road, Lawrence Street, Heworth Grove, Huntington Road, Bishopthorpe also in excess of 1,000 two-way traffic flows in peak periods.

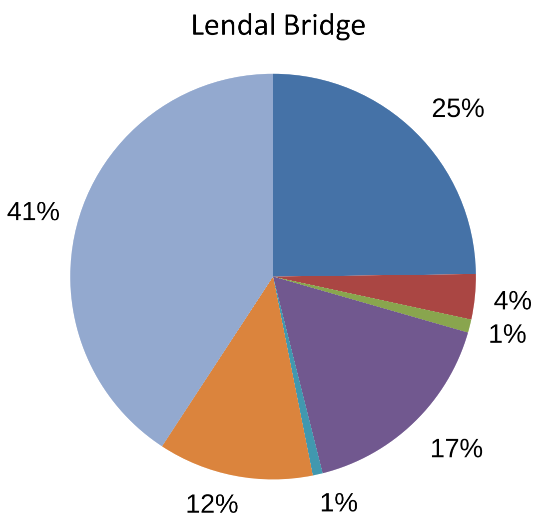
Gillygate and Fulford Road are further key public transport access points (15+ daytime services per hour).

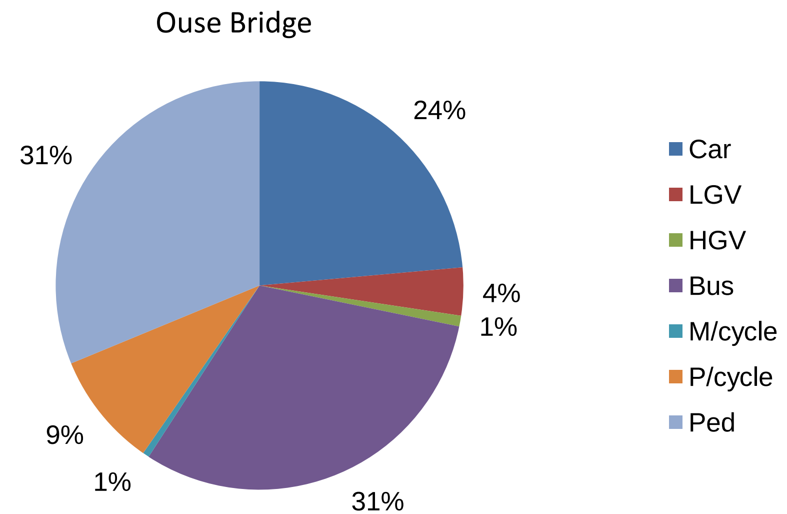
Bootham and Blossom Street have significantly higher cycle flows than other routes (c. 1400 two-way per day vs other radials at c. 600 per day).

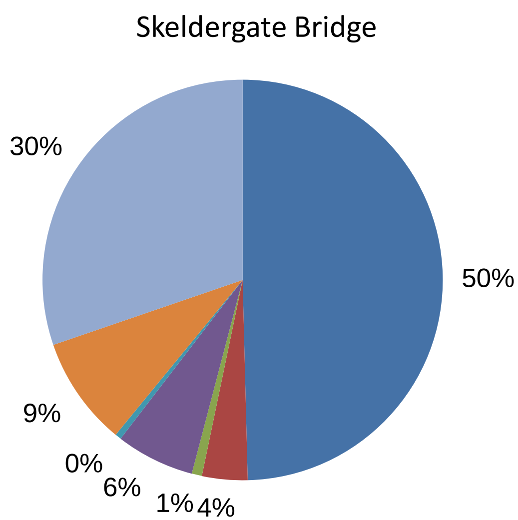
Bootham and Clarence Street are further significant pedestrian routes (c. 4500 two-way per day vs c.1000 on other radials such as Leeman Road and Heslington Road).

Lawrence Street has the highest HGV flows throughout the day.

3) Comparison of daily mode share on bridges







Source: from bridge counts. Based on car occ=1.2, bus occ=12

The pie charts show the modal split of traffic crossing the three main City Centre bridges in the morning peak (8am-9pm), in terms of total individual person movements, based on assumptions about average car and bus occupancy.

Car traffic represents a quarter of all movements across Ouse and Lendal Bridges and a half of movements across Skeldergate. On Lendal, over half of all movements are pedestrian and cycling and 40% of movements on Ouse and Skeldergate Bridges. Bus movements are particularly high on Ouse Bridge (nearly a third of all movements) and a sixth of all trips across Lendal Bridge. HGV/LGV traffic is 5% of all movements for all bridges.

Section Four:

Drivers of change

4) Drivers of Change

The Movement and Accessibility Framework is looking over a twenty year period to 2030 and therefore it is important to identify and understand the implications of likely changes that might happen over this period that may affect the nature of demand for movement to and within the City Centre.

Most of these drivers provide support and ratification for improving the quality of the City Centre and promoting access by sustainable modes and reducing car access. For York, economic success coincides with protecting and enhancing the City Centre environment and quality of place.

