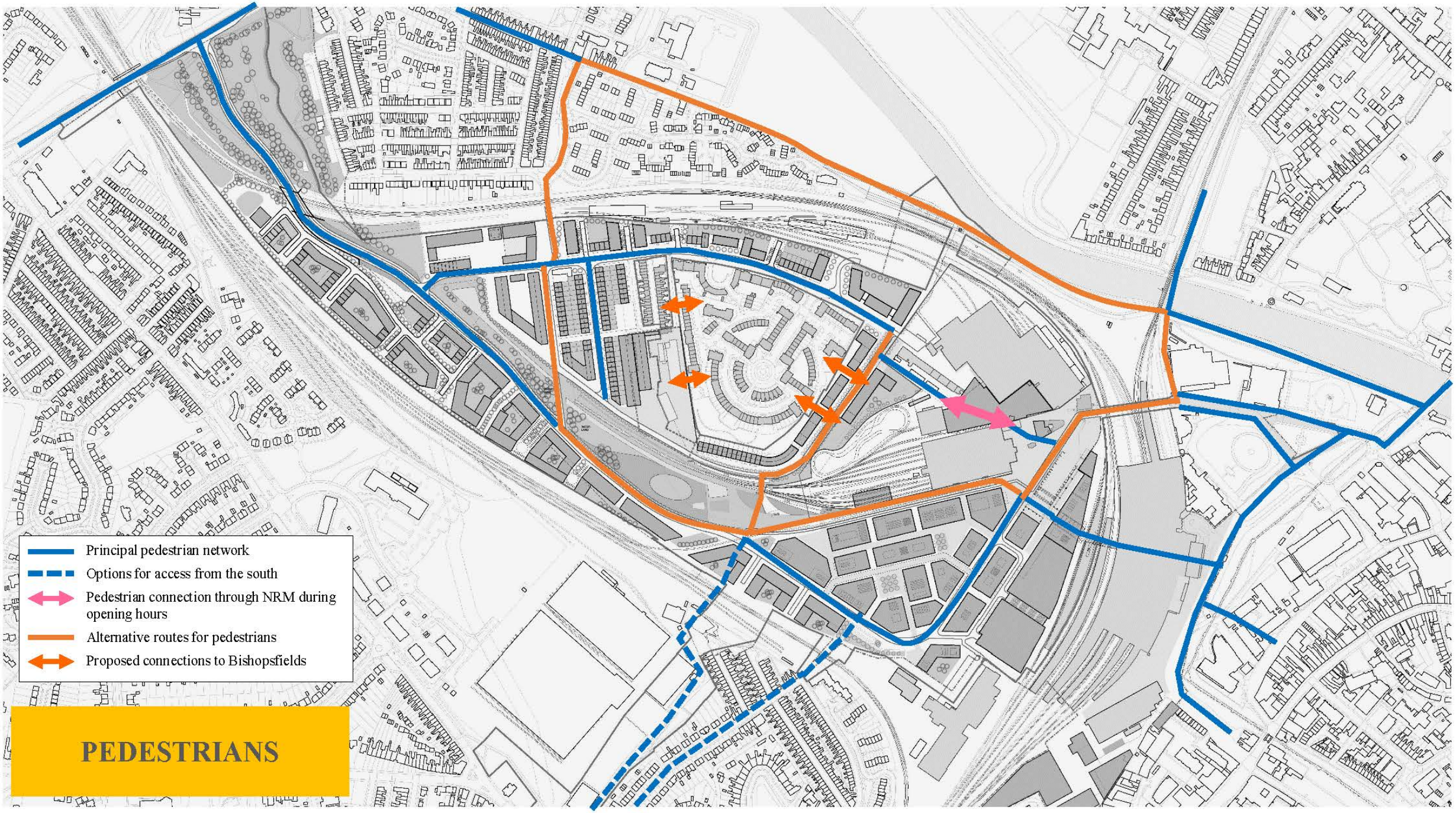
Pedestrian Movement – Additional Analysis

The York Central Partners have considered the alternative movement routes for pedestrians and cyclists when the Museum is closed (from 6.00pm to 10.00am). Pedestrians and cyclists will be able to use new, high quality and traffic free routes through the York Central site. These routes will be designed to be wider than the current narrow footpath to the south of Leeman Road. These routes will also be afforded the natural security of being overlooked by housing, offices and hotels, so it is anticipated will feel much safer than the current Leeman Road route between the two sides of the Museum in hours of darkness. Pedestrians and cyclists will also be able to cross the Museum's rail running line at grade by way of a level crossing when the Museum is closed. This will avoid the need for pedestrians and cyclists to use the underpass in hours of darkness.

