

**Notice of meeting of
Decision Session - Cabinet Member for Transport, Planning &
Sustainability**

To: Councillor Merrett (Cabinet Member)

Date: Thursday, 2 August 2012

Time: 4.30 pm

Venue: The Guildhall, York

AGENDA

Notice to Members – Calling In

Members are reminded that, should they wish to call in any item on this agenda, notice must be given to Democracy Support Group by:

4.00pm on Monday 6th August 2012 if an item is called in *after* a decision has been taken.

Items called in will be considered by the Corporate and Scrutiny Management Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by 5.00pm on Tuesday 31st July 2012.

1. Declarations of Interest

At this point, the Cabinet Member is asked to declare any personal or prejudicial interests he may have in the business on this agenda, or disclose any pecuniary interests.

- 2. Minutes** (Pages 3 - 6)
To approve and sign the minutes of the meeting held on 21st May 2012.

3. Public Participation - Decision Session

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **5:00pm on Wednesday 1st August 2012.**

Members of the public may speak on:

- An item on the agenda,
- an issue within the Cabinet Member's remit,
- an item that has been published on the Information Log for the current session. Information reports are listed at the end of the agenda.

Please note that no items have been published on the Information Log since the last Decision Session.

4. Petition concerning a Bench, Previously Located at the Stockton Lane/Hempland Lane Junction. (Pages 7 - 22)

This report is in response to a petition from residents requesting that a bench be returned to its original location at the junction of Stockton Lane and Hempland Lane. It examines the background issues leading up to the removal of the bench and the views of the local community.

5. Petition for the Installation of Gates on the Alleyway between Bishopthorpe Road and Nunmill Street. (Pages 23 - 52)

This report presents a petition submitted by residents of Bishopthorpe Road, requesting the installation of gates on the alleyway between Bishopthorpe Road and Nunmill Street.

6. University Related Parking in Residential Areas - Follow Up Report. (Pages 53 - 84)

The purpose of this report is to update the Cabinet Member on the trial parking arrangements in the Badger Hill area. These were introduced at the start of the year to alleviate parking problems associated with ongoing development at the University of York's Heslington East Campus.

7. Petition concerning proposed University Road/Field Lane Highway Improvement Scheme. (Pages 85 - 108)

In response to a petition from residents, requesting the scrapping the proposed highway improvements to Field Lane and University Road, Heslington, this report examines the background issues and evaluates the requested actions.

8. A59 Phase 1 Bus Priorities Consultation. (Pages 109 - 132)

This report provides details of the consultation exercise carried out for the highway works forming Phase 1 of the A59 bus corridor scheme (from Plantation Drive to Carr Lane) as shown in its wider context in the plan attached as Annex 1. The report also updates the Cabinet Member on the changes which have been made to address issues identified during consultation and the outline design period.

9. Urgent Business

Any other business which the Chair considers urgent under the Local Government Act 1972.

Democracy Officer:

Name: Laura Bootland

Contact Details:

- Telephone – (01904) 552062
- Email – laura.bootland@york.gov.uk

For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting:

- Registering to speak
- Written Representations
- Business of the meeting
- Any special arrangements
- Copies of reports

Contact details are set out above

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If you would, you will need to:

- register by contacting the Democracy Officer (whose name and contact details can be found on the agenda for the meeting) **no later than 5.00 pm** on the last working day before the meeting;
- ensure that what you want to say speak relates to an item of business on the agenda or an issue which the committee has power to consider (speak to the Democracy Officer for advice on this);
- find out about the rules for public speaking from the Democracy Officer.

A leaflet on public participation is available on the Council's website or from Democratic Services by telephoning York (01904) 551088

Further information about what's being discussed at this meeting

All the reports which Members will be considering are available for viewing online on the Council's website. Alternatively, copies of individual reports or the full agenda are available from Democratic Services. Contact the Democracy Officer whose name and contact details are given on the agenda for the meeting. **Please note a small charge may be made for full copies of the agenda requested to cover administration costs.**

Access Arrangements

We will make every effort to make the meeting accessible to you. The meeting will usually be held in a wheelchair accessible venue with an induction hearing loop. We can provide the agenda or reports in large print, electronically (computer disk or by email), in Braille or on audio tape. Some formats will take longer than others so please give as much notice as possible (at least 48 hours for Braille or audio tape).

If you have any further access requirements such as parking close-by or a sign language interpreter then please let us know. Contact the Democracy Officer whose name and contact details are given on the order of business for the meeting.

Every effort will also be made to make information available in another language, either by providing translated information or an

interpreter providing sufficient advance notice is given. Telephone York (01904) 551550 for this service.

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Holding the Cabinet to Account

The majority of councillors are not appointed to the Cabinet (39 out of 47). Any 3 non-Cabinet councillors can 'call-in' an item of business following a Cabinet meeting or publication of a Cabinet Member decision. A specially convened Corporate and Scrutiny Management Committee (CSMC) will then make its recommendations to the next scheduled Cabinet meeting, where a final decision on the 'called-in' business will be made.

Scrutiny Committees

The purpose of all scrutiny and ad-hoc scrutiny committees appointed by the Council is to:

- Monitor the performance and effectiveness of services;
- Review existing policies and assist in the development of new ones, as necessary; and
- Monitor best value continuous service improvement plans

Who Gets Agenda and Reports for our Meetings?

- Councillors get copies of all agenda and reports for the committees to which they are appointed by the Council;
- Relevant Council Officers get copies of relevant agenda and reports for the committees which they report to;
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City of York Council

Committee Minutes

MEETING	DECISION SESSION - CABINET MEMBER FOR TRANSPORT, PLANNING & SUSTAINABILITY
DATE	21 MAY 2012
PRESENT	COUNCILLOR MERRETT (CABINET MEMBER)

52. DECLARATIONS OF INTEREST

At this point in the meeting the Cabinet Member was asked to declare any personal or prejudicial interests that he might have had in the business on the agenda.

The Cabinet Member declared personal non prejudicial interests in Agenda Items 4(20 mph Speed Limit Policy Approach) and 5 (Strategic Cycle Route Prioritisation) as an Honorary Member of the Cyclists' Touring Club and as a Member of York Cycle Campaign.

No other interests were declared.

53. MINUTES

RESOLVED: That the minutes of the last meeting held on 12 April 2012 be approved and signed by the Cabinet Member as a correct record.

54. PUBLIC PARTICIPATION - DECISION SESSION

It was reported that there had been no registrations to speak under the Council's Public Participation Scheme.

55. 20MPH SPEED LIMIT POLICY APPROACH.

The Cabinet Member for City Strategy considered a report which asked him to agree to a policy approach for 20mph speed limits, a provisional city wide programme of 20mph speed limits on residential roads, and note the progress made on two pilot schemes.

RESOLVED: That a policy approach to delivering 20mph speed limits across the city be agreed.

Reason: To provide a consistent and transparent approach to implementation.

RESOLVED: That the provisional programme for roll out and therefore the response to the petitions in relation to implementation be agreed.

Reason: So that residents can be made aware of the order of delivery and enable the petitions to be considered as part of a wider area rather than new or extensions to an existing scheme.

RESOLVED: That larger villages be included in the roll out but that implementation in the smaller villages be delayed until further into the process.

Reason: To enable evidence to determine whether a signed only limit or another traffic management approach is most appropriate in the small villages.

RESOLVED: That the progress on the South Bank scheme be noted and that the trial in Murton Village be put on hold until additional funding can be identified.

Reason: To enable the programme to trial affordable additional speed reduction measures that would be replicable across the city and that also work to reduce average speeds close to 20mph.

56. STRATEGIC CYCLE ROUTE PRIORITISATION.

The Cabinet Member considered a report which presented him with a draft revised strategic cycling network and prioritised list of strategic cycle schemes for consideration and adoption by the Council.

Officers informed the Cabinet Member of the omission of the James Street Link Road Phase 2 cycle scheme from the original Annex B, to their report. This was subsequently attached to the original agenda, which was republished after the meeting.

RESOLVED: That Option B, to adopt a more up to date and evidence-based network and scheme prioritisation method with future schemes better prioritised against set criteria, be approved.

REASON: To help achieve an effective future cycling network, to ensure future developments take into account and contribute towards it, and to shape future Transport Capital Programmes.

57. HOW TO BETTER PROMOTE SUSTAINABLE DEVELOPMENT IN YORK.

The Cabinet Member received a report which asked him to agree to specific actions to promote higher standards of sustainable development through the planning system across the City, following the publication of the National Planning Policy Framework.

RESOLVED: That Option 2, to undertake specific targeted actions as set out in the Officer's report be agreed.

