

Notes of “City Centre Transport Masterplan” Workshop 15 July 2008

Present	Bryn Jones	EDU
	Ian Tempest	Visit York
	Dave Carter	Network Management
	Martin Grainger	City Development
	Derek Gauld	City Development
	Alistair Briggs	Network Management
	Paul Brand	TPU (Facilitator, solutions)
	Ian Stokes	TPU (Facilitator, issues)
	Andy Vose (from 12:30)	TPU

Purpose

To identify the broad range of issues to consider (e.g. economic, historical/heritage, environmental and social, such as accessibility) for the potential expansion of the city centre economic area to ensure its continued vitality in the face of competition from other cities in the region and postulate potential solutions to address any issues identified.

Introduction

A large scale map was displayed with the inner ring road highlighted to represent the defined border of the city centre. The group agreed with this definition, although it was noted that the border could be extended to incorporate the National Railway Museum within the city centre. Group discussion of the map led to the following:

- Slight modifications to highlighting of the inner ring road to incorporate loops such as Fishergate, Fossbank and Station Rise;
- Marking-up of radial routes into the city centre;
- Marking up of James Street Link Road
- Marking up of main through-city centre bus and cycle routes
- Marking positions of main car parks (council owned and private)
- Marking up of coach parks and rendezvous points;
- Marking up committed, ongoing or recently completed developments (e.g. Hungate, Arclight, St John University and Morrisons/Homebase)
- Marking up potential major development sites such as York Northwest and Castle Piccadilly.

Once these had been marked on discussion commenced on the following topics:

Identify issues
Set objectives
Identify barriers
Potential solutions

These are shown in tables 1 to 4 respectively

Table 1 - Issues

<p>Defining the city centre</p> <table border="1"> <tr> <td data-bbox="108 376 293 562">What is the City Centre Boundary? Extend to NRM?</td> <td data-bbox="312 376 491 562">Where is the current city centre boundary and is it severed?</td> </tr> <tr> <td data-bbox="108 589 293 757">Will city walls negate any other definition of city centre?</td> <td data-bbox="312 589 491 757">What is the minimum / maximum increase in Footstreets</td> </tr> </table>	What is the City Centre Boundary? Extend to NRM?	Where is the current city centre boundary and is it severed?	Will city walls negate any other definition of city centre?	What is the minimum / maximum increase in Footstreets	<p>City Centre Characteristics</p> <table border="1"> <tr> <td data-bbox="734 376 912 544">City centre is the economic powerhouse</td> <td data-bbox="932 376 1110 544">33,000 jobs in the city centre</td> <td data-bbox="1129 376 1308 544">4million+ visitors/yr</td> <td data-bbox="1327 376 1506 544">NRM York's biggest visitor attractor</td> </tr> <tr> <td data-bbox="734 571 912 739">1 million+ visitors by train</td> <td data-bbox="932 571 1110 739">59% (falling) visitors by car (50% of which use P&R)</td> <td data-bbox="1129 571 1308 739">City centre residents = 6457 (3638 households)</td> <td data-bbox="1327 571 1506 739">Understand the economy, its linkages and functionality</td> </tr> </table>	City centre is the economic powerhouse	33,000 jobs in the city centre	4million+ visitors/yr	NRM York's biggest visitor attractor	1 million+ visitors by train	59% (falling) visitors by car (50% of which use P&R)	City centre residents = 6457 (3638 households)	Understand the economy, its linkages and functionality															
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Table 2 - Objectives

<p>Economy</p> <p>Increase size of city centre 1.5 times approx. to meet future needs for continued viability</p> <p>Keeping York competitive</p> <p>5% growth in visitor spend per year</p> <p>Ensuring Castle Piccadilly goes ahead</p> <p>Maximise the potential of rivers (navigation & bankside etc.)</p> <p>Enable a more rounded evening economy for residents and visitors</p>	<p>Access & Transport</p> <p>Sustainable transport network & accessibility</p> <p>Maintain the hierarchy or road users</p> <p>Facilities for cyclists e.g. cycle parking</p> <p>More sustainable servicing arrangements</p>
<p>Sense of place</p> <p>Achieving best design for proposals</p> <p>Preserve / enhance character to make an attractive place</p> <p>A more eventful city centre</p>	<p>Ownership</p> <p>Consider the local population</p> <p>Get the consultation right</p> <p>Complementing / enhancing the city's other adopted policies, strategies and initiatives</p>

