



York Civic Trust

York Central Transport and Access

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Promoting Heritage – Shaping Tomorrow

The Civic Trust's approach

- An informed and critical friend of the City of York Council
 - Offering expertise to complement the Council's skills
 - At a time when staffing resources have been cut by 40% in seven years
- A recognised champion for improving the quality of life in the city
 - While at the same time enhancing its economic vitality
- Proactive in proposing enhancements which support these goals
 - While at the same time providing a critical assessment of others' proposals
 - Whether received from developers or directly from CYC
- Two elements in the agenda related to transport:
 - Advice on the development of a new Local Transport Plan (LTP4)
 - Based on two transport policy workshops in February 2017
 - Design of enhancements to traffic management and public realm
 - Including two workshops on York Central in February 2018



YCT recommendations on land use & transport

- Land use planning is essential in reducing the need to travel
- Land use and transport therefore need to be planned together
- All new developments should be built as sustainable local communities
 - At high density and in mixed development to reduce the need to travel
 - With support given to public transport, walking and cycling to reduce demands for car use



Some comments from stage 1 and 2 consultations

- An integrated and ambitious transport and land use strategy
- Promote walking and cycling with new routes
- More reliable and frequent buses
- Reduced dependence on the private car
- Aim to reduce parking provision over time
- More specific points:
 - Need for an improved southern access (see Board 14)
 - Mixed views on how to manage the Leeman Rd tunnel (see Board 13)
 - Better access to the west side of the station for buses and taxis
 - Should cars be allowed to pass through the Entrance Square?
 - Need for safe, active connections to St Peter's Quarter
 - Need to provide for those with mobility handicaps



The draft Local Plan

- Development will be supported where it minimises the need to travel
- And ... maximises the use of more sustainable modes of travel
- Developments [must] provide suitable access, permeability and circulation for a range of transport modes
- ... while giving priority to pedestrians, cyclists and public transport
- Developments [must] create safe and secure layouts for motorised vehicles, cyclists and pedestrians that minimise conflict
- New roads or accesses through the development [must] restrict access for, or otherwise discourage, general motor traffic



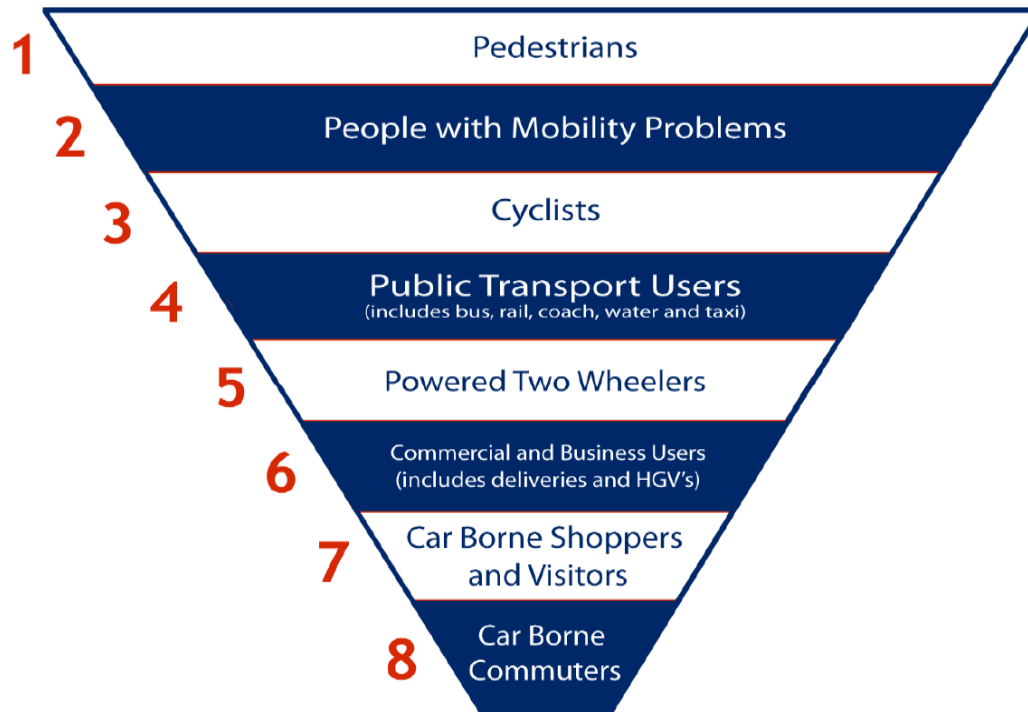
Principles affecting provision for transport