Analysis has been carried out of the impact on journey times. For pedestrians, having to use the new routes around the museum will increase journey times by around 1.5 to 3.5 minutes. It is hoped that a better quality walking environment will compensate for the longer journey times. For cyclists, there is no additional time compared to having to dismount, walk through the museum and re-mount. This information will be available for residents and stakeholders to look at more closely and to help inform views on the proposals.

Pedestrian Movement

- The movement strategy for pedestrians is shown overleaf.
- It is proposed that the section of Leeman Road upon which the Central Gallery would sit will be stopped up as public highway.
- During museum opening hours (10am – 6pm), pedestrians would be able to pass through the Central Gallery, replicating the existing connectivity via Leeman Road.
- It is not proposed that a public right of way would be formed through the museum, to allow the museum to control the Central Gallery space and allow the route to be closed outside of museum opening hours.
- Outside of museum opening hours, alternative pedestrian connections are available:
  - Along the River Ouse
  - Through York Central
- It is noted that the movement route through York Central is likely to be favoured by pedestrians after dusk, rather than the riverside route.


Principal pedestrian network
Options for access from the south
Pedestrian connection through NRM during opening hours
Alternative routes for pedestrians
Proposed connections to Bishopsfields
PEDESTRIANS

Pedestrian Movement

- An analysis of pedestrian movement from the centre of Bishopsfields and the Island community to Marble Arch has been undertaken. This is presented in the diagrams overleaf and summarised below. It compares the existing journey time and distance via Leeman Road with the alternative routes available alongside the River Ouse, and through York Central.

Origin	Bishopsfields			The Island		
	Distance	Time	Added Time	Distance	Time	Added Time
Existing Distance & Walking Time (via Leeman Road)	635m	7 min 56s	+ 0 min 0s	1,276m	15 min 57s	+ 0 min 0s
Future Distance & Walking Time – Via NRM	635m	7 min 56s	+ 0 min 0s	1,276m	15 min 57s	+ 0 min 0s
Future Distance & Walking Time – via River Ouse	n/a			974m	12 min 11s	- 3 min 46s
Future Distance & Walking Time – via York Central	915m	11 min 26s	+ 3 min 30s	1,396m	17 min 27s	+ 1 min 30s

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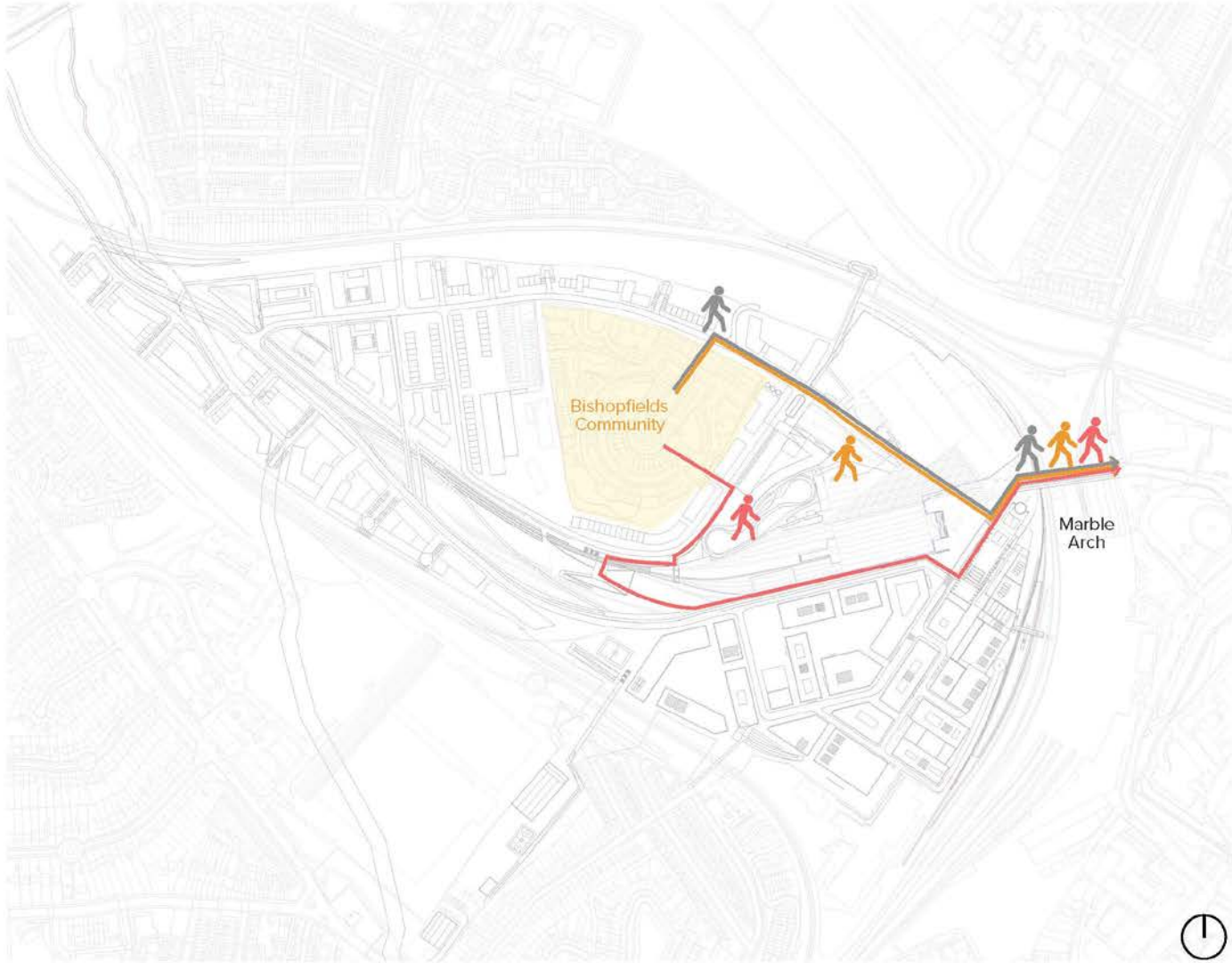
Pedestrian Circulation_Bishopfields Community