REASON: To improve the chances of delivering the City's aspirations in relation to sustainable development.

Councillor D Merrett, Cabinet Member
[The meeting started at 4.30 pm and finished at 4.32 pm].

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**Decision Session (Public) –
Cabinet Member for Transport, Planning and
Sustainability**

2 August 2012

Report of the Director of City and Environmental Services

**Petition concerning the bench previously located at the Stockton
Lane/ Hempland Lane junction**

Summary

1. In response to a petition from residents requesting that a bench be returned to its original location at the junction of Stockton Lane and Hempland Lane, this report examines the background issues leading up to the removal of the bench and the views of the local community. The report concludes that the bench could be installed at an alternative position at the junction to alleviate any road safety issues. However, as this would not address other concerns expressed by nearby residents, it may be preferable to consider an alternative location for the bench away from residential properties.

Recommendations

2. That the Cabinet Member note the contents of the petition, and give in principle approval to relocate the bench to an alternative site, subject to further feasibility work and consultation.

Reason: For the benefit of the local community.

Background

3. Last year, it was proposed to slightly reposition a bench to accommodate a widened footway adjacent to a new zebra crossing as shown on the location plan **Annex A**. However, in response to reports from a local resident, that the bench was acting as a catalyst for noise, litter and vandalism by those congregating in the area, it was removed pending further investigation.

4. No records could be found of how long the bench had been there or who originally installed it, but it is visible in the 2002 aerial photographs. There had been no observations or reports of the bench being particularly well used, nor is the area scenic, so it was believed that it would not be missed. Attempts were made to find a better location for it, but there is no suitable alternative close by and away from residential properties. It has therefore remained in storage.
5. A petition from residents was presented to a meeting of the Full Council on 29 March 2012 by Councillor Boyce. The petition was signed by 40 people and the front page is provided as **Annex B**. The petition asks the Council to replace the bench that was removed during the road works for the new zebra crossing.
6. Following the receipt of the petition the local police were contacted but have no records of any complaints made about anti-social behaviour in the vicinity of the bench.

Consultation

Member Views

7. The bench was located in Heworth Without Ward but close to the boundary with Heworth Ward which is shown in **Annex A**. Therefore, officers consulted with Ward Councillors Ayre, Boyce, Funnell and Potter, plus Councillors Merrett, Healey, Reid and D'Agorne, on the proposals. Their responses are summarised below.

Ward Member Views

8. Cllr. Ayre – asked for his comments to be included in full as follows:

“At the time of the bench being removed, I had received numerous comments from residents of properties in the surrounding area about anti-social behaviour, litter etc. I asked that any decision to resite the bench not be done without prior consultation with local residents. Agreement was reached with officers that 20 homes that would be directly affected by anti-social behaviour in the area would

be consulted. It is disappointing that at the behest of the Cabinet Member this was reduced to only 6. I see no benefit to this reduction unless the Cabinet Member merely wanted to reduce the level of discussion because his mind was already made up.

Of the petitioners 13 come from Field Court, and others from considerable distances (4 x Oakland Ave, 3 x Forest Way, 2 x Whernside Ave, 1 x Tang Hall Lane, 1 x Ennerdale Avenue, 1 x Cornborough Avenue). This is reflective of a petition that was collected primarily at two sites, Field Court and Christ Church. While this does not mean such information should be discarded it should equally be treated with caution and is not necessarily representative of a widespread desire for the bench's retention.

The bench is of undoubted benefit to elderly residents in the vicinity and also for parents who pick up and drop off children at the local primary school. This does need to be weighed against the views of local residents and the likelihood of any anti-social behaviour. I would hope an agreement can be reached that prioritises the needs of all residents. Certainly if there is support in the immediate vicinity from some properties and concern from others it would seem prudent, if the Cabinet Member is minded to resite the bench, that it is located as far away from concerned residents and closer to those that are not.”

Officer comments

Annex C has been provided to show the approximate location of those who have signed the petition.

Adjacent Ward Member Views

9. Cllr. Boyce – strongly supports the reinstatement of the bench. The petition was presented by local residents, many of them elderly who very much miss the bench. The Councillor is not aware of any anti-social behaviour at this location and understands that the Police have no records either, suspecting that the fear of this behaviour occurring is a greater issue than the reality. Cllr. Boyce has also been contacted by a nearby resident who would like the bench reinstated, and overall concludes that the benefit to the local community outweighs any evidence of anti-social behaviour.
10. Cllr. Funnell – strongly supports the bench being returned to its original position, as it is much missed by local residents and the

Councillor has not received any complaints about noise, litter or vandalism at this location.

11. Cllr. Potter – supports the reinstatement of the bench as it was very popular with elderly residents in Heworth ward who benefited from a convenient place to rest on their way to visit friends and other journeys. The Older People’s Assembly has requested an increase in the number of benches so its reinstatement would be in line with this. Cllr. Potter is unaware of any negative reports relating to the bench or any anti-social behaviour in that area.

Other Member Views

12. Cllr. D Merrett – no comments received.
13. Cllr. P Healey – no comments received.
14. Cllr. A Reid – no comments received.
15. Cllr. A D’Agorne – suggested an alternative location for the bench in Fishergate Ward.

Police Views

16. North Yorkshire Police’s Architectural Liaison Officer recognises that removing public seating removes the opportunity for social interaction. However, there is a responsibility to protect the amenity of residents and consider crime and disorder. As the lives of some people are seriously blighted as a result of anti-social behaviour. However, if there is no real evidence to show that anti-social behaviour was a problem in the past then the bench should be reinstated.

Resident Views

17. The six residents who lived closest to the site of the bench received correspondence asking for their views on its possible reinstatement, and seven responses were received from five households. A further five responses were received from households outside the distribution area. One resident had no recollection of any disturbance, damage or negative impact from the bench being there. From their observations, the main users of

the bench were parents waiting for children on their way back from school. They would be happy to see the bench returned. However, the other residents did not support the reinstatement of the bench and raised a number of concerns, which are summarised below.

18. Five residents commented on road safety issues as follows. A group of people around the bench could reduce visibility for drivers turning in and out of Hempland Lane. A similar concern was also raised where residents enter or exit their properties on Hempland Lane, and any street furniture is in their line of sight. If there are pedestrians in the general vicinity of the zebra crossing this could provide a visual distraction, mask pedestrians waiting to cross or give a misleading message to drivers over pedestrians intentions. This is of particular concern as it is on a well used route to Hempland Primary School, and children do not have the road sense to anticipate driver's reactions. In addition, two residents believed that the junction would be a dangerous place to sit, recalling a recent incident where a vehicle mounted the footway in the vicinity of the bench, and another at the crossroads which resulted in an ambulance being called.

Officer comments

It is possible that large groups around the bench could reduce visibility for drivers at this location. In addition, it is considered that drivers either not seeing pedestrians waiting to cross, or being unsure of pedestrians intentions, is a significant cause for concern. Positioning the bench at location 'C' shown on **Annex A** would help alleviate these issues. In response to concerns about general road safety at the junction, accident records show two injury accidents recorded at the crossroads in the three years prior to the introduction of the zebra crossing, and none since. However, there is no data currently available for 2012 so recent incidents (resulting in injury and reported to the Police) would not show. This is not considered to be a particularly poor road safety record, but will continue to be monitored.

19. Seven residents from six properties quoted negative experiences about the bench. The main problems expressed involved either large groups of teenagers (upwards of a dozen cited) on summer nights and weekends, and pedestrians in the early hours believed to be drunk on their way home from a night out. Incidents included:

- Litter on the verge and thrown into gardens.
 - Noise, swearing and verbal abuse aimed at residents.
 - Playing chicken with the traffic, misuse of bikes, skateboards, footballs and motor scooters in the vicinity.
 - Vandalism of street furniture.
 - A roof tile broken by a projectile, two car windows smashed by bricks and hubcaps stolen.
 - Suspected under age drinking.
20. Subsequent to hearing about the experiences of those living close to the bench, a resident's meeting was held at Field Court, and the tenants have expressed a wish to retract the 13 signatures collected from these properties.
21. Most of the residents living close by considered that the bench was rarely used during the day, and felt that there was little reason to sit there as there is no view. It was also commented that being at a crossroads, vehicle emissions would be higher. Respondents considered that there are alternative locations with higher demand where the bench would be more useful. These included Monk Stray (suggested by the signatories at Field Court), Burnholme allotments, near local shops / amenities (such as at the Heworth Road / East Parade junction), or near one of the bus stops on Stockton Lane or Hempland Lane.