Major drivers for change include:

Demographic and economic changes

- Population growth, with approximately 1,000 new residents per year anticipated;
- An ageing population: Old age dependency ratio will go from 25 in 2005 to 36 in 2030 (ratio of over 65 to 15-64);
- Employment growth, with approximately 1,000 new jobs expected every year and growing importance of knowledge-based industries and tourism-related jobs;
- Ambition to grow tourism: a target of 5% growth per annum in tourist spend;
- Ambition to increase retail floorspace and market share in the City Centre;
- Ambition for University to grow;
- Major new developments in and around the City Centre (see overleaf).

Social and lifestyle changes

- Greater leisure time and disposable income and more discretionary spending;
- Renewed interest in local community, quality of place, local produce and consumption;
- Strengthening awareness of and interest in maintaining healthy lifestyles.

Environment

- Worsening environmental risks of flooding;
- Air quality incidents in the City Centre associated with extreme weather;
- Strengthening concern with environmental issues and commitment towards protecting the environment.

Transport and Mobility

- An older population, some with more limited mobility;
- Continued growth in walking and cycling, as a lifestyle and healthy travel choice;
- Growing acceptance of need to manage car use, especially within the City Centre.
- Real time network management via urban traffic management systems fully harnessed;
- Ready access to travel information for all modes (Real time information for public transport and in-car; palm-held applications for cyclists and pedestrians);
- Integrated cashless public transport ticketing through smartcards;
- Fuel prices will increase and become more volatile (Peak oil);
- Low / zero emission vehicles significant part of fleet.

In 20 years time, people will look back and say 'look how funny they were, people used to drive everywhere!'" Scott Adams, Urban Design Skills.

4) Drivers of Change

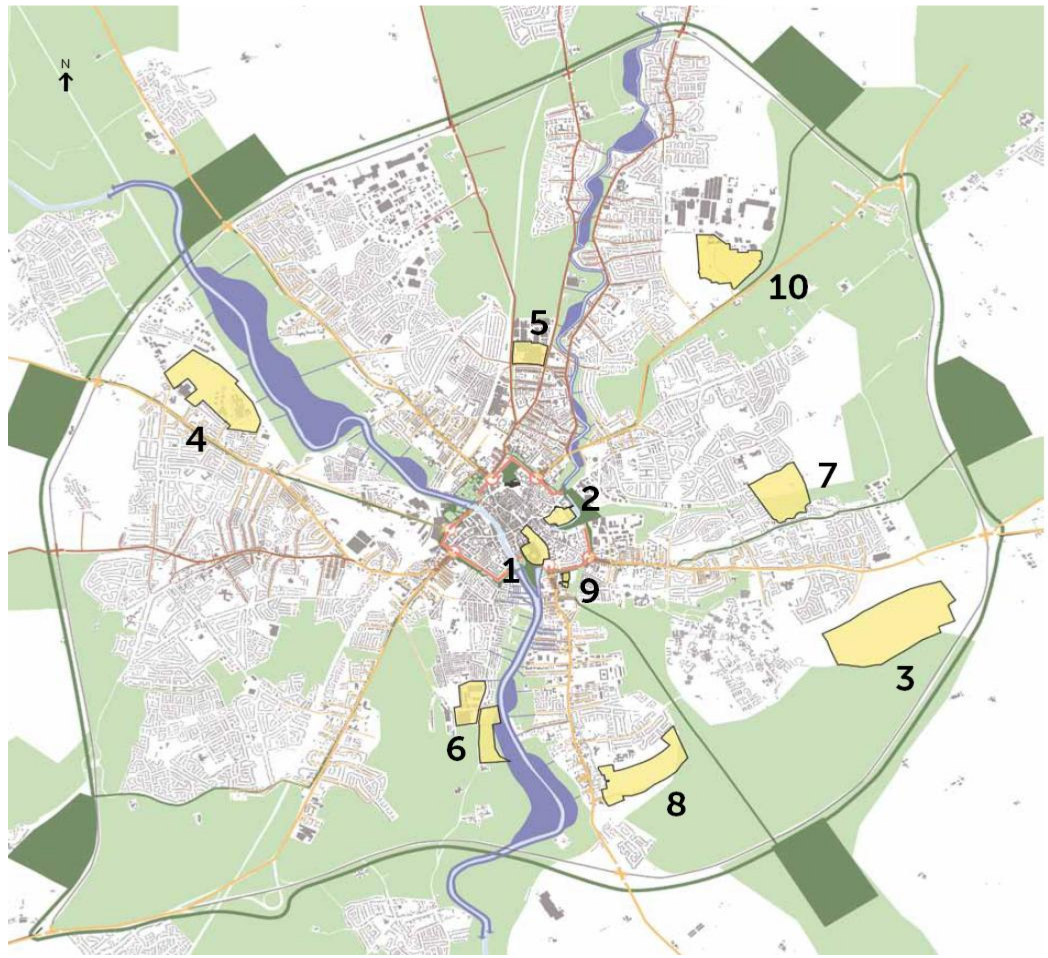
New developments

York's planning policy identifies a range of development sites across the City which will significantly affect its size and shape. The map opposite shows ten of the most significant developments. In addition to these, the large York Central site to the west of the rail station will have a major impact on the shape and size of the City Centre if it is developed.

