

Castle Gateway

Masterplan Ideas Response



The following response has been prepared on behalf of York Cycle Campaign in response to the consultation being run by York City Council about the proposed masterplan ideas for the Castle Gateway area.

1. The Campaign welcomes that consideration has been given to cyclists at this early stage of the masterplan, with inclusion within the masterplan ideas to actively improve the provision for cyclists in the area.
2. Considerations in section 1 for the King's Staith area propose the idea *'to turn the important historic route of Castlegate in to a fully pedestrianised street'*.

The Campaign is not opposed to this idea, but asks that consideration to such restrictions on traffic do not prevent cyclists from being able to transverse that area and gain access down Coppergate from Tower Street/Bridge Street. This route being a key route for cyclists, as one of only two east-west connections currently available within the city centres, discounting the inner ring road due to its unsuitability for cyclists.

3. *T1 - 'one way bus circuit and 'access only' for general traffic to Coppergate'*.

The Campaign requests that an exemption from 'access only' would be to applied to cyclists similar to those already on Coppergate. We also request any consideration for a one way bus route includes a bi-directional segregated cycle route, space for which could be allocated from the removed lane. This route is a popular route across the southern side of the city centre and a one way street/bus street without cycle exception would be of significant disadvantage to cyclists who currently use this route or may chose to use this route in the future.

4. *T3 - 'new all movements junction at southern end of Piccadilly', and T6 – 'Changing Tower Street (including improvements to the ring road) to make it easier (and safer) to move between the Eye of York, Tower Garden's and Saint George's Field', and all junctions in the proposal area generally.*

The Campaign requests that the masterplan sets out all new junctions apply best practice for ensuring the safety of cyclists using those junctions. There are examples of such practice already in existence in York, which are cited by our members to assist in making their journeys better and give them greater confidence to make journeys by cycle. Examples include advanced stop areas, early start signals for cyclists, and cycle bypasses for cyclists turning left or travelling straight ahead. The Sustrans Design Manual Chapter 7: Junctions and Crossing gives further design advise on these types of crossings which goes above the baseline national standard and should be the aspirational design which should be considered for the area.

5. *T11 - 'Pedestrian bridges across the Foss' and T4 - 'new pedestrian and cycle bridge between Piccadilly and the Castle area'.*

The Campaign welcomes proposals to provide new crossings over the Foss, which would greatly increase the accessibility not only of the area but for those travelling into the city centre from the south and those travelling east/west. The two proposed ideas along with other ideas to connect the Foss Basin will avoid the Blue Bridge which some of our members have stated they struggle to cross owing to disability or non-traditional cycle types. The Campaign suggests that the gradient of the new path along the Foss and the any new bridges is designed to ensure accessibility for all users, as suggested in the guidelines presented on page 21 of the 'Wheels for Wellbeing Guide to Inclusive Cycling 2017'

The Campaign wishes to highlight the importance of considering suitable space allocation and segregation between cyclists/pedestrians on both bridges and connecting paths. This is due to the popularity and scenic nature of this area likely leading to high footfall, milling and photo opportunities. To avoid potential conflicts the campaign recommends clearly demarcated paths with kerb separation and contrasting surfaces. Examples of bridges in popular tourist locations that have achieved proper segregation include the Millennium Bridge in Newcastle Gateshead and the Inderhavensbro in Copenhagen.

The Campaign notes that T11 refers only to 'pedestrian' not 'pedestrian/cycle' and requests that the latter be included in the masterplan as there is no reason both cannot be accommodated.

6. Proposals under *SGF1 – St George's Field and Coach Park site.*

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Increased parking in the St. George's fields will likely lead to increased footfall of pedestrians travelling from the car parking into town via the riverside path that leads to Tower Gardens. This will lead to increased demand on space and potential conflict between pedestrians and cyclists using the area, an issue that already occurs at peak times during summer and Christmas months. The Campaign suggests that any additional car parking also includes upgrades to the riverside path to widen both cycle path and footpath, and increase the contrast of segregation with contrasting material choices.

It is noted that idea T6 would alleviate some demand for space if implemented and T4/T11 would provide an alternative route for cyclists. However due to the scenic nature of the riverside it is highly likely that both cyclists and pedestrians would to some extent choose this route over convenience, especially those from outside of the city.

7. T2 - *'improved public realm with larger pavements and public square around SPARK:YORK, reinforced crossing points and on-street parking with bus stops and landscaping'*.

The Campaign requests that provision for cycling is also considered within the public realm improvements and suggests a fully segregated cycle lanes for which the width of Piccadilly would easily accommodate without loss to other modal forms. This would serve to create an enhanced link up to Stonebow/Coppergate which would be of significant benefit for cyclists travelling to/from Fishergate and even from a joined up route created by T11 & T4. The incorporation of such facilities will also help to further the improvement of the area's public-realm making it a friendlier and more welcoming place which will benefit businesses in the area.

The Campaign also requests that high levels of cycle parking are included as part of the street redevelopments, as existing parking at the top of Piccadilly is already often at capacity at peak times. Provision of high levels of parking will also benefit existing/new businesses in the area in providing facilities for potential customers, research has shown there are clear benefits for businesses in having cycling parking facilities located near by (DfT 'Value of Cycling' 2016).

The Campaign would like to give it a thanks for the opportunity to give feedback in the masterplan ideas, and would welcome any further correspondence or feedback on its comments which can be addressed to yorkcyclecampaign@gmail.com.