Bishopfields Community

Current Footway through Leeman Rd

Footway through Leeman Rd + NRM

Proposed Footway through Great Park underpass + Boulevard + NRM Entrance Sq

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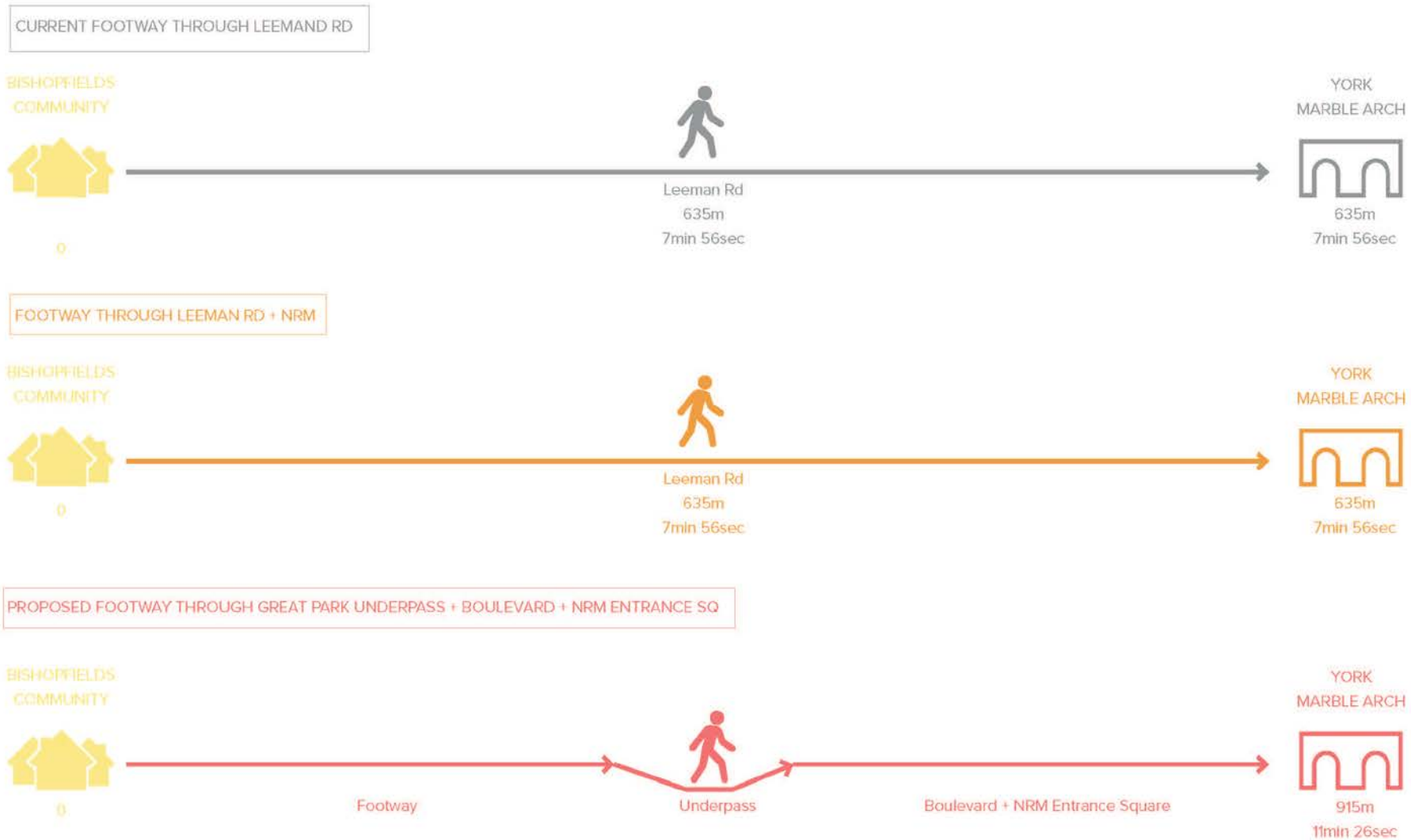
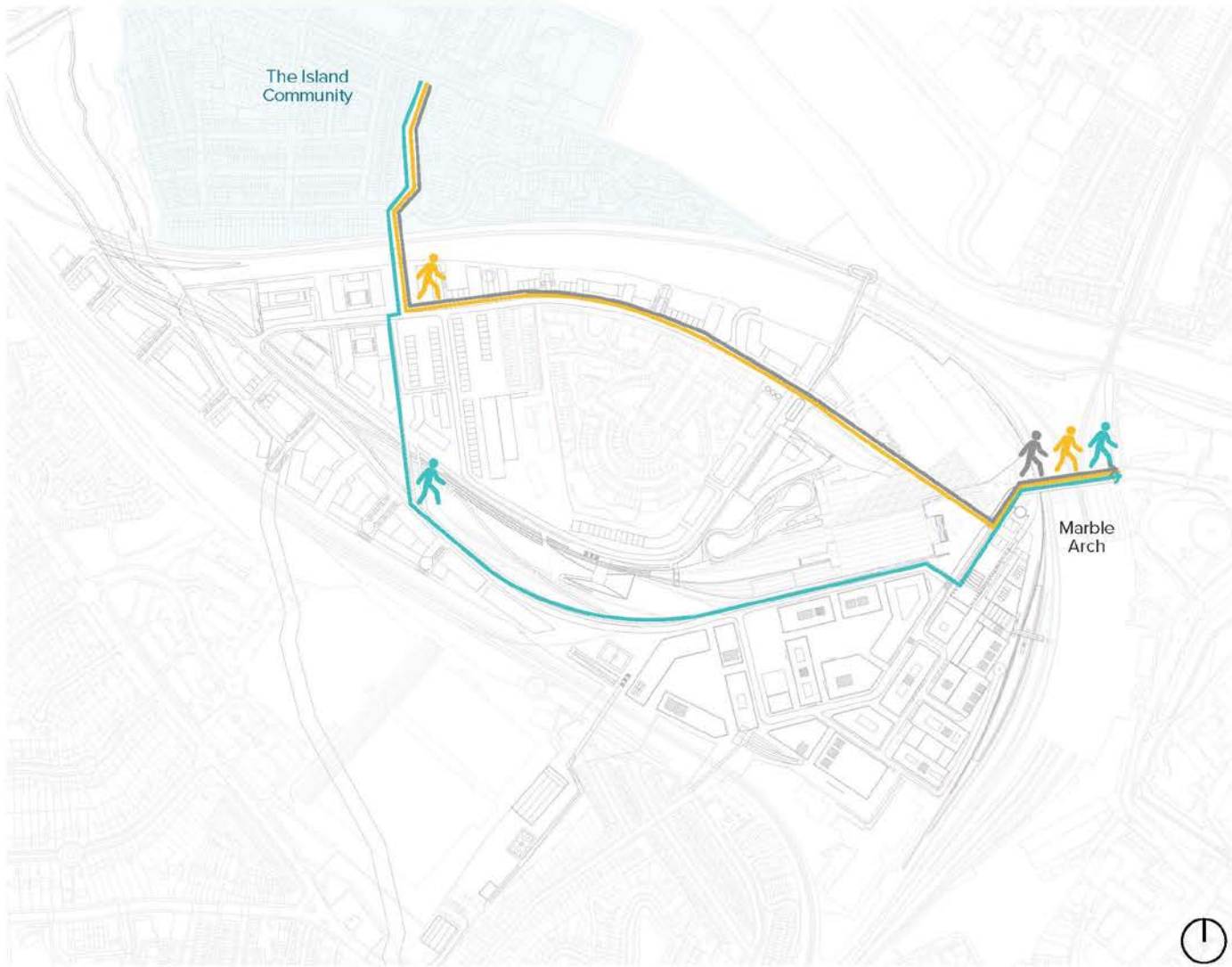
Footway Comparison Study