In total, these developments (including York Central), indicate the potential for:

- Over 6,500 houses;
- 200,000 square metres of office development (equating to roughly 8,000 jobs, based on 1 employer per 25 sq m);
- 75,000 square metres of retail development.

Two of these sites, Castle Piccadilly and Hungate lie within the City Walls and will impact significantly on access and movement needs for the City Centre and provide major opportunities for supporting the Movement and Accessibility Framework.



1. Castle Piccadilly
2. Hungate
3. York University
4. British Sugar
5. Nestle South
6. Terry's
7. Derwenthorpe
8. Germany Beck
9. Barbican Site
10. Monks Cross

4) Drivers of Change
New developments

Area	Site	Dwellings	B1(a) office (sqm)	B1(b) Research (ha)	Retail (sqm)
City centre	Hungate	720 (557)	12062		6392
	Castle Piccadilly	20			24000
	Stonebow House				1140
	Telephone Exchange				2800
	Barbican	94			
	York Central	1780	87,000-100,000		20,000-60,000
	Layerthorpe				
	Land adjacent to Norwich Union, Monks Cross		3792		
Wider York	Monks Cross North	591			
	Vanguarde (south of Monks Cross)		40000		
	Omega 1, Monks Cross		8860		
	York University (Heslington East)			25	
	British Sugar	1250			
	Nestle South	464	5000		
	Germany Beck	700			
	Derwenthorpe	540			
	Terry's	412	33470		

Key	Strategic sites
(green)	Core Strategy AND Economic Vision
(orange)	Economic Vision
(yellow)	Core Strategy

Source: Core Strategy, Economic Vision and LDF Working Group Report 4th October, 2010