Officer comments

There are already benches at some of the suggested locations such as outside the Church on East Parade. There are few wide sections of footway or verges on Stockton Lane itself with the exception of the Ashley Park Road junction which is some distance away and already has a bench. The nearest location with a wide verge is on Hempland Lane near the junction of Hempland Drive (also a bus stop), which may be beneficial to some of those who signed the petition, but would still be outside residential properties, with the potential for similar problems to arise. There is a lot more scope to site a bench in open spaces such as Monk Stray or Burnholme allotments, however further feasibility work and consultation would be needed to identify a preferred location.

22. One resident was concerned about the visual impact of having the zebra crossing, refuge island, associated road signs, salt bin, electrical junction box and the bench all in one location.

23. Two residents queried the numbers consulted on the possible reinstatement of the bench as not being representative of the number of residents who could potentially be affected. An additional two residents expressed concern over not being included in the consultation.

Officer comments

There are only a limited number of residents who would be directly affected by the re-introduction of the bench and these have been consulted. However, comments from residents outside this immediate area have also been included for consideration in this report.

Options

24. The Cabinet Member has two basic options to consider:

Option One – request that Officers reinstate the bench at the junction, which should be positioned at location ‘C’ as shown on **Annex A** to overcome safety concerns;

Option Two - request that Officers relocate the bench to one of the other suggested locations, subject to further feasibility work and local consultation;

Option Three – note the contents of the report, but take no further action on reinstating or relocating the bench.

Analysis of Options

25. The bench was removed with a view to investigating the extent of anti-social behaviour and establishing the level of legitimate use of the bench. The petition suggests that the bench is missed but the consultation has demonstrated strong opposition to the reinstatement of the bench. Option one to relocate the bench to a slightly different position would satisfy petitioners and alleviate road safety issues, but is unlikely to address residents concerns of the nuisance factor. On balance, option two is considered to offer the best way forward for finding a long term solution acceptable to both the petitioners and nearby residents. Option three to take no further

action is not considered to meet the needs of the local community and is not recommended.

Council Plan Priorities

The only potential implication for the priorities in the Council Plan is:

26. Build strong communities – There could be benefits for the community of having a central point to meet or rest, but likewise there could also be a negative impact on residents if the bench is reinstated and anti-social behaviour is experienced as a result.

Implications

27. This report has the following implications:
 - **Financial** – Reinstalling the bench would carry a minimal cost which could be met from the Transport Capital Programme. In addition, further feasibility work would incur staff fees.
 - **Human Resources** – None.
 - **Equalities** – As it is likely that those who would most benefit from a place to rest in a public area have reduced mobility, the reinstatement of the bench could be viewed positively.
 - **Legal** – None.
 - **Crime and Disorder** – There is the possibility of complaints of anti-social behaviour being made if the bench is reinstated.
 - **Information Technology** - None.
 - **Land** – None.
 - **Other** – None.

Risk Management

28. In compliance with the Council's risk management strategy, the only risk associated with the recommendations in this report is considered to be to organisation / reputation as there is a risk of criticism from nearby residents if the suggestion in the petition is taken forward, counterbalanced by the risk of criticism if the request in the petition is rejected.
29. Measured in terms of impact and likelihood, the risk score has been assessed at less than 6 (see table below). This means that at this point the risks need only to be monitored as they do not provide a significant threat to the achievement of the objectives of this report.

Risk Category	Impact	Likelihood	Score
Organisation/Reputation	Insignificant	Unlikely	3

Contact Details:

Author:

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 Tel: 01904 553463

Chief Officer Responsible for the Report:

Richard Wood
 Assistant Director, Strategic Planning &
 Transport

Report
 Approved

Date 2/ 8 /12

Wards Affected: Heworth Without and Heworth

All

For further information please contact the author of this report.

Background Papers:

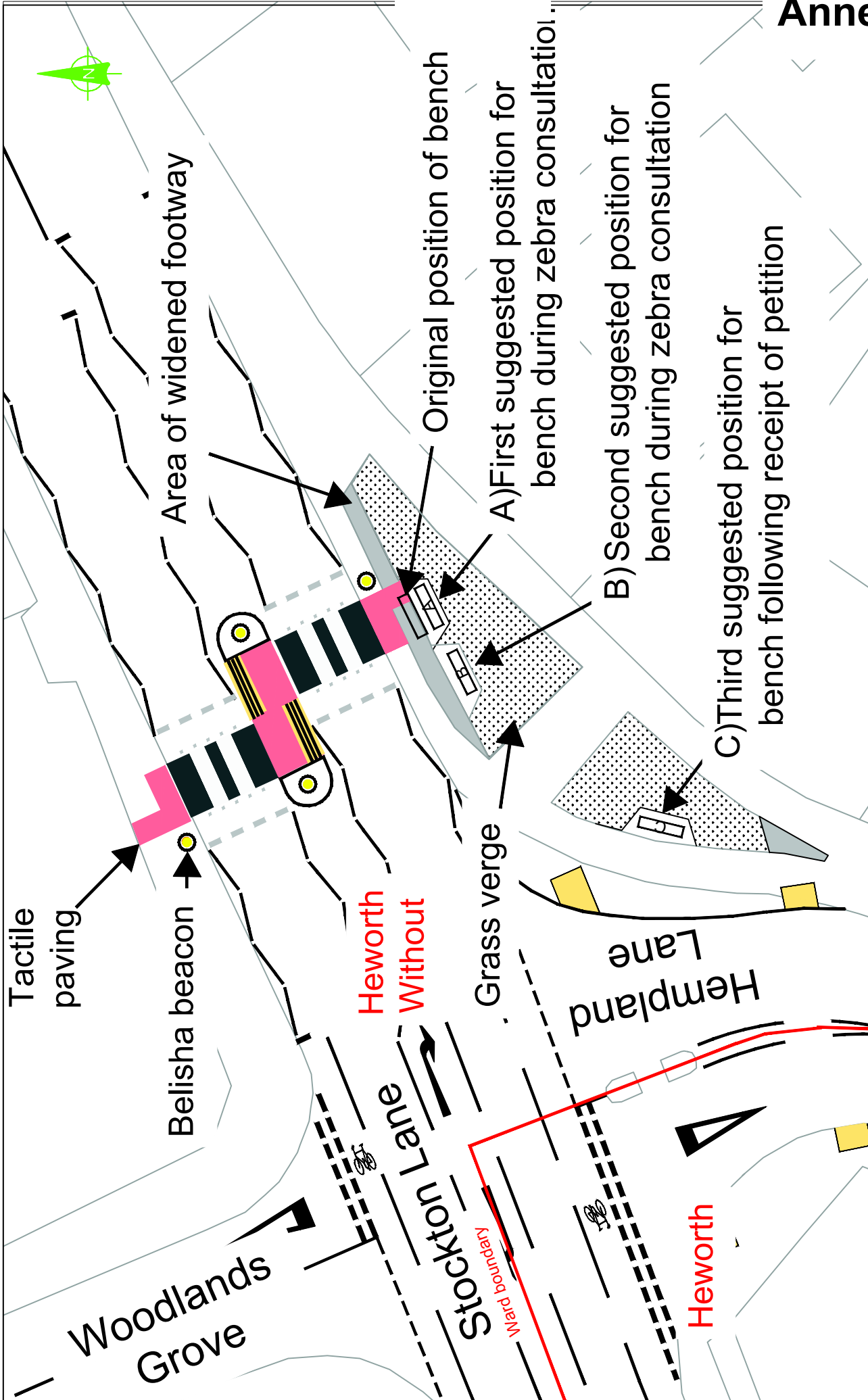
Minutes of Full Council meeting 29 March 2012



Annexes:

Annex A Zebra crossing scheme

Annex B Front page of petition

Annex C Location plan of petition signatories



 		Stockton Lane – Bench petition Location plan		TP/DEC09010538/Bench/A	
DRAWN BY LR	CHECKED BY --	INITIALS LR	REV --	AMENDMENT	DATE
DATE 28/06/2012	SCALE 1:2007 @ A4				
<small> DRAWN BY THE CONSULTANCY SERVICE WITH THE OFFICE OF THE CITY ENGINEER AND SURVEYOR, CITY OF YORK. THE CITY ENGINEER AND SURVEYOR HAS REVIEWED THIS PLAN AND CONFIRMS THAT IT COMPLIES WITH THE REQUIREMENTS OF THE CITY OF YORK LOCAL ACT 1999 SECTION 10(1) AND THE CITY OF YORK LOCAL ACT 2000 SECTION 10(1). </small>					