NOTE: estimated pedestrian speed 4.8km/h

ARUP

Pedestrian Circulation_The Island Community



The Island Community

Current Footway through Leeman Rd

Footway through Leeman Rd + NRM

Proposed Footway through Great Park +
+ Boulevard + NRM Entrance Sq

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Footway Comparison Study

CURRENT FOOTWAY THROUGH LEEMAN RD

FOOTWAY THROUGH LEEMAN RD + NRM

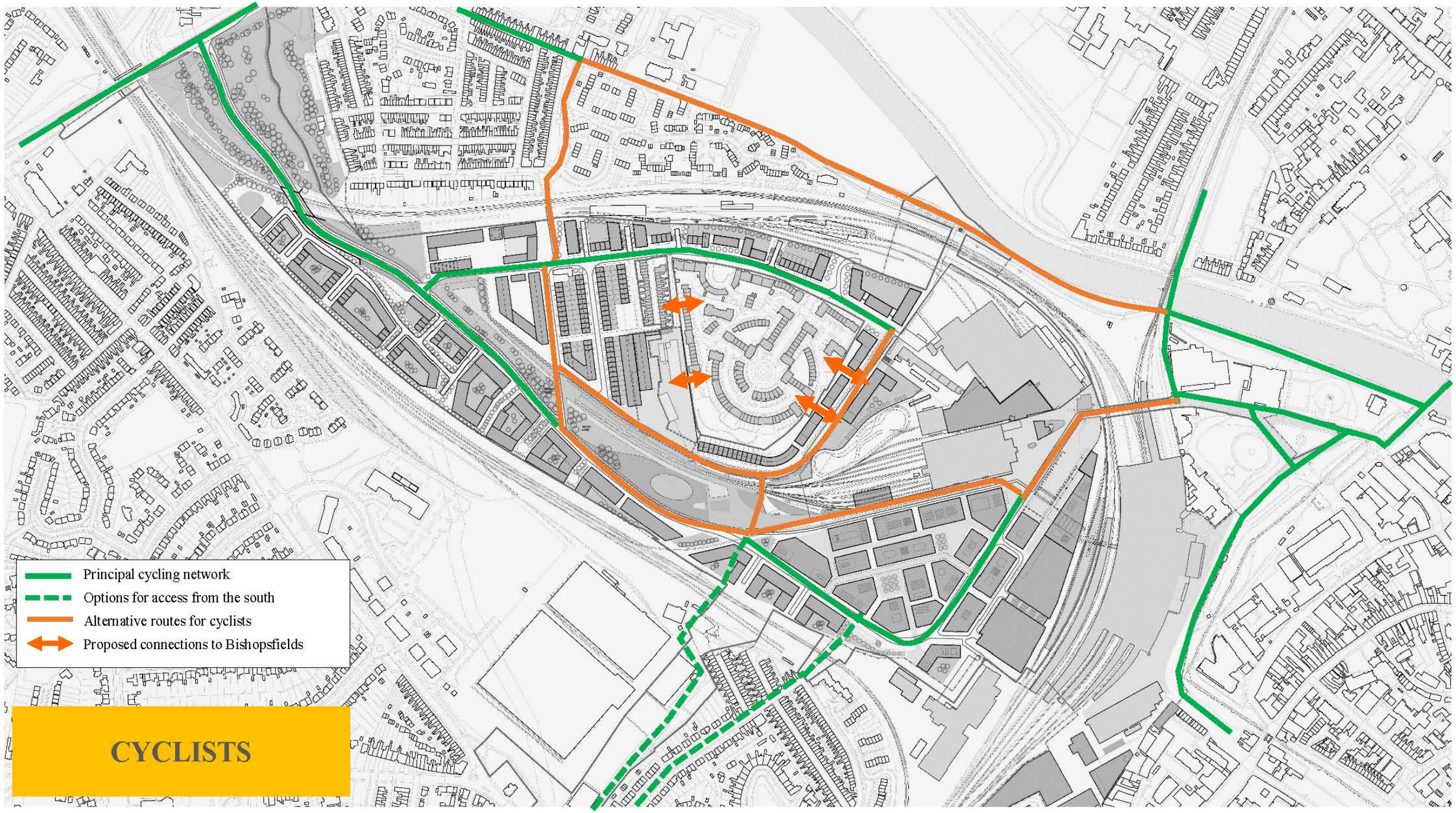
PROPOSED FOOTWAY THROUGH GREAT PARK + BOULEVARD + NRM ENTRANCE SQ

NOTE: estimated pedestrian speed 4.8km/h

ARUP

Cyclist Movement

- The movement strategy for cyclists is shown overleaf.
- It is proposed that cyclists will be diverted around the NRM, avoiding the need for them to dismount and for bikes to be wheeled through the museum.
- For comparative purposes, the distance and time for journeys where cyclists are permitted to dismount and wheel their bike through the museum are also shown (NB this arrangement is not proposed).
- Following stopping up of Leeman Road through the NRM, alternative cyclist connections are available as follows:
    - Along the River Ouse
    - Through York Central
- It is noted that the movement route through York Central is likely to be favoured by pedestrians after dusk, rather than the riverside route.


