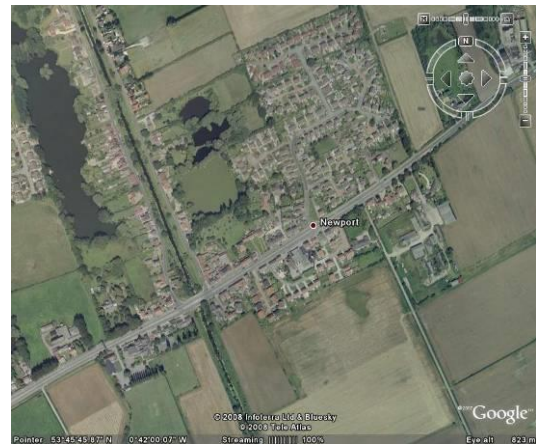


Gilberdyke and Newport *Great Designing* *Workshop*

Tuesday 28th October

Feedback Summary Report



Urbananalysis

Introduction

This report is a summary account of the '*Great Designing Workshop*' held at Gilberdyke Methodist Church Hall on the evening of 28th October 2008.

Participants were asked to reflect on the '*Problems*' currently facing Gilberdyke and Newport and to then identify their '*Aspirations*' for the future of the settlements.

These initial sessions were followed by short presentations on '*Design & Planning in the Community*' and '*Current Thinking in the Design of Streets*'. A final workshop asked participants to review '*What Should Happen Next – Priorities & Realities*'.

A key focus of the workshop deliberations was a wider understanding of the issues surrounding the B1230 road.

The following outlines are verbatim accounts of the findings of two workshop groups and the final section of the report represents a collective summary of what all the participants think should happen next.

Group A

Problems/Issues

- Old trunk road (B1230) – heavy and speeding traffic, especially when the M62 is closed as it is the only alternative route – physically segregates the communities of Gilberdyke and Newport – unattractive, including two 'redundant' pedestrian bridges.
- Junction 38 - B1230 with M62 – dangerous.
- Lack of clear 'identity' of both communities – no 'community centre'.
- Poor local services/facilities but oversubscribed primary school.
- Lack of overall 'masterplan' for both communities – led to 'piecemeal' development.
- Limited connections from railway station and lack of bus/rail links.
- Access to industrial area in Gilberdyke through residential areas.
- Possible increased flood risk.

Aspirations

- Create a 'green corridor'/'boulevard' along the B1230 – rename Walling Fen Way' – remove the dual carriageway sections – plant up the 'central reservation' – two-way traffic on the old south carriageway – pedestrians/cyclists/horses on the north carriageway.
- Reconfigure Junction 38 as a roundabout over the M62.
- Develop strong village centres with shops and other facilities including playing fields.
- Clear 'gateway' features on entering each village.
- Improve the railway station and rail/bus connections to surrounding towns/cities.
- A 'waterbus' service.
- Improved footpath, cycleway, bridlepath and 'greenlane' connections to surrounding towns/villages.
- Separate industrial access road in Gilberdyke.
- Better quality design of new developments and infill/extensions.
- More trees and woodland both within and outside the villages.
- Improved drainage systems (sustainable drainage).
- All the villages, including North Cave, to celebrate their common heritage while recognising their separate identities.
- Consider a joint or two separate contextual 'Design Statements' for the two villages – to identify or create distinct characters – perhaps based on a 'water landscape' heritage.

Group B

Problems/Issues

- The aesthetic appearance and general image of the two places suggests local and agency led-apathy.
- What built heritage there has been is disappearing.
- There is a loss of a sense of community, no heart to the settlements or feelings of connectivity to place.
- There is a lack of provision and facilities for young people.
- A lack of modern amenities, not least for an ageing population.
- It is good to have local industry but it is in the wrong location and thus causes access problems. There is a lack of higher value industry/employment and modern infrastructure.
- There are not enough good quality footpaths, bridleways and cycle paths linking the two settlements.
- Too many HGV's passing through the villages.
- Speeding is a problem and speed limits are confusing and inconsistent.
- Road crossings and dodgy road junctions are unsafe.
- There is no sense of ownership of the B1230 on behalf of the local communities.
- The B1230 causes an us/them, north/south divide and segregation.
- The road is a place to be avoided.
- The road has strange, incoherent road markings and little or no greenery.

Aspirations

- There needs to be more local and devolved decision making and residents must be able to clearly see the benefits of this in the future.
- Create village centres with good quality public realms, community buildings and community services.
- Aim to help young people to be engaged and busy.
- Foster more opportunities for people to live, work and play locally.
- Have more colour, planting, greenery and better co-ordinated signage.
- Enter 'Village in Bloom'
- Have slower, more consistent speed limits on the B1230 e.g. 40 mph, but 20 outside schools.
- HGV Tolls
- Remove confusing signs and have better, clearer signage.
- Reduce road to a single carriageway.
- More planting and greenery on verges and remove the central reservation.
- Consider having roadside artworks.

The Next Steps

- Draw up a 5/10 year Action Plan/Vision Statement focussing on creating the new Walling Fen Way.
- Engage with key stakeholders such as the Highways Agency, Highways Dept. of East Riding Council, Howdenshire Forward, the Parish Councils through the existing Joint Working Group.
- Set clear 'milestones' – short-term 'quick wins' and medium/long term 'transformational' projects.
- Consider a 'transformational' event to launch the Vision/Plan.

Dr Lindsay Smales & Tony Ray

Urban*analysis*

16 Park Road
Todmorden
OL14 5NJ

Tel: 01706 814393
Mobile: 07771543678
Lindsay@urbananalysis.co.uk