York Central Community Forum

Date: **Tuesday 10 July 2018**
Time: **17.00 – 20.00**
Place: **Mallard Room, National Railway Museum**

In attendance

NAME	ORGANISATION
INDEPENDENT CHAIR	
VACANT	
HOLGATE	
Cllr Cannon	Holgate Ward Councillor
Cllr Taylor	Holgate Ward Councillor
Paul Scott	Friends of Holgate Community Garden
David Finch	Friends of Leeman Park
Andy Richardson	Wilton Rise
Peter Fisher	St Pauls Square Association
Rob Askew	St Barnabas Church
Christine Johnson	St Peters Quarter
MICKLEGATE	
Cllr Hayes	Micklegate Ward Councillor (Ward Councillor substitute)
Sue Hogge	York Blind & Partially Sighted Society
WIDER CITY/ OTHER	
Philip Crowe	York Environment Forum
John Bibby	York Bus Forum
Peter Gouldsborough	Conservation Area Advisory Panel (substitute for Alison Sinclair)
Andrew Scott	York Civic Trust
Ian Williams	Chamber of Commerce/ York Property Forum
Sean Heslop	York RI
Chris Bailey	Yoirk@Large Arts & Culture
Andrew Lowson	York Business Improvement District
Lindsay Cowle	York Central Action
Dave Merrett	
Cllr D'Agorne	
YORK CENTRAL PARTNERSHIP (YCP)	
Tamsin Hart-Jones	Homes England
Tom Devine Emma Farley Charlotte Kingston	National Railway Museum
Mike Stancliffe	Network Rail
Tracey Carter (Chair)	City of York Council
David Warburton	CYC Commercial Project Manager
Katherine Atkinson	CYC Commercial Projects
Specialist advisors depending on agenda	Alistair Macdonald, Allies & Morrison Phil White, Arup Helen Graham, My York Central Tim Downs, Aberfield Jenny Wilkinson, Aberfield Richard Ball, North Yorkshire Police Designing Out Crime Officer

NOTE OF MEETING

1. Opening business

1.1 Welcome & apologies

Tracey Carter welcomed the group and introduced:

- Lindsay Cowle as the new York Central Action representative,
- Emma Farley and Charlotte Kingston from NRM, and
- Richard Ball, North Yorkshire Police Designing Out Crime Officer.

Katherine Blaker (York Central Action) and Rob Bennett (Micklegate/ South Bank Multi Academy Trust) have stood down from the forum and were thanked for their contributions to the forum to date.

A number of apologies were received:

James Pitt	Friends of West Bank Park
Steve Roberts	Poppy Road Poppy Project
Tim Kinslow	Carleton Street/ Carlisle Street
Cllr Crawshaw	Micklegate Ward Councillor
Cllr Kramm	Micklegate Ward Councillor
Hussein Syed	Chair Micklegate Neighbourhood Plan Forum
Nick Bosanquet	Former Kings Cross Camden Cllr, Professor of Health & wellbeing
Bob Towner	York Older People's Assembly
Alison Sinclair	Conservation Area Advisory Panel
Andrew McBeath	Commercial Property

1.2 Notes of last meeting 16/06/18

The notes of the last meeting were agreed as correct.

2. Western Access Update

David Warburton gave an overview of a presentation shared with Millennium Green Trust on 9 July. The latest road alignment proposal has pulled away from the Millennium Green towards the railway line, and onto Network Rail land. It does not require any Millennium Green land on a permanent basis, other than the area reserved within the lease, but does require access for construction. Line-side access will be preserved for Network Rail. Severus Bridge footway will be converted to carriageway, with a new dedicated pedestrian and cycle deck to the side of Severus Bridge to link to Poppleton Road.

The Millennium Green landscaping will include a new embankment with steps direct up the side to the new link road and an accessible path landscaped into the bank. Sections and views have been modelled to assess the impact. The Millennium Green Trust are realistic about the substantial amount of maintenance that the current 18 year old planting requires and are open to intervening with the current planting scheme.

Millennium Green Trust have seen the images of the preferred road alignment. ARUP are developing the details towards a full planning application in September. This requires agreement from Millennium Green Trust to construction access. YCP are covering Millennium Green Trust legal fees, and are working to set out an offer to secure the future of the Green as a community resource. Hoping to reach an agreement subject to contract by the end of July/ early August, and take it to CYC Exec 30 August to formalise the offer as a contract, with a detailed planning application submitted in September, and construction to commence in early 2019.