- References in the YCP presentation to the YCT workshops:
 - An integrated approach (slide 14)
 - Sustainable links to the city
 - Healthy lifestyles (slide 16)
 - Prioritised for people
 - Environmental performance
 - Protecting and supporting neighbours (slide 32)
 - Salisbury Terrace – currently a rat run
 - Holgate Rd – with one of the highest cycle flows in the city
- York's hierarchy of transport users (LTP3, 2010)



The hierarchy of users in York's LTP

Figure 1.2: Hierarchy of Transport Users



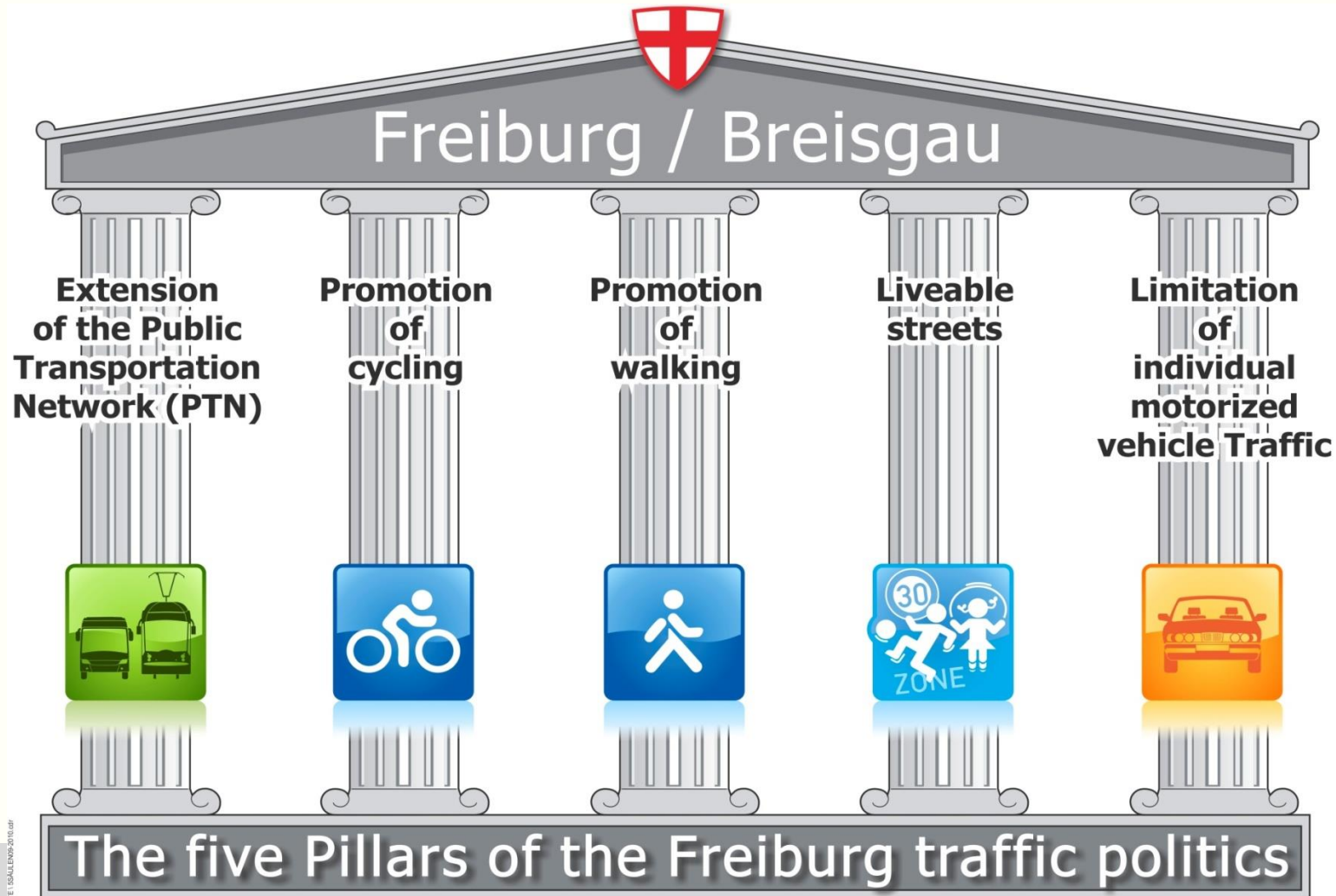
* Note: Pedestrians with mobility problems are given the highest priority