4) Drivers of Change: New developments

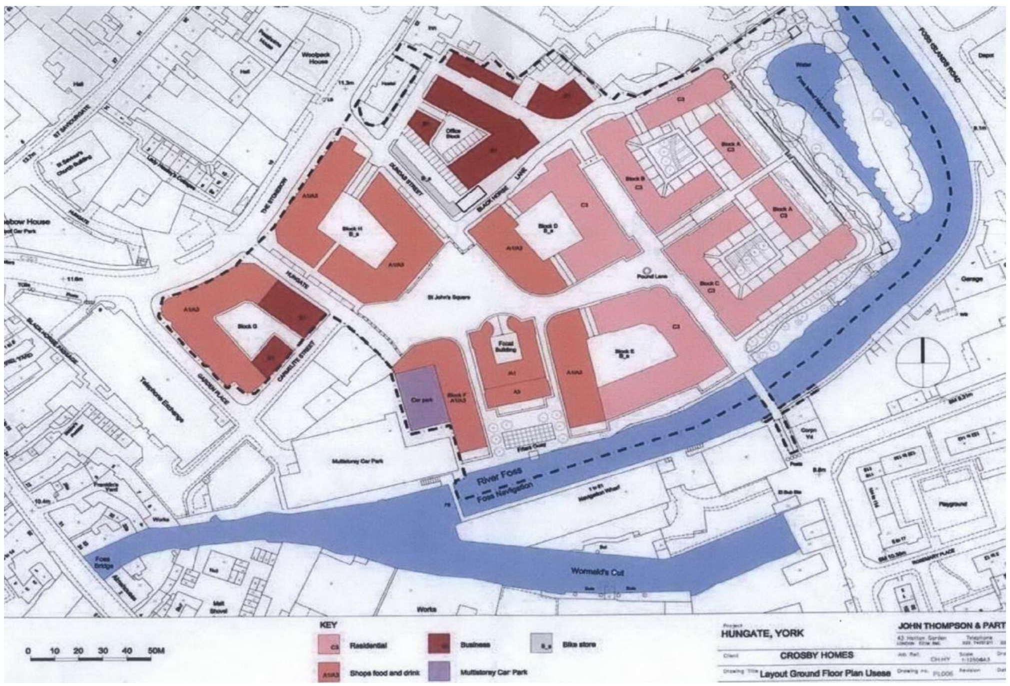
Hungate

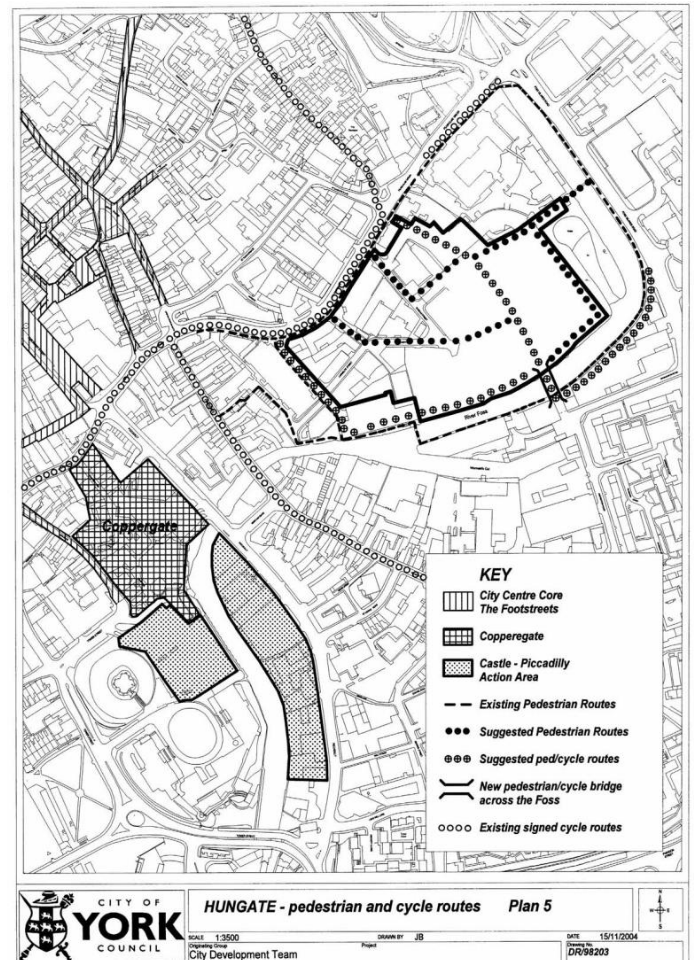
Outline planning permission has been granted for this mixed-use scheme and Phase 1 of the development has begun.

It will bring 720 dwellings, 12,000 sq m of office development and 6,000 sq m of retail.

It will include a major new square and piazza adjacent to the River Foss, as well as other community facilities.

The development provides a major opportunity to reintegrate this edge of centre site back into the City and enhance the major gateway from the east. It also provides the opportunity to better link the City to its watercourses and could provide useful pedestrian and cycling connectivity east-west along the Foss and north-south over the Foss.





4) Drivers of Change: New developments Castle Piccadilly

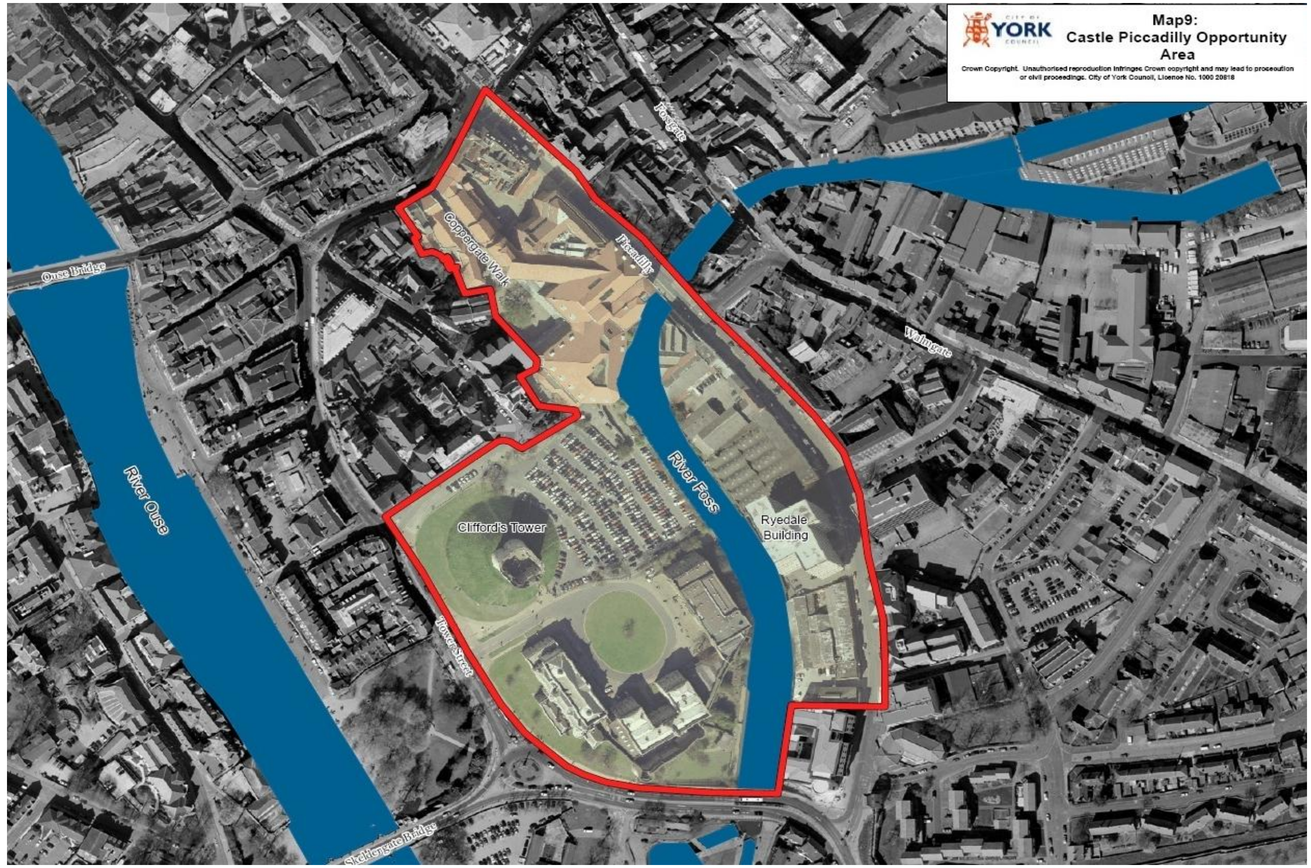
A major development opportunity in one of the most sensitive historic environments of the City Centre which is intended to bring substantial new retail into the centre as well as provide enhanced civic space.