Questions:

- **PC**: One of the problems of getting from Millennium Green onto site, you need to climb embankment to the road to access the path along the spine road and into the development. Lost opportunity – why not take the path along Holgate Beck culvert, pedestrian tunnel under rail embankment?
    - **DW**: That has been discounted due to practicalities and cost. However, the trust are seeking to enhance other connections into the site.
    - **MS**: Network Rail do not favour underpasses under railways which tend to be dark, wet unattractive environments that are prone to flood risk.
- **DF**: Looks like option A1, which is welcome. The reaction of Millennium Green Trust seems to be that the land requires maintenance anyway, therefore this could be positive for Millennium Green. What will be the impact on the SINC site/ biodiversity during construction?
    - **DW**: The Millennium Green Trust will be doing their own engagement to make the community aware. Willing to work with YCP for the benefit of securing the future of Millennium Green. Surveys have identified important grassland beside the Beck. The new alignment will take little/ none of that area.
- **SH**: What is the distance from the existing Kingsland Road underpass under the east coast mainline to the proposed steps - c400 metres ?
- **PG**: What is the level difference between rail and mean Beck level? The embankment seems huge.
    - **DW**: Need 6.7m clearance to underside of bridge for rail use, so the embankment is roughly 8 to 9m. Beck to embankment approximately 10-12m. Garnet Terrace houses are approximately 5-6m in height to eaves
- **JB**: What provision is there for bus priority? What are the projected bus movements/ proportion of journeys using public transport?
    - **DW**: No specific (physical) bus priority measures are proposed at the junction. It is proposed that park and ride services will use the new route. ARUP will look at smart junction improvements - traffic light phasing as part of the mitigation work.
- **LC**: What about the impact on residents during construction at Water End and within the larger site? What is the strategy to avoid disturbance and

danger to those living in the Salisbury Terrace area? Will equipment arrive via Salisbury Terrace? York Central Action will press for a method statement/ phasing stages to minimise construction impact on local residents.
    - **DW**: As with any major construction project there will be disruption. ARUP are developing a strategy as part of preparation of the Planning application.
    - **PW**: Could access the bridge construction from both sides of the railway. Some traffic access would be from Water End. The first step would be to improve junction/ capacity on the inner ring road.
- **IW**: What is the estimated period of construction?
    - **DW**: To start March 2019 and finish within two years, so 2021.

3. Movement

Alistair Macdonald, Allies & Morrison presented the movement strategy and updates on interventions from the stage 3 engagement.

YCP Stage 4 engagement events:

- Movement workshop, Wednesday 18 June 6-8pm @ NRM
- Masterplan and governance workshop, Thursday 19 June 6-8:30pm @ NRM
- Drop-in day, 26 July 10am-4pm @ City of York Council West Offices foyer, with bookable 121 slots

Tom Devine, National Railway Museum explained the museums proposals.

NRM drop in exhibitions:

- 3-6pm on Wednesday 25 July @ main entrance of the NRM
- 10.30am to 12 noon on Saturday 28 July @ main entrance of the NRM

Questions

- **AD**: Does the traffic model not include a bus gate?
    - **PW**: Environment Statement based on ‘option 2’ with no bus gate.
- **AS**: One way system in Leeman Road tunnel has to handle flows to/from station parking within YC area. Consultation on Leeman Road tunnel did not include details of parking strategy, so option 2 was chosen without understanding traffic numbers.
    - **MS**: Parking will be provided east and west of the station - as existing.
    - **AM**: Modelling/ technical assessments are in the next part of presentation.
- **JB**: Marygate car park/ Scarborough Bridge could be considered for additional station parking.
- **DF**: Why hasn’t a bus gate been considered? How will Option 2 integrate with the new square? Critical to integrate cycle access at both sides of the station.

    - **AM**: Modelling/ technical assessments are in the next part of presentation.
- **IW**: Need deliveries to new and existing businesses. Will there be restrictions on time and weight?
    - **PM**: restrictions outside peak hours. No weight restriction. May be space restrictions on some plots.
- **JB**: Cycle/ bus connections to the station are important yet seem further away than taxi point? Need parity.
    - **AM**: Can cycle right to the station.
    - **MS**: Cycle parking will be provided to north and south adjacent to the station. Bus stops will be on public highway next to new concourse parallel to Platform 11.
    - **DW**: Back of station includes reserved land to enable Platform 12 and 13 for future Northern Powerhouse Rail and HS2. The new western station concourse will, including remodelling the current footbridge and descend to street level to access buses and taxis. Buses will stop on the street, beside the new public square to access both the railway museum and the station. The front, middle and rear of the station will work together.
- **LC**: What is the content of the outline application in terms of road structure?
    - **AM**: The movement parameter plan will fix the access/ egress, primary and secondary routes potential cycle and pedestrian connections and identified where cycle routes will be segregated. The yellow shaded areas indicate areas within which the exact placing of the route could flex. The outline application does not design the detail, but will set the position and structure of the site. A subsequent detailed application will set the design of the route within the agreed outline position, and informed by design guidance to assess the scheme.
- **MC**: Will the pedestrian routes be fixed?
    - **AM**: Principle is set by parameter plan, with aspiration to deliver connections through blocks.
- **CJ**: Why are you fixing pedestrian connection during opening hours now? Rijksmuseum has 24 hour access.
    - **TD**: Strategic outline/ functional brief for NRM is to give a world class welcome. Conceptual design work has been done but NRM cannot fund the next stage of design development in detail until there is greater certainty that York Central will progress.
- **AD**: If outline consent is granted, it would then require a legal process to stop up the highway, Access during opening hours only will face opposition at all stages.
    - **TD**: Timescales (slide) show decision January, Department for Transport would need to do their own consultation Jan/Feb 2019 on a Stopping Up order for Leeman Road, with a decision March 2019. If positive, NRM would then submit their business case to Government for investment in York.