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PETITION ORGANIZED BY

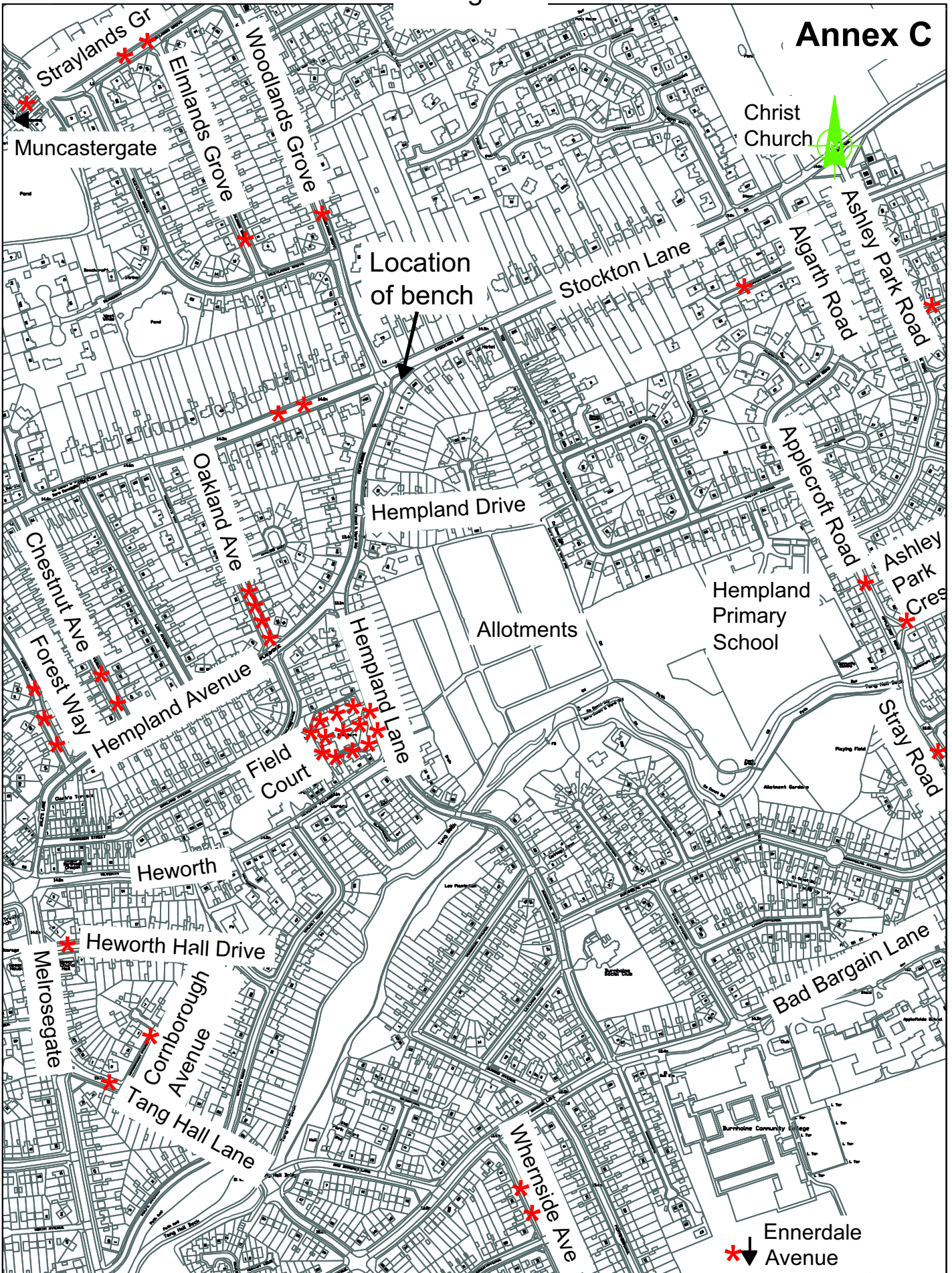
PETITION TO HAVE THE SEAT AT JUNCTION OF STOCKTON LANE AND YORK
HEMPLAND LANE REPLACED - HAVING BEN REMOVED FOR ROAD TEL.
WORKS (A NEW PEDESTRIAN CROSSING)



I WOULD LIKE THE SEAT REPLACED AT THE JUNCTION AS MENTIONED ABOVE

NAME	ADDRESS	SIGNATURE

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Annex C



 		<p>Stockton Lane – Bench petition Location of petition signatories</p>	
REV	AMENDMENTS	DATE	TP/DEC09010538/Bench/C
DRY	LR	Checked	---
<p>BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE. © CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. City of York Council, License No. 1000 20618</p>		SCALE	1:5000 A4
		DATE	03/07/2012

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**Decision Session (Public) –
Cabinet Member for Transport, Planning and
Sustainability or Environment**

2 August 2012

Report of the Director of City and Environmental Services

**Public Rights of Way – Presentation of Petition for the
installation of gates on the alleyway between Bishopthorpe
Road and Nunmill Street**

Summary

1. This report presents a petition submitted by Catherine Worden and Sue Lawson, residents of Bishopthorpe Road, requesting the installation of gates on the alleyway between Bishopthorpe Road and Nunmill Street. The Alleyway in question is considered to be a public highway and therefore a Gating Order will be required to restrict public access.

Recommendations

The Cabinet Member is asked to consider:

2. Not progressing the request to gate the alleyway at this time, but to leave it on the list of other alley-gating requests, to be looked at and reprioritised accordingly, if and when local circumstances change.

Reason:

3. On current information the proposed Gating Order does not appear to meet the legal expediency test, given the likely effect on adjacent businesses.

Background

4. The alleyway subject to the petition (Annex 1) runs between houses on Bishopthorpe Road and Nunmill Street (Annex 2 – location plan, Annex 3 – photographs). There are 84 properties affected by the alleyway, including 1 or 2

businesses, some of which require vehicular access along the alleyway.

5. From 01/06/11 to 31/05/12 there were 15 incidents of crime (4x Assault, 6x Burglary, 1x Criminal damage and 4x Theft), of which a total of 9 can be directly attributed to the alleyway (Annex 4). There were also 4 incidents of anti-social behaviour (ASB) (Annex 5); which, due to the method they are recorded are not able to be attributed to the alleyway.
6. This alleyway was considered as part of a wider scheme of Alley-gating in the Southbank area of the city in 2007. At the time the gating of this particular alleyway was abandoned due to strong objections that were received at the informal consultation stage from some of the residents and businesses that would have been affected.
7. The scheme was looked at again in 2009/10, but again it was not progressed due to the fact that hotels/guest houses on Bishopthorpe Road require vehicular access at all times of day and night to car parking facilities that are accessed from the alleyway, and the likelihood that objections would once again be received. The request to gate the alleyway currently remains on a list of other requests, to be looked at if and when local circumstances change.
8. All political party spokespersons and affected Ward Members were consulted. Comments were received from Cllr. Ann Reid; *“Given the history of this alley with previous attempts to alley-gate it proving unsuccessful and the reduction in funding then I would support option 1”* No other comments were received.

Consultation

9. Informal consultation was carried out in 2007, objections to the gating of the alleyway were received at that time.
10. The purpose of this report is to request a decision as to whether or not to once again proceed to the feasibility stage of the alley-gating process. Further consultation would be carried out as part of this process.

Options

11. Option 1: Do not progress the request to gate the alleyway.
12. Option 2: Progress the request to gate the alleyway to Feasibility Study stage

Analysis

Option 1

13. When consultation was last carried out in 2007, objections were received from residents and businesses that would be affected. It is likely that objections would again be received if a further consultation exercise was carried out. The Council could progress with a Gating Order to gate the alleyway even with outstanding objections however, given the fact that strong objections were received in 2007 and that any Order would directly affect businesses, it is unlikely that the Council could prove that the gating of the alleyway meets the legislative criteria of being 'expedient' in 'all circumstances'. Any person may apply to the High Court for the purposes of questioning the validity of a Gating Order with 6 weeks of the Order being made.
14. If the Council were to progress with the gating of the alleyway with strong objections outstanding, to get a demonstrably unbiased opinion on the matter the council could hold a public inquiry. This would cost in the region of £7k and there would be no guarantee of a successful outcome.
15. The Council's Alley-gating schemes are funded by Safer York Partnership (SYP) with, on occasion, additional funds from Ward Committees. SYP is not funding any new Alley-gating schemes this financial year. The availability of funding for Alley-gating in future years is uncertain. This particular scheme would cost approximately £6k, which would include the advertising of the Gating Order and the procurement and installation of the gates and locks, but does not include ongoing maintenance.
16. Additionally there are currently no staff resources available. In the short-term i.e. 2012/13 the officer who processes all the Council's Gating Orders is on maternity leave. In the long-

term 2013/14 onwards, 1 FTE equivalent is scheduled to be cut from the Rights of Way Team.