Principal cycling network
Options for access from the south
Alternative routes for cyclists
Proposed connections to Bishopsfields
CYCLISTS

Cyclist Movement

- An analysis of cyclist movement from the centre of Bishopsfields and the Island community to Marble Arch has been undertaken. This is presented in the diagrams overleaf and summarised below. It compares the existing journey time and distance via Leeman Road with the alternative routes available alongside the River Ouse, and through York Central.

Origin	Bishopsfields			The Island		
	Distance	**Time**	**Added Time**	**Distance**	**Time**	**Added Time**
Existing Distance & Cycling Time	635m	3 min 11s	+ 0 min 0s	1,276m	6 min 23s	+ 0 min 0s
Future Distance & Cycling Time – via River Ouse	n/a			974m	4 min 52s	- 1 min 31s
Future Distance & Cycling Time – via York Central	915m	4 min 45s	+ 1 min 34s	1,396m	6 min 59s	+ 0 min 36s
Future Distance & Cycling Time – Via NRM	635m	4 min 25s	+ 1 min 14s	1,276m	7 min 37s	+ 1 min 14s

← Not proposed – shown for information only

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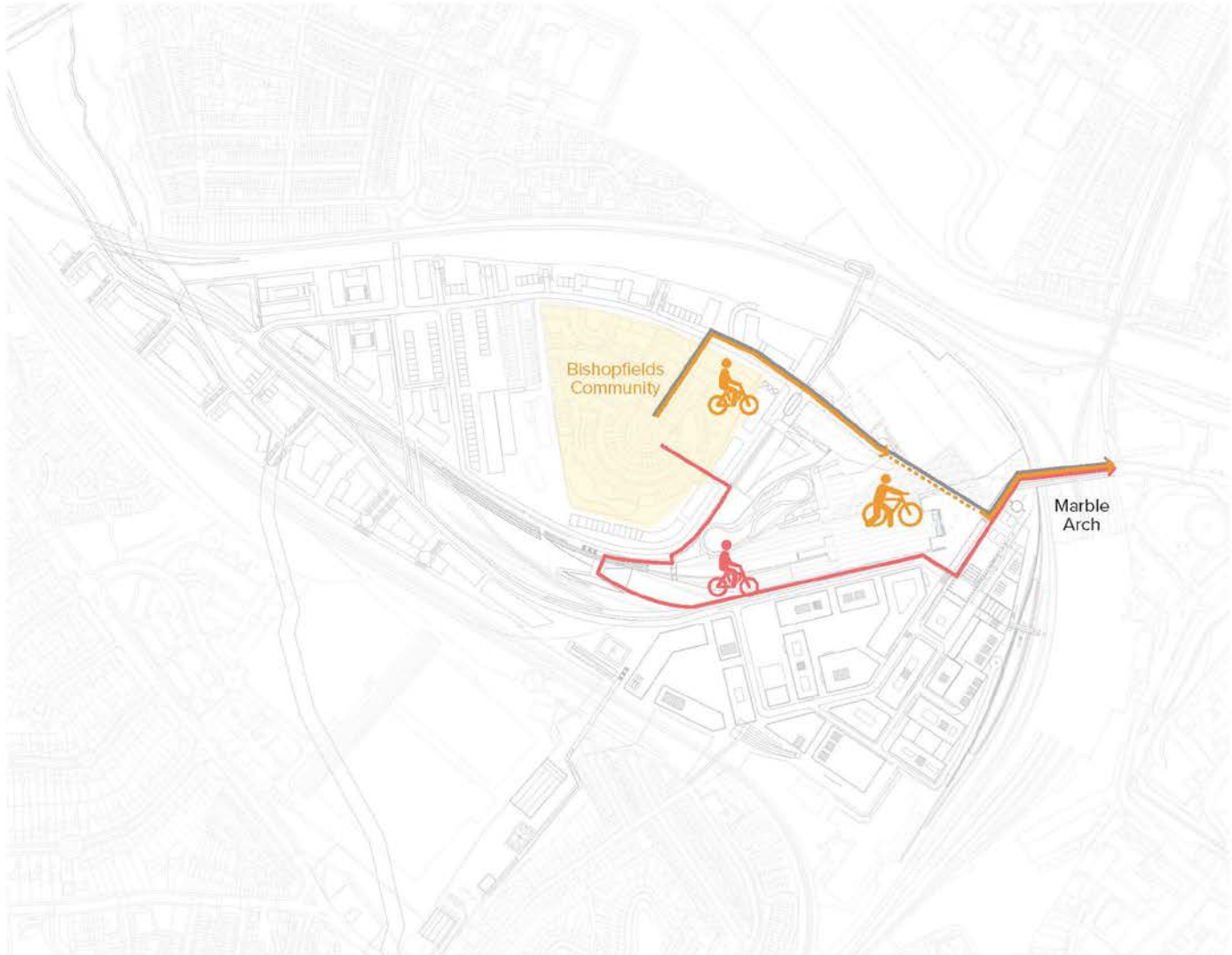
Cycle Routes Circulation_Bishopfields Community