- **KT**: 'General concept is well received' by whom?
    - **TD**: YCP's Seeking Your Views 2016 and Festival of York Central exhibition received general support for NRM plans. We are currently receiving further comments on connectivity.
- **KT**: Fairly common consensus that 2016 consultation was left wanting. MYC consultation was better, however consultation only attracts a certain type of person. Need to speak to people in the areas impacted.
    - **TD**: Following a productive meeting with Holgate Ward Councillors KT/MC, NRM are speaking to residents in the Salisbury Terrace, Leeman Road, St Peters Quarter areas, and NRM Director will this week be posting out 4500 letters to Holgate Ward inviting residents to open sessions 25/28 July with an aim to pick up residents who missed the engagement in spring. In addition NRM will be attending the movement workshop on 18 July, and YCP drop-in day on 26 July. Learning from YCCF feedback in the past, the letter was sent as a separate mailing.
- **SH**: Should knock on doors to talk to people.

Phil White, Arup presented the emerging findings from the traffic analysis, and car parking strategy.

Questions

- **CB**: What would it take to knock the strategic modelling outputs out? By 2033 we envisage more electric vehicles, rise in car ownership schemes, could take goods transhipment outside of the city, use park and ride to garage cars. All will affect car ownership and use levels. How will YC mitigate outside the area? Autonomous vehicles would change model.
    - **PW**: Have used industry standard assumptions and a conservative approach to manage the impact. Design Guide includes electric charging points. Building in flexibility to change use of multi-storey car park to another use if it is not needed in the future. CYC citywide policies will also encourage people to change behaviour.
- **MC**: Last model suggested southern access route was best, but this was discounted following local consultation and lobbying, and the western access was selected. Will there be the same level of consultation on the latest traffic model?
    - **MS**: YCP made decision in 2017 to proceed with a western access.
    - **THJ**: Workshops will share more information about mitigation, and there will be a further formal statutory consultation when the application is submitted.
    - **PW**: This modelling is more detailed than before.
    - **THJ**: Timing - feedback from engagement enabled YCP to make assumptions and specify quantums as a basis for the transport modelling. YCP need to deliver certain aspects of infrastructure within specific timescales to meet funding requirements. There will also be a further opportunity to feedback through the formal statutory

consultation. Bus gating could be implemented at a later date when we know more about the future shifts such as the impact of autonomous vehicles.

- **IW**: Will there be car club parking provision?
  - **PW**: Yes, car clubs will be encouraged within the scheme.
- **AD**: Is it proposed to replace long stay parking at the station frontage?
  - **MS**: Western parking numbers will be retained. Eastern parking numbers are independent (approximately 800 spaces on Queen Street side).
- **DM**: A meeting regarding front of station said that the short stay parking would be replaced by knocking the Europcar building down in the short term?
  - **MS**: Could form part of phasing for 1-2 years whilst front of station is constructed.

4. Table discussion: Movement

A – David
B - Mike
C – Tom
D - Tamsin

Overall approach to movement and transport

A Is the modelling based on current levels of vehicle use?
A Where is modal shift promoted? Bus gating and parking not designed to encourage this.
A Build in flexibility now for modal shift in future.
A Still feels as though hierarchy of movement isn't quite right - vehicles too high.
C In addition to western access, advocate keeping Leeman Road and tunnelling under the NRM Central Gallery - proper feasibility study required (York Environment Forum).
D Play streets are a positive addition to the masterplan.

Walking

A Doesn't feel like pedestrians are prioritised in some cases.
B Pedestrian priority not demonstrated. How has the masterplan improved the proposal for pedestrians? How can connection to city centre be improved - make pavements better east of Marble Arch?
B Pedestrian access past Museum area at night – how can we make the route from the city to Water End/ Leeman Road Island/ St Peters attractive and safe?
B Pedestrian routes need to be direct – more important than for cycle and vehicle routes.
C Permeability – balance between connectivity and crime prevention.
D Find ways of explaining pedestrian movement/ priorities better.