17. If this option were to be taken, the request to gate this alleyway would remain on the list of other Alley-gating requests and looked at again if and when local circumstances change. It would, of course, be prioritised against all other requests.

Option 2

18. It could be argued that the levels of crime and ASB meet the requirements of the legislation, but the fact that the gating of the alleyway would restrict access to businesses means that the order would not be 'expedient' in 'all circumstances'.
19. In order to progress this petition, officers would be required to be taken off other programmed work including that relating to I-Travel York, and/or other statutory duties including Definitive Map work, maintenance and enforcement. If, after the Feasibility Study, it is determined to progress to a Gating Order, additional funding for Press adverts, and the procurement and installation of the required gates and locks, would have to be found. The Rights of Way budget is already fully committed to delivering statutory functions.

Council Plan Priorities

20. The gating of the alleyway would support the Council Plan priority to '*Build Stronger Communities*'.

*"Safer inclusive communities –
To tackle crime and increase community safety, we will raise the community profile of the Safer York Partnership and establish an annual crime summit. We will also work with the Safer York Partnership to engage residents in tackling antisocial behaviour in our neighbourhoods".*

Implications

21. The following implications have been considered:
 - **Financial** - The maintenance of the Council's 176 alley gates is currently funded from the Rights of Way Maintenance budget (£20k). The maintenance of these gates currently costs approximately £7k per year. Other than those discussed in the

main body of the report, there are no further financial implications.

- **Human Resources (HR)** - Other than those discussed in the main body of the report there are no further HR implications.
- **Equalities** - None
- **Legal** - Section 129A of the Highways Act 1980 (as amended) by the Clean Neighbourhoods and Environment Act 2005 (CNE) allows local authorities to make Gating Orders to restrict public access over any relevant highway (as defined by S129A(5)) to reduce and prevent crime and anti-social behaviour. In order that a highway can be considered for a Gating Order, it must be demonstrated that it meets all of the following legislative requirements:
 - a) Premises adjoining or adjacent to the highway are affected by crime or anti-social behaviour;
 - b) The existence of the highway is facilitating the persistent commission of criminal offences or anti-social behaviour; and
 - c) It is in all circumstances expedient to make the order for the purposes of reducing crime or anti-social behaviour.

The circumstances referred to above are:

- i) The likely effect of making the order on the occupiers of premises adjoining or adjacent to the highway;
- ii) The likely effect of making the order on other persons in the locality; and
- iii) In a case where the highway constitutes a through route, the availability of a reasonably convenient alternative route.

A Gating Order cannot be made so as to restrict the public right of way over a highway which is the only or principle means of access to any dwelling.

In relation to a highway which is the only or principle means of access to any premises used for business or recreational purpose, a Gating Order may not be made so as to restrict the public right of way over the highway during periods when those premises are normally used for those purposes.

On current information the proposed Gating Order does not appear to meet the legal expediency test, given the likely effect on adjacent businesses.

- **Crime and Disorder** – other than those discussed in the main body of the report and Annexes, there are no other crime and disorder implications.
- **Information Technology (IT)** – None.
- **Property** – Council property is not affected.
- **Other** – None.

Risk Management

23. The implementation of a Gating Order is a power of the authority, not a duty. There are no rights of appeal should a decision not to progress with a Gating Order be made. Crime and ASB levels local to the area are likely to continue however should a Gating Order not be pursued.
24. If it is determined to progress with a Gating Order to Feasibility Study stage, then due to the current staffing situation within Rights of Way, an officer will be required to be taken off statutory duties and other programmed work (I Travel York) to concentrate on this request. Given the statutory nature of the majority of rights of way work, this may result in court action or a complaint being lodged, with the Local Government ombudsman, against the authority.
25. Any delays to the delivery of programmed I Travel York projects may result in the loss of this funding for improvements to and access to rights of way.

Contact Details:

Author:

Alison Newbould
Rights of Way
Sustainable Transport
Service
Tel: 01904 551481

Chief Officer Responsible for the Report:

Richard Wood
Assistant Director, Strategic Planning
& Transport

Report
Approved

Date 2/ 8 /12

Wards Affected: Micklegate

All

For further information please contact the author of the report

Background Papers:

Highways Act 1980 (as amended), section 129.

Annexes:

Annex 1: Petition

Annex 2: Location Plan

Annex 3: Photographs

Annex 4: Crime statistics

Annex 5: ASB statistics

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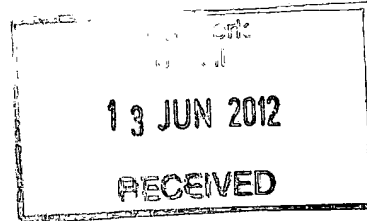
Annex 1: Petition

Catherine Worden
87 Bishopthorpe Road
YORK
YO23 1NX

Tel: 07786 392 217

Mr. Sandy Fraser
28 Millfield Road
YORK
YO23 1NQ

04 March 2012



Dear Mr. Fraser

Re: York Allygates – Bishopthorpe Road / Nunmill Street

Please find enclosed a petition signed by the majority of residents of the above mentioned streets supporting the installation of allygates between the two. This follows some recent criminal activity in the area, of which we spoke briefly about at the last Ward meeting.

Residents are concerned that the ally between the two banks of houses provides cover for the exchange of stolen goods, encourages unsociable behaviour such as graffiti and the abuse of illegal substances, and leaves the houses exposed to break in.

As our Cabinet Member for Crime and Community Safety I ask that you take this forward on the residents' behalf and attempt to secure funding to progress the installation.

Please let me know if you need any further information or if I can be of any support. I am happy to discuss progress at anytime; contact details are above.

Thanks and regards

Catherine Worden

Installation of Alley Gates

We, the undersigned request York Council to install alley gates on the alley between Bishopthorpe road and Nunmill street.

Created by: Catherine Worden (87 Bishopthorpe Rd) & Sue Lawson (89 Bishopthorpe Rd)

Address	Name	Signature	Date
10 Nunmill St	C Goodwin		21 Feb 12
10a Nunmill St	L FRYER		21.2.12
12 Nunmill St	Julie Salvin		21/1/12
14 Nunmill St	JAMIES CAVE		
16 Nunmill St	JAMES AHERTON		21/2/12
18 Nunmill St	* NO		
20 Nunmill St	* VANDERLIZ		21.2.12
22 Nunmill St			
24 Nunmill St	A MEDICAL		21/1/12
26 Nunmill St	Rebekah Parkinson		21/1/12
28 Nunmill St	*		
30 Nunmill St	* Naomi Davidson		23/1/12
32 Nunmill St	MARK HARTON		21/2/12
34 Nunmill St	TOM ADAMS		21/2/12
36 Nunmill St	ROSE DUNSBURY		21/1/12
38 Nunmill St	Ron Burden		21/1/12
40 Nunmill St			
42 Nunmill St	G. Z. CUCHING		23/1/12
44 Nunmill St	J. P. CLARK		23-01-12
46 Nunmill St			
48 Nunmill St	Miles Satchell		21/1/12
50 Nunmill St	TOM SKIDMORE		23/01/2012
52 Nunmill St	*		
54 Nunmill St	SUZANNE KENDRICK		21-1-12
56 Nunmill St	PAUL LANSSELL		23-1-12
58 Nunmill St	MARY CROCKATT		21-1-12
60 Nunmill St			
62 Nunmill St	CAROLE KALESA		21/01/12
64 Nunmill St	ELSPETH POOLEY		21/2/12