- 24,000 sq m of retail, including high quality department store, comparison units
- Civic space
- Restaurants, bars and cafes
- 20 dwellings

A key aim is to enhance the setting of Clifford's Tower / Castle precinct, and maintain views of these buildings and monument

Create a 'substantial' new open and civic space around the Eye of York and Clifford's Tower, particularly on the site to the west of the Foss (car park area would be reserved for open space). Retain the 'open' character of the area and the historical association between the Foss and Clifford's Tower.

The civic space will be an area for passive leisure / a place to meet and will stage city events (such as festivals, concerts and activities that support heritage culture) – a space that is an attraction in itself.



4) Drivers of Change: New developments

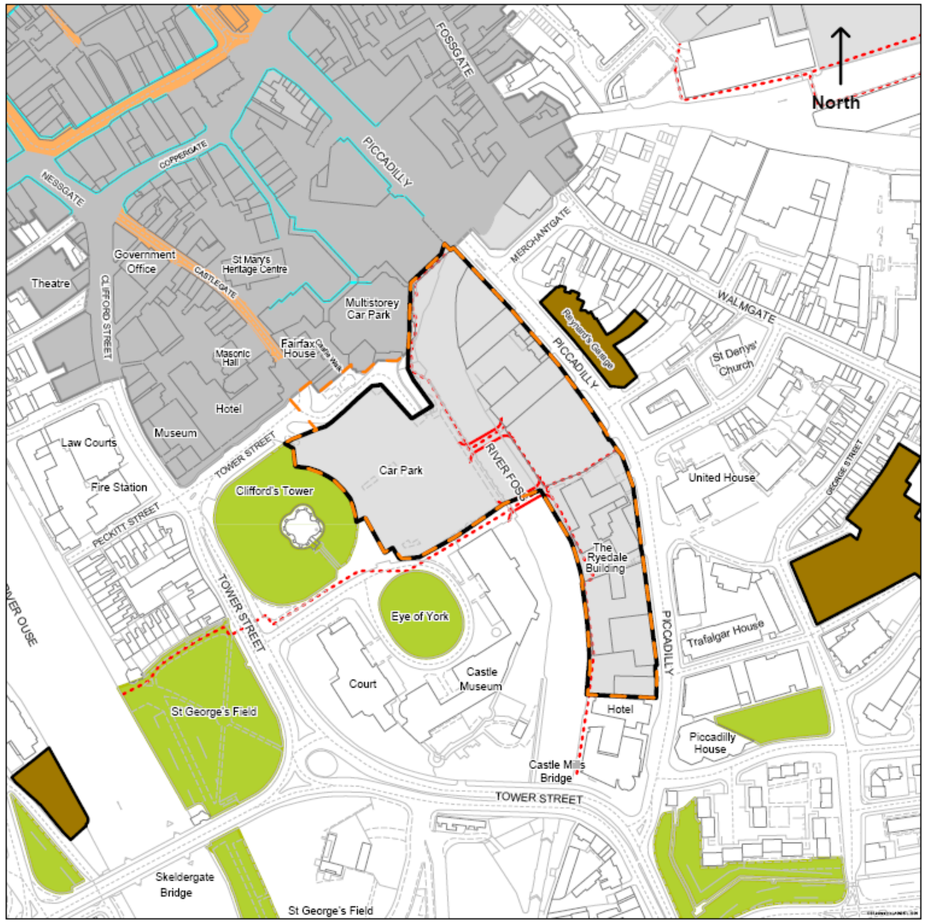
Castle Piccadilly: connectivity and transport issues

The Foss is currently a barrier to movement in this area. This should be addressed with the provision of a pedestrian /cycle bridge/s. Consideration should also be given to retaining access along the entire west bank of the Foss, between the female prison and Fenwick's.

The development should help link Castlegate / Coppergate with the Castle area and reinstate the importance of the historic approach along Castlegate.

The public realm along Piccadilly should be redesigned to become primarily a pedestrian environment. It would be beneficial to relocate bus stops / shelters away from the main entrance of the Merchant Adventurers Hall, the most important building on the street and its garden provides a tranquil setting.

Improve Coppergate, possibly by making a public transport only street, which would improve the pedestrian environment.



