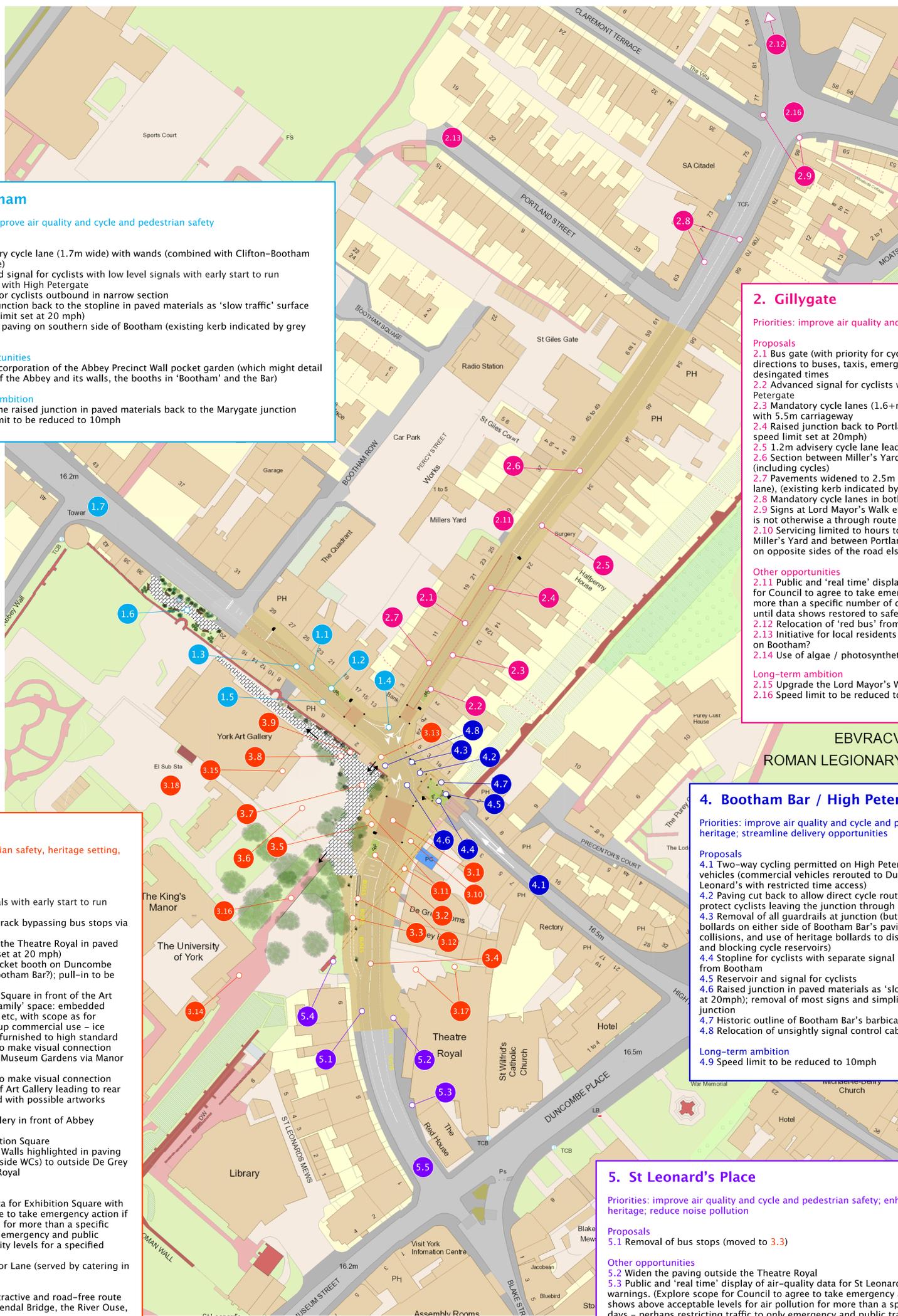


Design Scheme by York Civic Trust & Partners for the Bootham / Gillygate / Exhibition Square Junction