Installation of Alley Gates

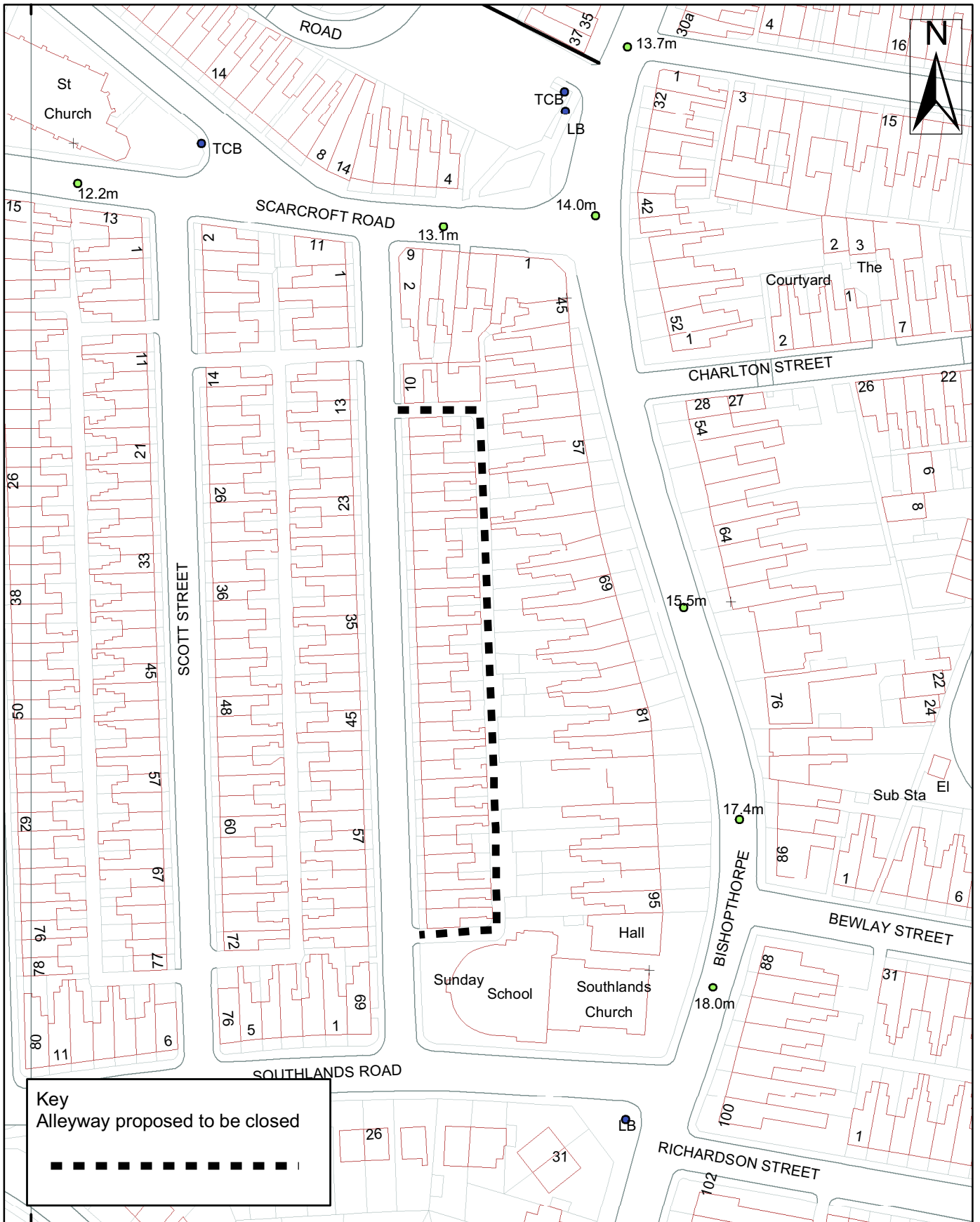
We, the undersigned request York Council to install alley gates on the alley between Bishopthorpe Road and Numill Street.

Created by: Catherine Worden (87 Bishopthorpe Rd) & Sue Lawson (89 Bishopthorpe Rd)

Address	Name	Signature	Date
95 Bishopthorpe Rd			
93 Bishopthorpe Rd			
91 Bishopthorpe Rd			
89 Bishopthorpe Rd	Suzanne Lawson		21-1-12
87 Bishopthorpe Rd	CATHERINE WORDEN		21.1.12
85 Bishopthorpe Rd	A. COOKSON		
83 Bishopthorpe Rd	-		
81 Bishopthorpe Rd	L STEWART		
79 Bishopthorpe Rd	JEREMY PRESTON		21.1.12
77 Bishopthorpe Rd			
75 Bishopthorpe Rd	Unoccupied		
73 Bishopthorpe Rd			
71 Bishopthorpe Rd			
69 Bishopthorpe Rd	JE Leadhead		
67 Bishopthorpe Rd	ED MIDDLETHWAITE		23/01/12
65 Bishopthorpe Rd	JAMEY GERMAN		21/1/12
63 Bishopthorpe Rd			
61 Bishopthorpe Rd	CAROLE KALEDA		21/01/12
59 Bishopthorpe Rd			
57 Bishopthorpe Rd			
55 Bishopthorpe Rd	KEITH POWERS		23/01/12
53 Bishopthorpe Rd	STEVEN NEW		21-1-12
51 Bishopthorpe Rd	JOSEPH HODGE		21-1-12
49 Bishopthorpe Rd.	SALLY WARRINGTON		21-1-12
47	GLEN JACOBSON		21.1.12

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460⁰⁰⁰



Key
Alleyway proposed to be closed

— — — — —

460⁰⁰⁰



9 St. Leonards Place, York, YO1 2ET
Telephone: 01904 613161

Petition - Alley-gating request Nunmill Street to Bishopthorpe Road

Scale 1:1,250

Drawn By:

Date:

Public Rights of Way

Reference:

Drawing No.

Contains Ordnance Survey data © Crown copyright and database right 2012

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Annex 3: Photographs - Alleyway between Bishopthorpe Road and Nunmill Street



Photo 1: Entrance to alleyway at northern end (off Nunmill Street)



Photo 2: Principle means of Access?



Photo 3: small alleyway leading off main alleyway serves as a fire exit



Photo 4: Alleyway looking south



Photo 5: Garages, vehicular access required?



Photo 6: Parking



Photo 7: Garages



Photo 8: Entrance to alleyway at southern end (off Nunmill Street)



Photo 9: Graffiti

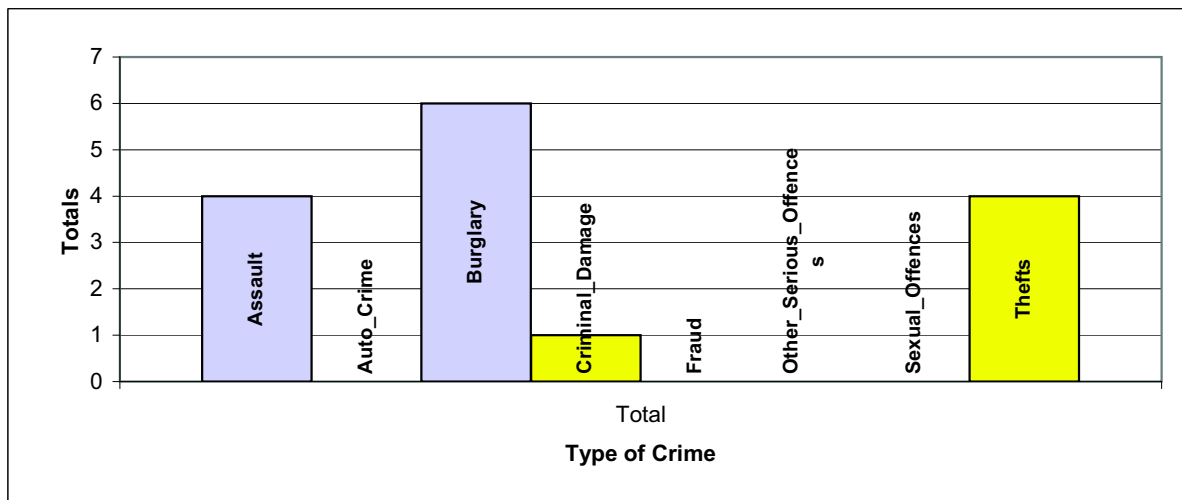
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Crime Statistics

Crime Analysis Study Area:	=	Nunmill Street - Bishopthorpe Road
Size of Study Area from Application	=	Please see map
Study Period Start:	=	01/06/2011
Study Period End:	=	31/05/2012
Date Study Completed	=	27/06/2012
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