Map 5:

Proposals Map:

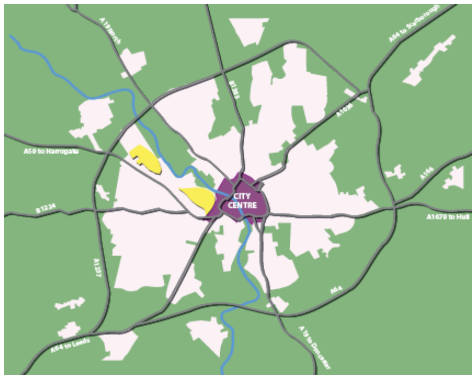
Extract from the Development Control Local Plan

- Action Area Boundary
- Areas of Existing Open Space
- Proposed Mixed Use Site
- Housing Allocations
- Proposed Cycle/Pedestrian Network
- Proposed Cycle/Pedestrain Bridges
- Pedestrian Priority Zones
- Primary Shopping Streets
- Central Shopping Area
- Extension to the Central Shopping Area

Scale: 1 cm = 30 Metres

4) Drivers of Change: New Developments
York North West

York North West comprises two large sites, York Central and British Sugar site, linked by public transport corridor.



York Central

- New office quarter: 87–100k sq m B1(a);
- 20–60k sq m retail;
- 1,780 dwellings;
- Leisure / tourism uses.

British Sugar

- 40ha of brownfield, developable land;
- 1,250 dwellings;
- Proposals for ‘urban eco-settlement’ ;

Currently being master planned and will come forward before York Central.

Targets:

3,000 dwellings by 2030

87,000 – 100,000 sq m new office quarter

Transport Arrangements

Key transport nodes include the existing York Railway Station, a proposed public transport node to be located in close proximity to the railway station and a potential tram-train halt at British Sugar.

Key challenges include access into the York Central site over the railways and connectivity and integration with the City Centre.

4) Drivers of Change: New developments Layerthorpe

There are longer term ambitions to regenerate this poor quality area to the east of the Centre.

Regeneration opportunities exist for a range of employment uses, including office (strategic employment site).

2 recent permissions have been given for supermarkets.

0.44 ha has potential for redevelopment in the short-term.

Redevelopment here provides the opportunity to enhance the ‘gateway’ into the City Centre.

The New City Beautiful Vision proposes a City Park (‘The Production Park’) here.

There is potential to improve the environmental quality in the James Street Link Road corridors and Foss Islands, as well as Layerthorpe itself.

Section Five:

SWOT analysis

5) SWOT

In this section, we provide a SWOT of the key strengths, weaknesses, opportunities and threats for York City Centre in relation to:

- The heritage / visitor offer;
- The retail offer;
- The public realm;
- Transport and movement;

Rather than produce a SWOT for each individual transport mode, we then provide an assessment of the key strengths that York has in relation to sustainable modes (walking, cycling, bus and train) and the issues that need to be addressed to improve them.

5) SWOT: Heritage and visitor offer and retail offer

Heritage and visitor offer

STRENGTHS	WEAKNESSES
• Scale, diversity and density of historic environment - immerses visitors into York's heritage, enables the city centre to be comfortably and enjoyably explored on foot ; • Significant economic impact of the heritage - proven to attract people to York; • Established visitor offer (hotels, restaurants); • Major tourism attractor and day visitor destination, including for repeat visits.	• Public realm underperforming: street clutter, poor quality, inconsistent street furniture; • Legibility weak: different visitor attractions poorly linked, visitors not encourage to explore; • Smaller heritage attractions lose out to higher profile draws; • City walls and rivers underplayed; • Rail Museum isolated; • Heritage asset undervalued by some? • Over-trafficked and traffic conflict with pedestrians; • Scale of HGV's / articulated buses.
OPPORTUNITIES	**THREATS**
• Enhancement to public realm in centre will improve visitor experience and setting of historic assets (City walls, Minster, streetscapes); • Enhanced orientation and interpretation, from pre-visit material to arrival; • Themed events within city centre to enhance sense of place • Huge potential for river frontage • Improved connectivity across the city centre to the Eye of York & environs, once the core of the city centre; • New development could offer opportunity to enhance setting of, and connectivity to, some of heritage asset.	• New development, if insensitive in format and scale; • Many Grade 2 listed buildings in poor state of repair; • Highways making 'functional' decisions about public realm without consideration of heritage conservation requirement.

Retail offer

STRENGTHS	WEAKNESSES
• High quality environment and multi-faceted experience; • High quality independent shops; • Markets; • Retail an integral part of the visitor experience.	• Small size of City Centre retail compared to out of town centres / competitors; • Leakage to out of town / other areas; • Limited department / signature stores, in need of updating; • Low quality retail / entertainment in wider city centre; • Low quality evening entertainment offer in places, conflicting with other users; • 6-7pm lull between day and evening economy; • Crowded centre with few opportunities to rest / relax during shopping experience; • Poor quality of public realm / Footstreets; • Legibility / orientation : awareness of full retail offer?
OPPORTUNITIES	**THREATS**
• Major new retail floor space at Castle Piccadilly to broaden offer and bring new high quality retail in (such as new department store) • Improving quality of place, public realm and legibility to make Centre even more attractive • Public realm enhancements can further boost growing restaurant, bar and café culture; • Linking events and retail offer.	• New retail development could be driven by multiples, diminishing York's strength for independent retail offer; • 'Preservation' may obstruct change; • Restrictions to parking.