1. Bootham

Priorities: improve air quality and cycle and pedestrian safety

Proposals

- 1.1 Mandatory cycle lane (1.7m wide) with wands (combined with Clifton-Bootham cycle scheme)
- 1.2 Advanced signal for cyclists with low level signals with early start to run concurrently with High Petergate
- 1.3 Priority for cyclists outbound in narrow section
- 1.4 Raised junction back to the stopline in paved materials as 'slow traffic' surface (with speed limit set at 20 mph)
- 1.5 Widened paving on southern side of Bootham (existing kerb indicated by grey dashed line)

Other opportunities

- 1.6 Better incorporation of the Abbey Precinct Wall pocket garden (which might detail the history of the Abbey and its walls, the booths in 'Bootham' and the Bar)

Long-term ambition

- 1.7 Extend the raised junction in paved materials back to the Marygate junction
- 1.8 Speed limit to be reduced to 10mph

2. Gillygate

Priorities: improve air quality and cycle and pedestrian safety

Proposals

- 2.1 Bus gate (with priority for cyclists outbound in the narrow section), restricting access in both directions to buses, taxis, emergency vehicles and cycles for 24h per day, but with access for servicing at designated times
- 2.2 Advanced signal for cyclists with low level signals with early start to run concurrently with High Petergate
- 2.3 Mandatory cycle lanes (1.6+m wide at bus-gate section and two lanes north of Portland St junction) with 5.5m carriageway
- 2.4 Raised junction back to Portland Street to be paved in materials as 'slow traffic' surface measure (with speed limit set at 20mph)
- 2.5 1.2m advisory cycle lane leading to stopline between Miller's Yard and Portland Street
- 2.6 Section between Miller's Yard and Portland Street to be shared between all permitted vehicles (including cycles)
- 2.7 Pavements widened to 2.5m throughout (potentially with narrowing alongside the advisory cycle lane), (existing kerb indicated by grey dashed line)
- 2.8 Mandatory cycle lanes in both directions between Portland Street and Lord Mayor's Walk
- 2.9 Signs at Lord Mayor's Walk entrance making it clear that entry is permitted only for access and that it is not otherwise a through route
- 2.10 Servicing limited to hours to be agreed, with a permanent loading ban in the narrow section to Miller's Yard and between Portland Street and Lord Mayor's Walk, and loading bays marked alternatively on opposite sides of the road elsewhere

Other opportunities

- 2.11 Public and 'real time' display of air-quality data for Gillygate with health warnings. (Explore scope for Council to agree to take emergency action if data shows above acceptable levels for air pollution for more than a specific number of days - perhaps restricting traffic to only emergency and public transport until data shows restored to safe air-quality levels for a specified number of consecutive days?)
- 2.12 Relocation of 'red bus' from Exhibition Sq to Union Terrace Coach Park
- 2.13 Initiative for local residents of Portland St (Gillygate?) to use Bootham School's access route and exit on Bootham?
- 2.14 Use of algae / photosynthetic systems to absorb air pollution

Long-term ambition

- 2.15 Upgrade the Lord Mayor's Walk junction
- 2.16 Speed limit to be reduced to 10mph

3. Exhibition Square

Priorities: improve air quality and cycle and pedestrian safety, heritage setting, placemaking and identity

Proposals

- 3.1 15m wide crossing
- 3.2 Advanced signal for cyclists with low level signals with early start to run concurrently with High Petergate
- 3.3 Reduced area for up to three buses, with cycle track bypassing bus stops via shared paving use (as used at University Road)
- 3.4 Raised junction back to stopline and beyond to the Theatre Royal in paved materials as 'slow traffic' surface (with speed limit set at 20 mph)
- 3.5 Removal of 'red bus' (potentially offset with a ticket booth on Duncombe Place to connect with the NRM's rail trolley, or in Bootham Bar?); pull-in to be repaved as public realm
- 3.6 Removal of fountain and repaving of Exhibition Square in front of the Art Gallery - gallery-side area to be used as flexible, 'family' space: embedded fountain jets, cafe, art classes / performance space etc, with scope as for sculptural exhibitions; roadside area (3.5) for pop-up commercial use - ice creams, ticket vendors etc. Both areas to be lit and furnished to high standard
- 3.7 Use of new paved 'avenue', uplights and trees to make visual connection between historic Abbey arch and St Mary's Abbey / Museum Gardens via Manor Lane
- 3.8 Use of new paved 'avenue', uplights and trees to make visual connection between Exhibition Square and path to north side of Art Gallery leading to rear access to Museum Gardens; with scope to enhanced with possible artworks exhibited on Abbey Precinct Walls
- 3.9 Etty statue repositioned to north side of Art Gallery in front of Abbey Precinct wall
- 3.10 Paving widened on Bootham Bar side of Exhibition Square
- 3.11 Route of former City Walls and Abbey Precinct Walls highlighted in paving
- 3.12 Relocate taxi rank from Exhibition Square (outside WCs) to outside De Grey Rooms - or, if sufficient room, outside the Theatre Royal