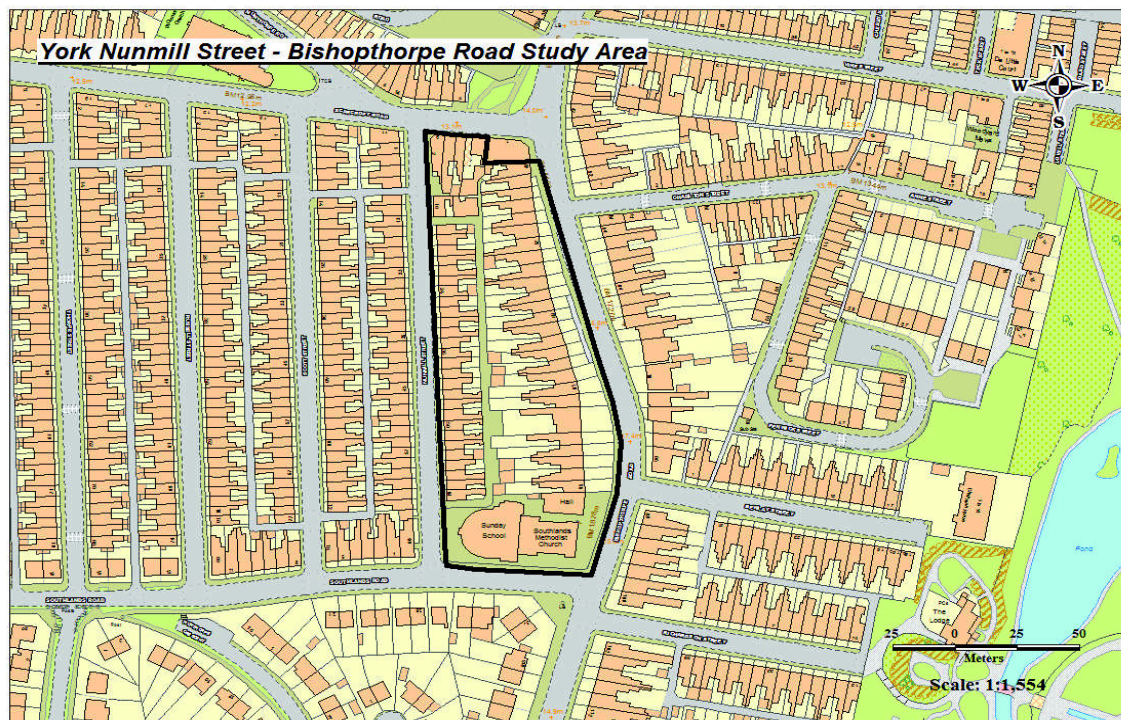
Crime Group	Total
Assault	4
Auto_Crime	0
Burglary	6
Criminal_Damage	1
Fraud	0
Other_Serious_Offences	0
Sexual_Offences	0
Thefts	4
Grand Total	15

A Table of Crime in the Study Area (Above) and corresponding Graph (Below)



A Table of Crime by Crime Group and then Crime Type

EVENT_GROUP	HO_DESCRIPTION	Total
ASSAULT	ACTUAL BODILY HARM WITHOUT INTENT	2
	ASSAULT WITHOUT INJURY	1
	WOUNDING OR CARRYING OUT AN ACT ENDANGERING LIFE	1
BURGLARY	BURGLARY IN A BUILDING OTHER THAN A DWELLING	1
	BURGLARY IN A DWELLING	5
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO OTHER BUILDINGS	1
THEFTS	OTHER THEFT OR UNAUTHORISED TAKING	1
	THEFT OF PEDAL CYCLE	3
Grand Total		15

**Which of the above crime occurred using alleyway as exit or entrance point**

EVENT_GROUP	HO_DESCRIPTION	Total
BURGLARY	BURGLARY IN A BUILDING OTHER THAN A DWELLING	1
	BURGLARY IN A DWELLING	4
CRIMINAL_DAMAGE	CRIMINAL DAMAGE TO OTHER BUILDINGS	1
THEFTS	THEFT OF PEDAL CYCLE	3
Grand Total		9

A Table of Crime by Month of the Year and Hour of the Day in the Study Area

Month	Total
Jan	3
Feb	0
Mar	4
Apr	1
May	1
Jun	0

Month	Total
Jul	0
Aug	0
Sep	0
Oct	0
Nov	4
Dec	2

Crime Day	Total
Mon	3
Tue	2
Wed	2
Thu	1
Fri	3
Sat	4
Sun	0
Grand Total	15

Grand Total

15

Expected Average Crime per Month =

1.3

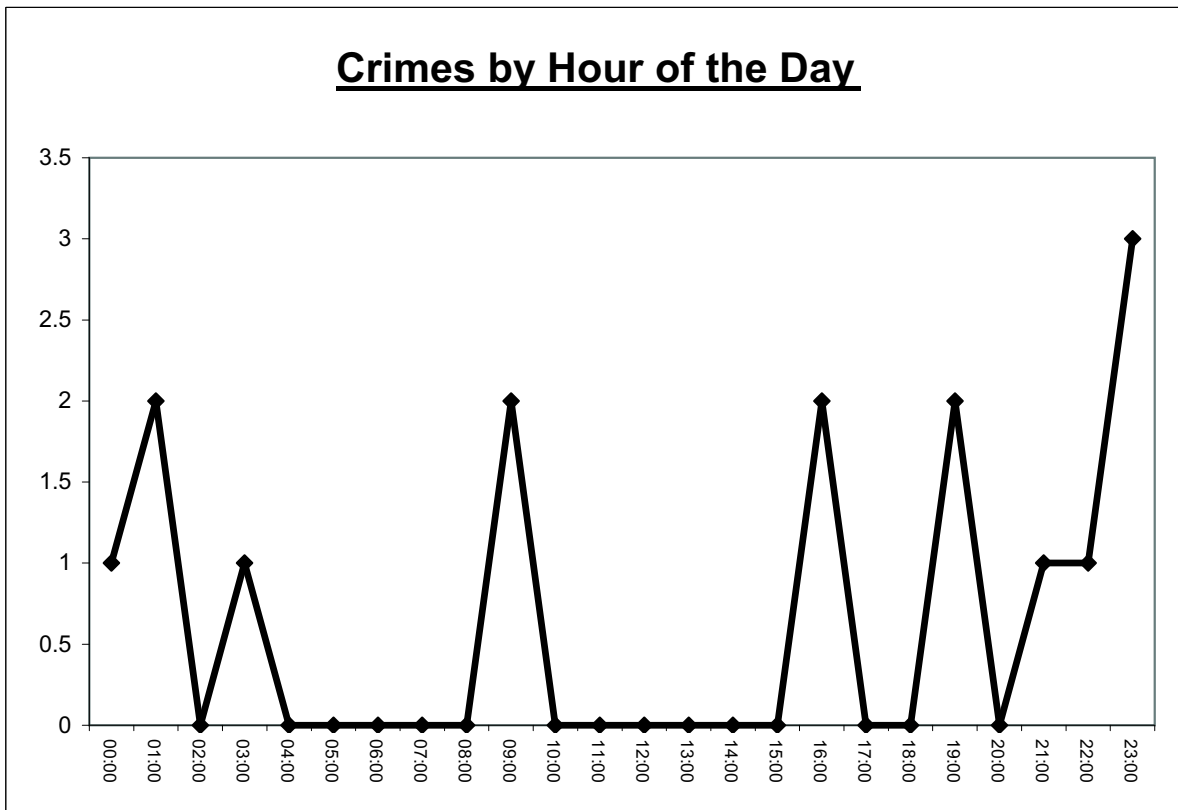
Expected Average Crime per Day =

2.1

A Table and Graph of Crime by Hour of the Day in the Study Area

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	1	2	0	1	0	0	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	1	1	3	15

Crimes by Hour of the Day



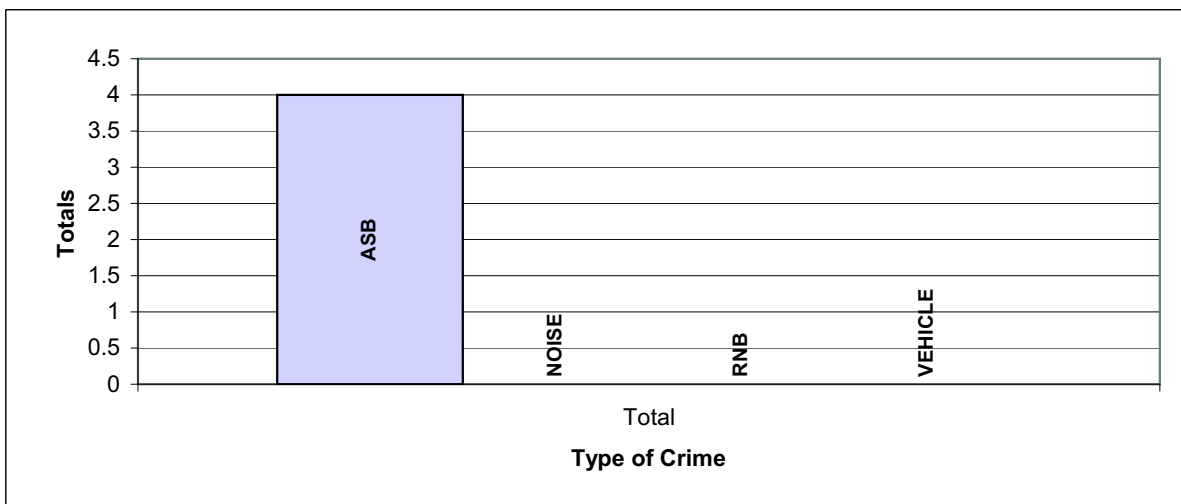
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NYP ASB General Incidents Report