5) SWOT: Public realm and transport and movement

Public realm

STRENGTHS	WEAKNESSES
• Distinctive sense of arrival (walls and bars); • Distinctive historic fabric and proportions of buildings and streets; • Walls create strong sense of inner city; • Compact, walkable centre; • Rivers attractive asset and strong identity.	• Conflict in uses: visitor flows vs. traffic flows, pedestrians vs. vehicles, night time economy vs. residents; • Poor sense of arrival and orientation at station; • Difficulty in orientation within retail streets; • Connectivity between visitor attractions; • Poor quality / worn out materials; • Street clutter – in particular surface level substations, litter bins etc.; • Residual vehicular street artefacts.
OPPORTUNITIES	**THREATS**
• Enhancement to public realm in centre will improve visitor experience; • Promoting legibility to improve visitor experience; • Break inner ring road; • New developments better connecting existing areas and bringing in investment to improve existing asset; • Greater connectivity between visitor attractions; • Greater use of river corridor and new river crossings; • The ultimate sustainable city centre?	• Increased pressures from inappropriately placed developments requiring high level of servicing within city core; • Extending Footstreets too far and diluting quality/essence of them and making York too difficult to travel through; • Making the city too green – has always been dense urban city; • Assuming sweeping generalisations for whole city centre: lots of different locales needing different treatment.

Transport and movement

STRENGTHS	WEAKNESSES
• Compact, walkable centre • Seen as an environmental city good for walking and cycling	• Legibility weak • Street signage confusing, poorly located and maintained • Rail station gateway unattractive and poorly linked • Poor / outdated quality of Footstreets • Footstreet regulations flouted and not enforced • Little resting space in centre
OPPORTUNITIES	**THREATS**
• River corridor could be used more; • Cross city cycle route; • New pedestrian bridges; • Rationalise strategic routes into / around centre (including prioritising different types of flow on different routes); • New bus technologies could allow more buses through centre more quickly with less impact (e.g. ticketless boarding); • low emission vehicles and City Centre zone; • as cost of fuel increases, sustainable city will be more 'future proofed'.	• Historic road network can't cope if do minimum approach to development; • Restrictions on car access may give York retail negative image; • Imbalance between housing and employment growth could lead to more longer-distance commuting.

5) SWOT: Opportunities and issues by mode

As this strategy will focus particularly on improving access to/within the City Centre by sustainable travel modes, below we list some of the key strengths and opportunities for enhancing walking, cycling, bus, Park & Ride and rail provision for the City Centre.

Cycling

Strengths

- Size and topography of City good for cycling and strong cycling tradition and culture;
- Cycling City status and corresponding investment;
- Growing levels of cycling and safest cycling city in UK.

Issues to address:

- Connectivity through the City Centre is poor with few direct routes;
- Network fragmented: joining up existing provision is a priority;
- Inner Ring Road causes major severance on most of approaches to centre and main radials are heavily trafficked with limited cycle priority;
- Inadequate parking in centre;
- Ambiguity of rules for cycling in centre;
- Anti-social cycling (e.g. cycling through Footstreets).

Walking

Strengths:

- City centre is a walkable scale and high quality environment, where walking should be the quickest, most convenient and most enjoyable way of travelling for most journeys;
- Good links along river and along walls.

Issues to address:

- Inadequate space in key spaces creates conflict / detracts from pedestrian experience, in trafficked footstreets, round bus stop waiting areas and at key traffic junctions;
- The "Great Street" from Lendal to the Minster has inadequate pedestrian capacity and there is no opportunity to enjoy the arrival / setting;
- Access along the rivers in the Heart of the City is poor, particularly the Ouse between Ouse Bridge and Lendal Bridge and most of the length of the Foss;
- The lack of bridging points lengthen pedestrian routes and cause additional capacity problems at the key bridges;.
- The inner ring road presents a major severance barrier, particularly on the northern, eastern and south-eastern approaches;
- Need to improve legibility (especially from 'Cultural Quarter' to Eye of York and between visitor attractions). Some attractions / areas cut off (e.g. Museum Gardens).

5) SWOT: Opportunities and issues by mode

Bus and Park & Ride

Strengths:

- Expense of car parking and bus penetration through centre give buses a competitive advantage;
- Park & Ride service popular, well-used and patronage growing.

Issues to address:

- Bus congestion on City Centre streets and insufficient stopping / layover facilities;
- Inadequate bus stop waiting areas throughout city centre. Main interchange at Rougier Street a bleak and poor quality environment;
- Bus reliability in York is poor due to congestion on approaches to the centre;
- Ticketing and boarding slow with no smartcard or integrated ticketing;
- Size of vehicles inappropriate to narrow, historic city streets;
- Park & Ride sites reaching capacity and growth will be hampered if no further expansions.

Rail

Strengths

- Major station with high frequency services to key regional and national destinations;
- Rail station within easy walking distance of key tourist sites and employment sites.