D Play streets and footways very positive.
D How does the masterplan work for registered blind/ pushchairs/ dogs? Seems car-centric?

Cycling (& Leeman Road Tunnel/ Marble Arch)

A Pretty well catered for.
B Cycle lane up Station Road.
C Strong support for option 2 from a cycling perspective.
C Segregation is good.
C Interaction with the city centre – option 2 is favourable.
C But how will the traffic light system work?
D Two way cycle-ways.

Vehicles

A Where is promoting modal shift?
B More electric charging points – environmental benefits of these.

Public transport

A How does tripling bus patronage from station fit?
A Park and Ride operating times are limited, it closes too early.
A Need public transport/ bus priority lanes built in from the start.
A Buses are not prioritised.
B Are bus stands on or off the highway?
B Buses need to run at suitable times for people if they are going to be used.
B Service through Leeman Road to Acomb?
B Need to minimise queuing of buses west of Leeman Road tunnel/ relocate queue clear of the new square and create a bus lane through the square. Presence of vehicle will effect weekend experience, particularly on Saturdays.
C Park and ride times of operation need extending.

Connections around the NRM

A Should start with 24 hour pedestrian access as the principle consideration.
A Close off the road to make terraces and St Peters Quarter more attractive.
A Beneficial to NRM for development.
D Agree with the principles regarding the scheme, but the NRM proposal (even the revised one) feels unsafe.
D Need to look at other world class museums e.g. Amsterdam. Proposal is 'a dark cloud' and out of kilter with the rest of the scheme.
D Need an alternative or a guarantee. Willingness to change after MRM events on 25/28 July is critical.
D Need to see genuine/ meaningful options.
D Leaflets great but need to do door knocking as well. Many people don't feel empowered or listened to.

Southern Connection

D Wilton Rise/ Chancery Rise - Friends of Holgate Community Garden group is not the sovereign group for that area. Need to look wider/ beyond, and go door knocking.

Approach to parking

B How will low parking numbers be enforced?
D Keep parking density low – YCP have listened.

Traffic modelling

D Damage limitation for impact of 2500 homes.
D Need investment in public transport to make it more desirable.
D What is the strategy for public transport, cycling and movement?

Other

A Construction impact on traffic from 2019.
A Concern over design of spine road, swooping road/ race track.
B How deal with household deliveries? Delivery/ collection points?
B Provide plenty of bin space so less bin lorry movements each week.
C Linear park is not the best use of the opportunity for environmental benefits (York Environment Forum).
D Approach to Millennium Green is good. Listen and compromise. NRM should take a similar approach with YCP.
D Provide information and visuals in accessible formats.

Future review of YCCF

D Community coverage.

5&6. Future of YCCF/ Table discussion

Attendees decided that as the future of YCCF had been introduced at the June meeting and that people could comment by email and so chose to spend more time focussing on movement.

ACTION: Further thoughts on the review of forum (strengths, weaknesses, opportunities, threats) are encouraged **by 17 August**, sent direct to katherine.atkinson@york.gov.uk **(All)**

7. Any other business

- John Bibby noted that York Bus Forum has published a discussion document on a transport Interchange at the station at www.yorkbusforum.org/busstationreport and that it will be discussed at an Open Public Meeting of York Bus Forum in West Offices at 5.30pm on Tuesday September 18th
- My York Central circulated dates of future events www.myyorkcentral.org/events and an open brief for a Hub or Exchange on York Central that was developed through a recent session

https://myyorkcentral.org/2018/07/10/an-open-brief-for-a-hub-or-exchange-on-york-central/

a) **Community-led economic development on York Central**
   6:00pm – 8:00pm Thursday 2nd August @ York Explore
b) **How viability will shape York Central**
   6:00pm – 8:00pm Wednesday 8th August @ York Explore
c) **Policy into practice on York Central**
   6:00pm – 8:00pm Thursday 16th August @ York Explore
d) **Community-led housing on York Central**
   6:00pm – 8:00pm Tuesday 21st August @ York Explore

- CYC Executive meeting on 30 August 2018 will consider Millennium Green.

8. Close of meeting

Tracey thanked everyone for their attendance and input. Ideas for the review of the forum and future agenda items were encouraged.

ACTION: Today's slides will be developed as a result of today's feedback to ensure that the material can be best understood. The slides will be used for the workshop on 18th July and made available via www.yorkcentral.info/engagement

Next meeting

TBC late September

Future agenda items YCCF (alongside MYC topics above)

Outline Planning Application
Detailed Planning Application
How will we attract business
Phasing/ impact on city during build out