Recommendations from the YCT workshops

- York Central offers a unique opportunity to improve York as a whole, and this opportunity must be grasped
- The York Central project needs to raise its game and be
 - Remarkable in design
 - Extraordinary to experience
 - Ambitious in its aspirations
- Transport is a key issue for York Central
 - Potentially a car-free site
 - Contributing to a sustainable transport system for the future
 - With liveable streets
 - And improved connectivity for walking and cycling across railway lines and to the City Centre



How do other cities plan new developments following these principles?



KTZ | USALE/ENR/2010/08



Freiburg – urban planning

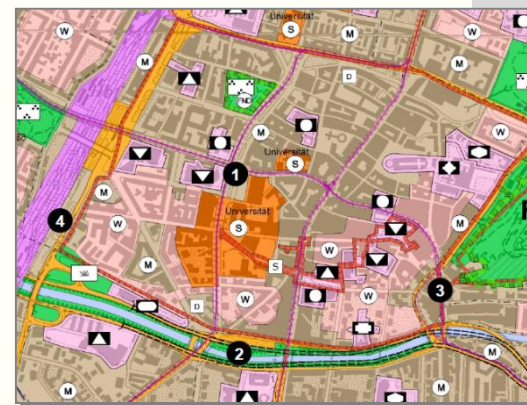
PLANS:

- Land Use Plan and Transportation Plan (2020)
 - Formulated in 2006
 - Based on citizens' visionary goals (2003)
 - But transport policy consistent since 1970s
- Detailed plans:
Noise, Air Pollutants, Cycle Traffic, Public Transport