Other opportunities

- 3.13 Public and 'real time' display of air-quality data for Exhibition Square with health warnings. (Explore scope for Council to agree to take emergency action if data shows above acceptable levels for air pollution for more than a specific number of days - perhaps restricting traffic to only emergency and public transport until data shows restored to safe air-quality levels for a specified number of consecutive days?)
- 3.14 Al Fresco daytime / evening dining along Manor Lane (served by catering in King's Manor?)
- 3.15 Cleaning of Art Gallery's facade
- 3.16 Greater promotion of the Manor Lane as an attractive and road-free route between Exhibition Square, the Museum Gardens, Lendal Bridge, the River Ouse, and the pedestrianised city centre
- 3.17 Incorporate the Theatre Royal's pocket and memorial gardens into the scheme; to be lit and furnished to high standard; opportunities for outdoor free performances ('Mystery Playlets', musical recitals etc) and sculptural artwork

Long-term ambition

- 3.18 University of York to be persuaded to give up all or significant use of car parking behind the King's Manor for a better and environmentally-friendlier use
- 3.19 Speed limit to be reduced to 10mph

4. Bootham Bar / High Petergate / Duncombe Place

Priorities: improve air quality and cycle and pedestrian safety; enhance and protect heritage; streamline delivery opportunities

Proposals

- 4.1 Two-way cycling permitted on High Petergate. The street otherwise closed to vehicles (commercial vehicles rerouted to Duncombe Place via Museum St / St Leonard's with restricted time access)
- 4.2 Paving cut back to allow direct cycle route through Bootham Bar and better protect cyclists leaving the junction through Bootham Bar
- 4.3 Removal of all guardrails at junction (but partially replaced with heritage bollards on either side of Bootham Bar's paving to prevent cyclist / pedestrian collisions, and use of heritage bollards to discourage delivery vehicles parking in and blocking cycle reservoirs)
- 4.4 Stopline for cyclists with separate signal head, to run concurrently with cyclists from Bootham
- 4.5 Reservoir and signal for cyclists
- 4.6 Raised junction in paved materials as 'slow traffic' surface (with speed limit set at 20mph); removal of most signs and simplifying those that are needed for the junction
- 4.7 Historic outline of Bootham Bar's barbacan in the paving
- 4.8 Relocation of unsightly signal control cabinets

Long-term ambition

- 4.9 Speed limit to be reduced to 10mph

5. St Leonard's Place

Priorities: improve air quality and cycle and pedestrian safety; enhance and protect heritage; reduce noise pollution

Proposals

- 5.1 Removal of bus stops (moved to 3.3)

Other opportunities

- 5.2 Widen the paving outside the Theatre Royal
- 5.3 Public and 'real time' display of air-quality data for St Leonard's with health warnings. (Explore scope for Council to agree to take emergency action if data shows above acceptable levels for air pollution for more than a specific number of days - perhaps restricting traffic to only emergency and public transport until data shows restored to safe air-quality levels for a specified number of consecutive days?)
- 5.4 Improved interpretation of Roman Wall in the car park of St Leonard's flats (indicating that the wall's course is shown in paving)

Long-term ambition

- 5.5 Extend the raised junction in paved materials back to the Museum St junction
- 5.6 Speed limit to be reduced to 10mph