Table 3 - Barriers


<p>Make up of streets determines whether pedestrianisation is possible</p>	<p>Marble Arch / other access to York Northwest</p>	<p>Does the network have the right functionality?</p>	<p>Cross-city bus routes</p>	<p>Lendal Bridge</p>	
		<p>Lack of capacity of inner ring road & outer ring road</p>	<p>Lack of suitable / adequate evening P. T.</p>	<p>What is the City Centre Boundary? Extend to NRM?</p>	
		<p>Physical constraints preventing highway capacity improvements</p>	<p>Capacity of bus priority measures</p>		
		<p>Maximising benefits of city centre parking (information)</p>			
		<p>Lack of enforcement of traffic restrictions</p>			
		<p>Emergency vehicle access</p>			
		<p>Management of servicing</p>			
		<p>Access needs to be maintained for residents</p>			
<p>The priorities themselves could be the barriers</p>	<p>Knowledge, expertise & capacity</p>	<p>Heritage, Flooding, conservation & Ecology</p>	<p>Travel Behaviour</p>	<p>Timing of proposals in the political arena</p>	

Table 4 – Potential Solutions

Policy, Planning & Leadership				
Utilise the CCAAP	Strategy but with incremental growth (phased)	Use of private sector funding (planning gain etc.)	Better use of green infrastructure	Strong leadership (Member & Officer) & strong vision
Simplify hours of operation & take account of 7-day economy	Deliverable solutions	Utilise parking outside of office hours	Desire line research (utilise)	Extend pedestrian -isation to Castle Piccadilly
Link Footstreets • Hungate • Castle Piccadilly	Review of street furniture • Standardise • minimise			

Transport				
Allow buses but more awareness of pedestrians	Bus interchange / bus stops (review of)	Tram-train (city centre extension)	City centre electric shuttle	Coach strategy (drop-off points)
Out of hours should still be access only	Access restrictions	Close Ouse Bridge to (some) traffic	Review servicing / transhipment	Technology-based enforcement
Cross-city route (cycle)	New cycle bridge near Scarborough Bridge	Use City Wall Moats as corridors		

Additional notes

- There is a perception that road traffic flow along Coppergate/Pavement (less so Piccadilly) is a real barrier that severs the southeastern section of the city centre from the main area, i.e. buses rule rather than pedestrians. From Paul Brand's experience, the traffic lights around this junction don't have a very long pedestrian phase (unlike the St Leonard's/Museum Street junction). The general feeling from the meeting was that buses should continue to use this route but that the balance/priority should be shifted towards pedestrians. For example, buses need to slow down/give way to pedestrians/shared space.

- It would be helpful to have a strategy in place to allow future expansion of the footstreets as and when necessary, without the need for a full review each time, e.g. a 'reserve list' of streets or a zone on a map or a set of criteria for deciding whether a street should be pedestrianised.

Next Steps

This document will be circulated to relevant officers for their perusal and comment. Once these officers have had the opportunity to examine the document they shall, as far as possible, suggest a suitable strategy that meets the objectives with due regard to the issues raised and suggested solutions put forward. These suggestions shall be returned to Ian Stokes by the end of August 2008, for TPU to collate and coordinate, in order to produce a series of strategy options (scenarios) with a varying degree of expansion of the Footstreets area between a minima and maxima. This shall be produced by October 2008 for subsequent deliberation by officers before being presented to either EMAP on 8th December 2008, or Executive on 23 December 2008, for a decision on whether a more detailed assessment of the impacts (e.g. traffic modelling outputs) is required before the scenarios are released for consultation.