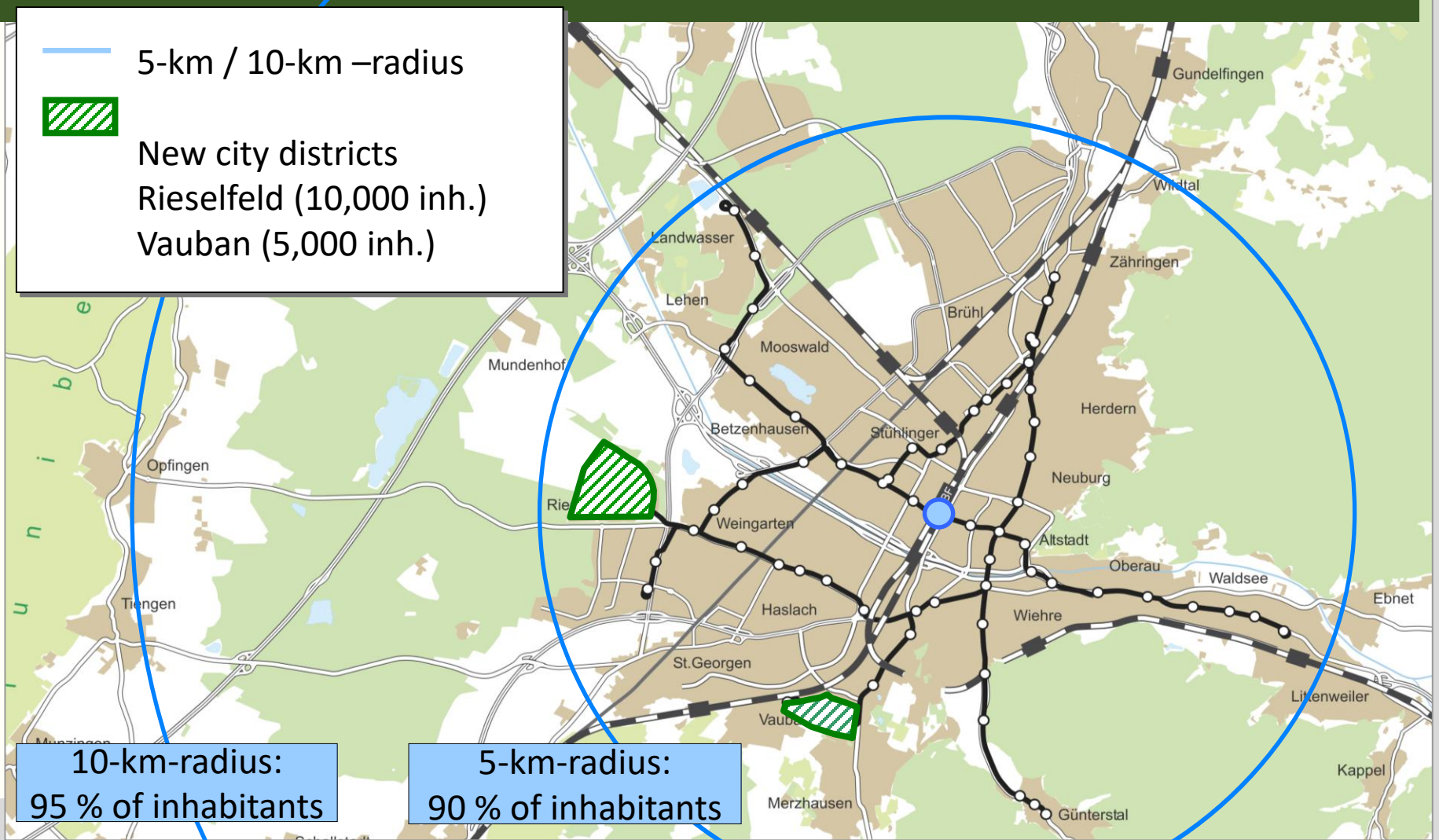


CONCEPTS:

- Compact city: short distances, no urban sprawl
- Strong local centres
- Public transport arteries
- New development in the inner city



Integrated urban and transport planning



Trams and pedestrians



Non-separated track
in pedestrian zone:

- Trams and pedestrians have equal rights
- Maximum tram speed: 25 km/h
- No signaling