Bishopfields Community

Current Route through Leeman Rd

Cycle Route through Leeman Rd + NRM Crossing

Proposed Cycle Route through Great Park underpass + Boulevard

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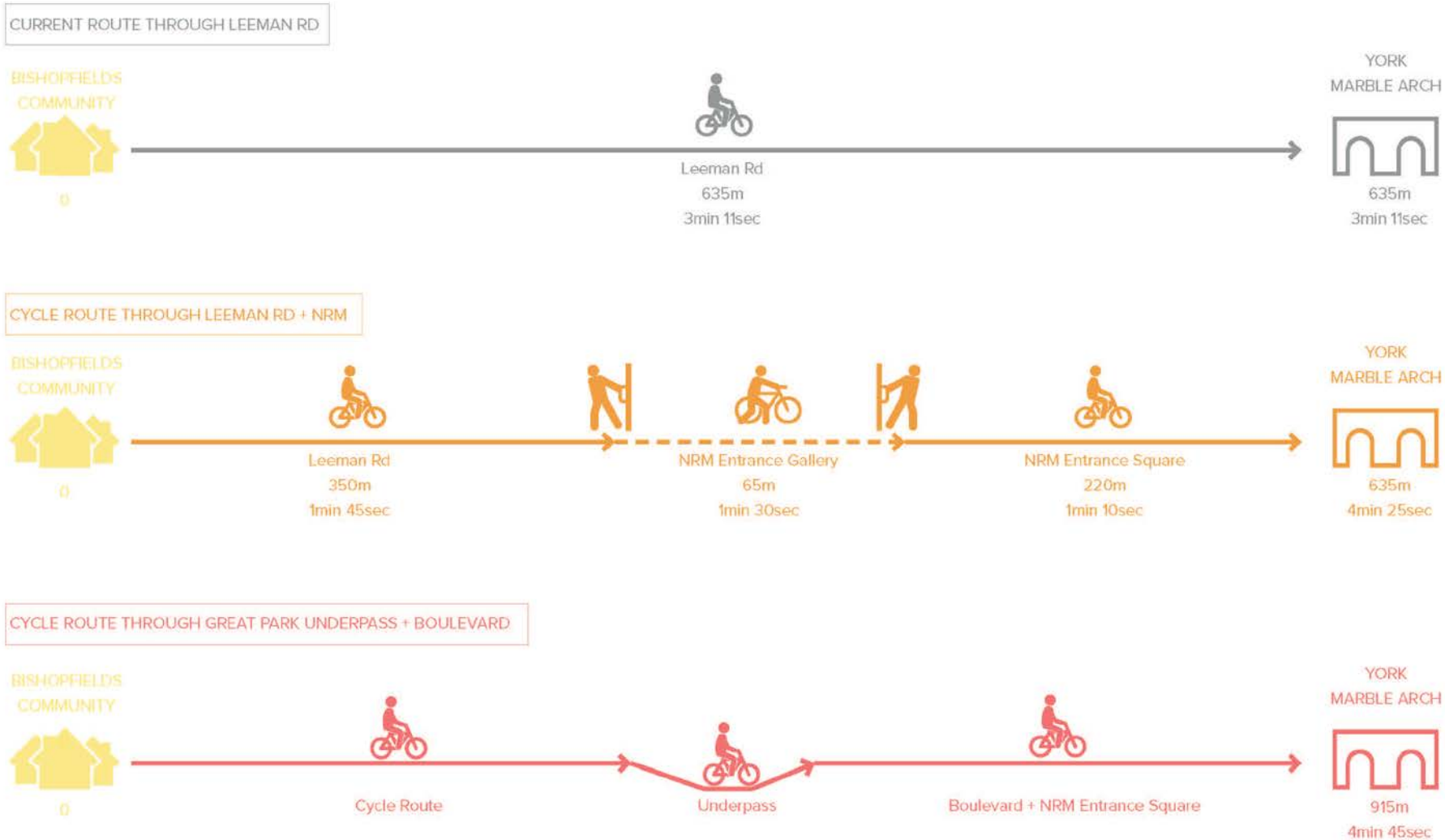
Cycle Routes Comparison Study