Issues to address

- Station forecourt is confusing and offers a poor welcome;
- Little information readily available for visitor arrivals – no tourist information in station;
- Walking routes towards centre are poor and uncertain which route pedestrians should take.

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Section Six:

Consultations and References

6) Consultations

During the study, the following consultations were undertaken:

Transport stakeholders

- Dean Maude, First Bus
- Matt Page, Paul Hepworth, Tim Pheby – discussion on cycling proposals
- Quality Bus Partnership Meeting - discussion on bus options (3rd March, 2011)

Business consultees

- Adam Sinclair, Chairman Business Forum
- Peter Kay, Chair, York Economic Partnership

Heritage / visitor consultees:

- John Oxley, City of York Archaeologist
- Janet Barnes and Mike Woodward, York Museums Trust
- Nicola Bray, National Rail Museum
- Peter Brown, York Civic Trust
- Bob Sydes, Renaissance York
- Ian Tempest, Visit York
- Esther Priestley (landscape), Janine Riley (conservation architecture) and John Oxley (archaeology), City of York Council
- Meeting with English Heritage team

City of York Council Officers

- Paul Barrett: Town Centre Manager
- Richard Bogg: Highways Network Manager
- Andrew Bradley, Paul Brand: bus operations
- Russ Broadbent, Parking Manager: parking policies and provision
- Dick Haswell, Taxi licensing officer: consultation on taxi and private hire proposals
- Simon Parrett, Traffic Modeller: Discussion about modelling of traffic flows
- Ian Stokes, Principal Transport Planner (Strategy): LTP strategy
- Ewan Taylor / Dave Caulfield (City Development): Discussion on links with various planning proposals
- Graham Titchener, Cycling City York Programme Manager
- Richard Wood, Assistant Director (Development and Transport)

Stakeholder Workshop

- A stakeholder workshop was held on 16th February 2011 to discuss strategy ideas.
- Notes of this workshop are provided in a separate file, together with a list of attendees and invitees.

6) References

Below is provided a list of documents and data examined during the development of the strategy.

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- City of York Council, 2006: Castle Piccadilly Conservation Area Appraisal.
- City of York Council, 2007: Access York MSBC.
- City of York Council, 2007: Nestle South Development Brief.
- City of York Council, 2007: York Northwest Area Action Plan, Issues and Options Report.
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- City of York Council, 2008: Sustainable Community Strategy 2008-2025.
- City of York Council, 2009: A Vision of York City Centre – The Prospectus.
- City of York Council, 2009: Core Strategy, Preferred Options.
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- City of York Council, 2009: Local Development Framework Annual Monitoring Report 2008/09.
- City of York Council, 2009: Park and Ride Development Business Case.
- City of York Council, 2009: Preferred Options Topic Paper 3 Transport.
- City of York Council, 2010: City Centre Accessibility Framework.
- City of York Council, 2010: City Centre Accessibility Framework Local Bus Options Report.
- City of York Council, 2010: Executive (Calling-in) Report – Traffic Congestion Ad Hoc Scrutiny Committee Recommendations.
- City of York Council, 2010: Executive Report – Footstreets Review Progress Report.
- City of York Council, 2010: York Northwest Draft Transport Background Paper.
- City of York Council, 2011: Draft Local Transport Plan 3.
- City of York Council: Hungate Development Brief.

6) References and Data

References contd.

- CABE LDF Core Strategy Workshop.
- GVA Grimley LLP, 2008: City of York Retail Study.
- Halcrow, 2010: York Footstreets Review (Phase 3) Final Report.
- Leeds City Region, North Yorkshire and York Connectivity Evidence Base.
- Ron Cooke, 2009: DownTown York, A Practical Manifesto.
- Simpson, Professor Alan J, 2010: York New City Beautiful – Towards an Economic Vision.
- Sheffield University, 2010: York Park and Ride Design Guide.
- Visit York, 2009: Visit York Strategic Plan 2009-2012.
- Visit York, 2008: York: A Vision for Tourism.
- York Tourism Partnership, 2007: York after Dark – Research and proposed action plan on the evening economy and the visitor experience of York in the evening.
- Yorkshire Futures, 2006: Yorkshire & the Humber – Population Projections: age and ethnicity.

Data

- City of York Council: Cordon Count Traffic Surveys, Feb 2010.
- City of York Council, 2007: Car Park Users' Survey.
- City of York Council, 2007: Park & Ride Users' Survey.
- City of York Council, 2007: Non Park & Ride Users' Survey.
- City of York Council: Annual Bridge Mode Counts, 2009.
- City of York Council: Car Park Utilisation Figures, 2008-2010.
- City of York Council: Coach Parking ticket sales figures, 2008-2010.
- City of York Council: Cycle parking annual counts, 2009.
- City of York Council: Surveys of bus stop usage, 2010.
- Leeds City Region and North Yorkshire and York Connectivity Evidence Base.
- Network Rail, York Passenger Number statistics, 2008/09.
- Visit York, 2010: Key Facts of Tourism 2010.
- Visit York, 2009: 2008-09 Visitor Survey, Visit York Plan.

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