Cycle planning – a mix of measures

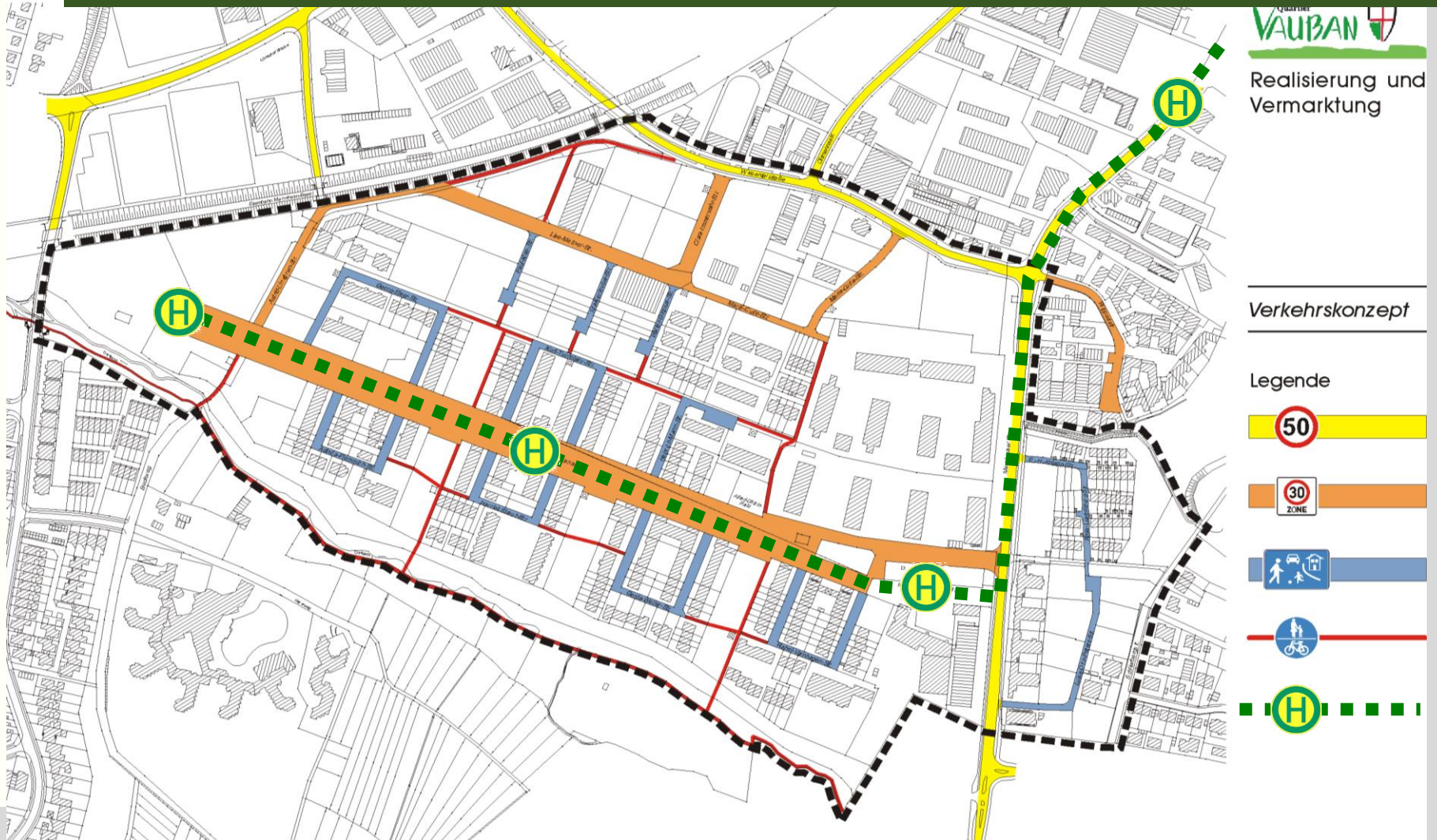


Residential streets



- speed limit: walking speed
- children are allowed to play on street
- no parking outside marked places

Vauban – traffic concept



Vauban 2006



Garten- und
Tiefbauamt

Sustainable Traffic Policy of the City of Freiburg

Seite 16



Vauban – access by light rail



Vauban - impressions



How might York Central compare with Vauban?

	Vauban	York Central?
Population	5000	
Area (ha)	41	
Population density	122	
Cars per 1000	160	
Parking spaces/dwelling unit	<0.5	
Modal share for all trips		
> Car	16%	
> Public transport (pre-tram)	20%	
> Walking, cycling	64%	



A possible application to York Central

- Pedestrians: as permeable as possible
 - Frequent segregated walking routes
 - Pedestrian zones and play streets
 - Extensive pedestrian access to the site
- Cyclists: high priority for cycling
 - Network of segregated cycling routes through the site
 - Through routes to city centre and riverside
 - Ability for Holgate Rd cyclists to divert to safer route through site
- Public transport: a high quality public transport spine
 - Park and Ride buses diverted through site inbound and outbound
 - No 10 bus continuing to serve Salisbury Terrace
 - Bus/taxi gates at Leeman Rd tunnel and underbridge