NOTE: estimated cycling speed 12km/h

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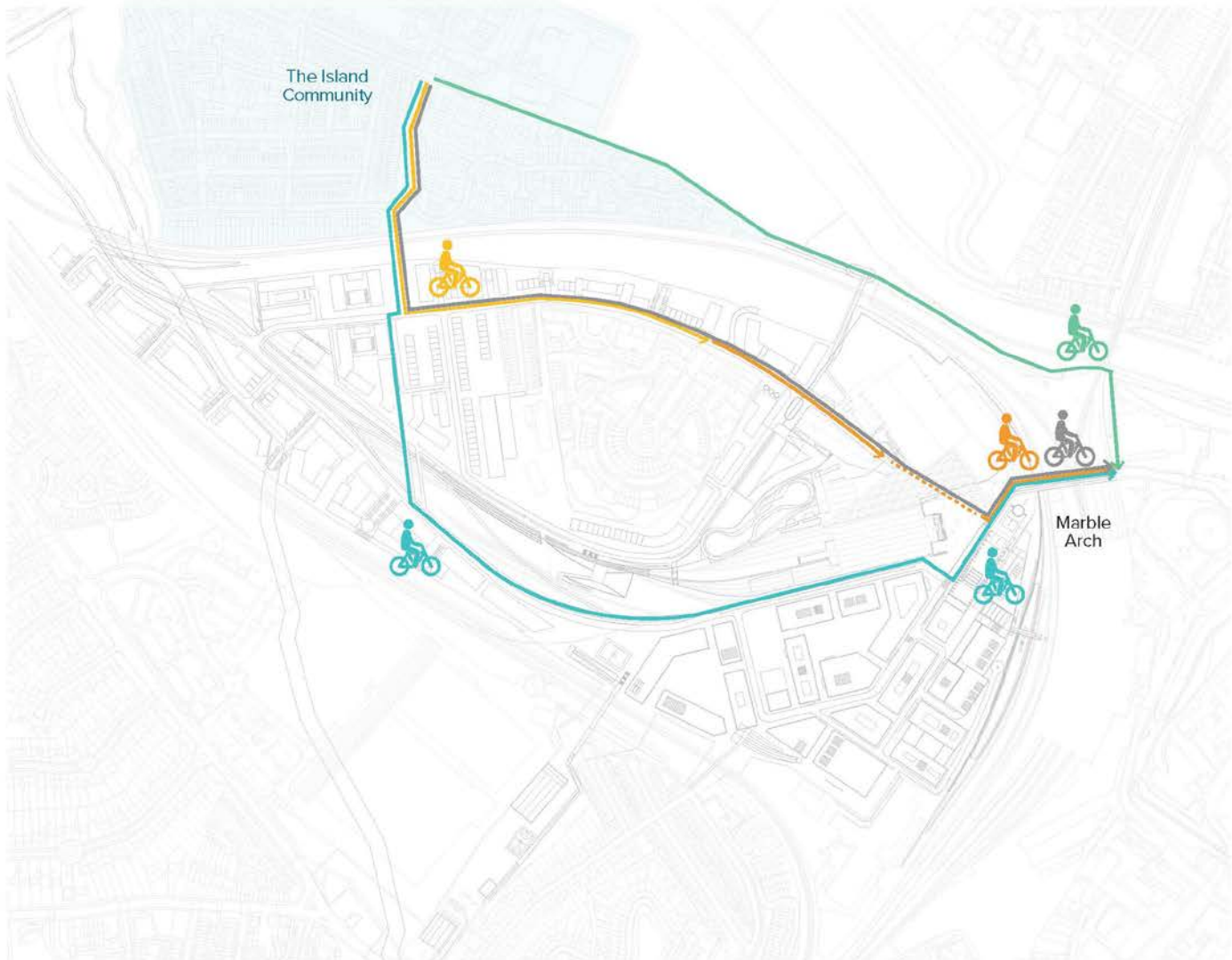
Cycle Routes Circulation_The Island Community



The Island Community

Existing Cycle Route along River Ouse

Current Route through Leeman Rd

Cycle Route through Leeman Rd + NRM Crossing

Proposed Cycle Route through Great Park + Boulevard

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Cycle Routes Comparison Study

NOTE: estimated cycling speed 12km/h

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Cycle Routes Comparison Study

EXISTING CYCLE ROUTE ALONG RIVER OUSE

PROPOSED CYCLE ROUTE THROUGH GREAT PARK + BOULEVARD

NOTE: estimated cycling speed 12km/h

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