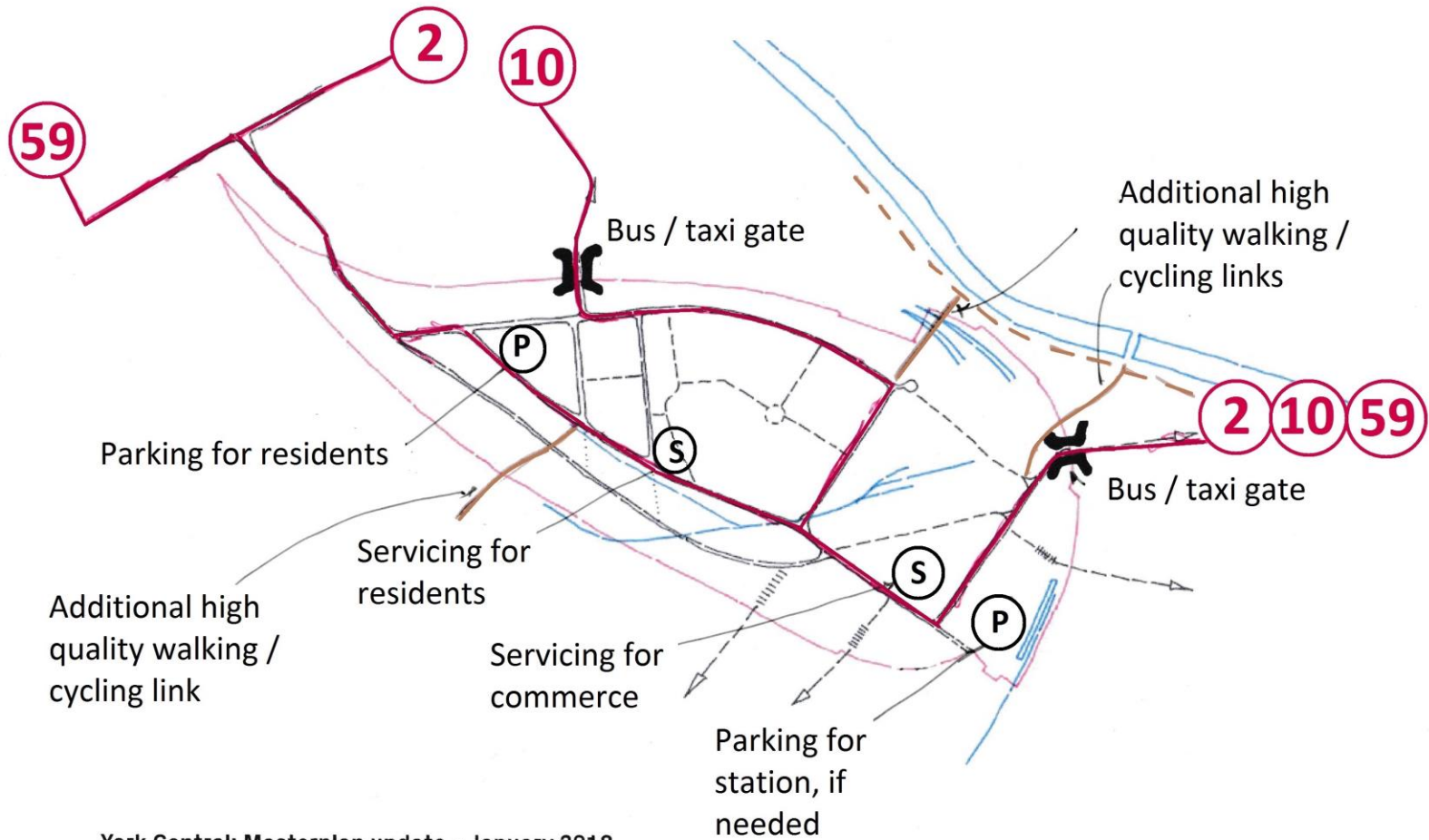
A possible application to York Central

- Freight and servicing
 - Access solely from Water End
 - Servicing points for commercial property concentrated and off road
 - Servicing points for residential property with central collection point
- Cars
 - Access solely from Water End
 - Residential properties either car-free or with limited parking on fringes
 - Commercial properties with operational space only reflecting proximity to station
 - No on-street parking
 - Station parking ideally replaced by use of Park and Ride buses; if necessary a purpose-built facility with access route separate from pedestrian areas
 - Rat run through Salisbury Terrace closed



Early sketches: sustainable transport

Early Sketches - Sustainable Transport



York Central: Masterplan update – January 2018



Workshop discussion topics (1)

- Walking and cycling: what should the networks look like? (Board 11)
 - Where should the access points be, and how do they cross the railway lines? (The Leeman Rd Tunnel and Southern Access (Boards 13, 14))
 - How can pedestrians and cyclists be separated from traffic?
 - Should we have play streets? (Routes through the Park (Board 12))
- Public transport: what should the network look like?
 - Which bus services through the site? On which roads? (Board 11)
 - Should we design for a tram service?
- Provision for other traffic
 - Should other traffic pass through the site? (Board 11)
 - If not, where should the barriers be placed?
 - And how should they operate?



Workshop discussion topics (2)

- Provision for parking
 - How much parking should be provided for residential development?
 - And how much for office development?
 - And where should the parking be located?
- Provision for servicing
 - How best can we provide for deliveries to residential and office development, and collection of waste?
 - Should we have central servicing points?
 - Can we use new technology to minimise delivery traffic?
- Provision for the station
 - Should there be bus stops and taxi ranks on the York Central side?
 - How much parking should there be for rail users, and should it be accessed through York Central?