ASB Analysis Study Area:	=	Nunmill Street - Bishopthorpe Road
Size of Study Area from Application	=	Please See Map
Study Period Start:	=	01/06/2011
Study Period End:	=	31/05/2012
Date Study Completed	=	27/06/2012
Number of Months in Study Period	=	12
Geocoding Accuracy Rate	=	95%

ASB Incident Group	Total
ASB	4
NOISE	0
RNB	0
VEHICLE	0
Grand Total	4

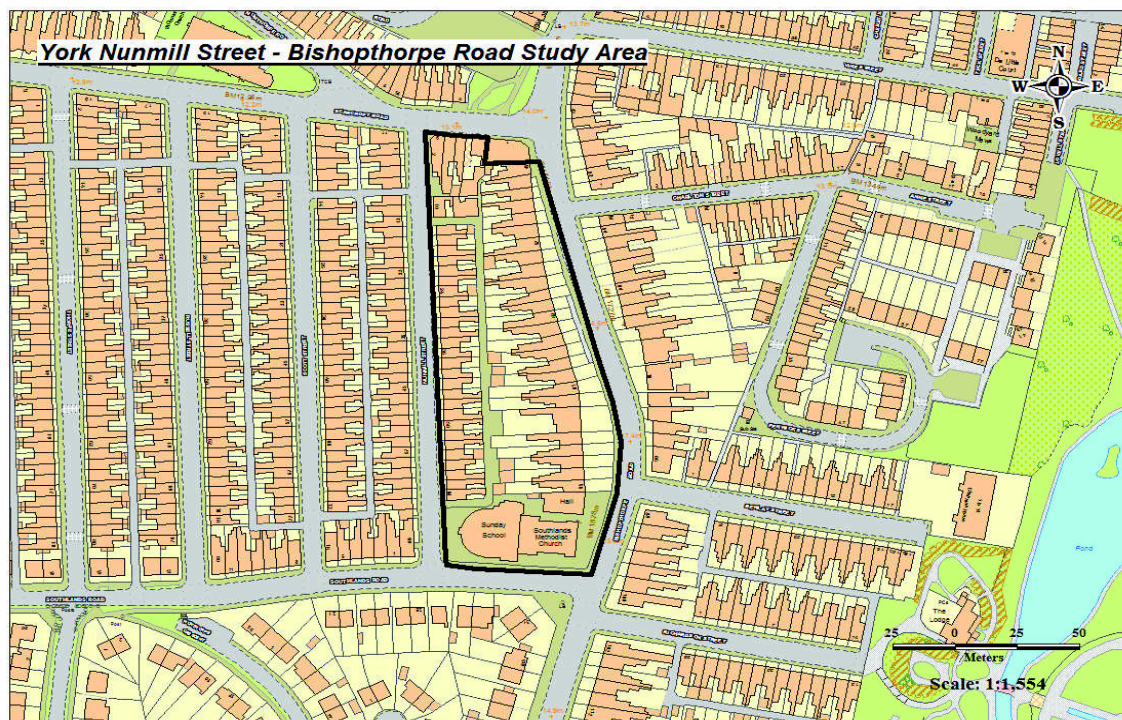
A Table of NYP ASB Incidents in the Study Area (Above) and corresponding Graph (Below)



THIS REPORT DOES NOT CONTAIN ANY NORTH YORKSHIRE POLICE ASB INCIDENTS THAT HAVE BEEN CONVERTED IN TO CRIMES

A Table of ASB by ASB Group and then Incident Heading

EVENT_GROUP	INCIDENT_HEADING	Total
ASB	ASB Nuisance	2
	ASB Personal	2
Grand Total		4



From 1st April 2011, all new ASB incidents are recorded by the type of harm they involve. Incidents are recorded as either: **ASB Personal** (where ASB impacts an individual rather than a group e.g. *comms*); **ASB Nuisance** (where ASB causes suffering to the comm)

FURTHER DETAIL OF THE ABOVE DESCRIPTIONS ARE AS FOLLOWS: ABANDONED = ABANDONED CARS, COMMS = COMMUNICATIONS, VEHNUISANCE = VEHICLE NUISANCE, RNB = ROWDY AND NUISNCE BEHAVIOUR, SUBMIS = SUBSTANCE MISUSE

A Table of ASB Incidents by Month of the Year and Hour of the Day in the Study Area

Month	Total
Jan	0
Feb	0
Mar	4
Apr	0
May	0
Jun	0

Month	Total
Jul	0
Aug	0
Sep	0
Oct	0
Nov	0
Dec	0

Day	Total
Mon	1
Tue	2
Wed	1
Thu	0
Fri	0
Sat	0
Sun	0
Grand Total	4

Grand Total

4

Expected Average Incidents per Month =

0.3

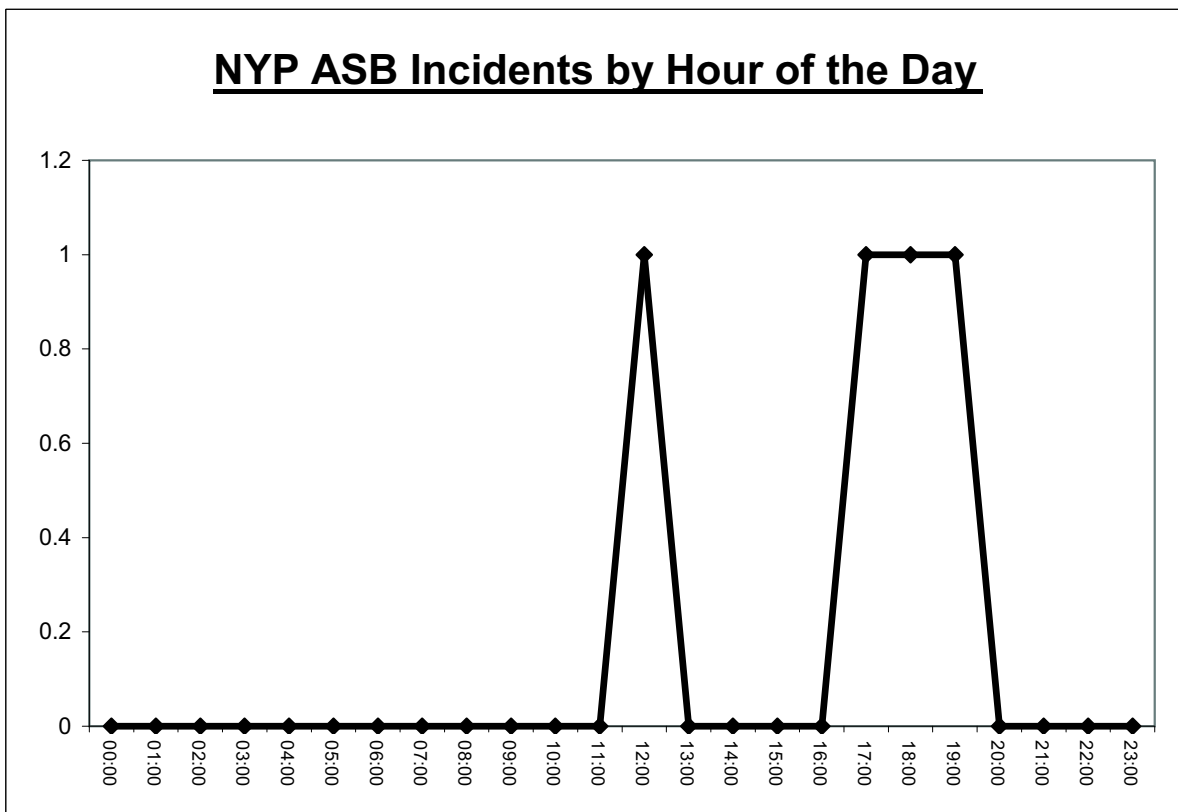
Expected Average Incidents per Day =

0.6

A Table of NYP ASB Incidents by Hour of the Day in the Study Area

	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	0	4

NYP ASB Incidents by Hour of the Day



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**Decision Session (Public) –
Cabinet Member for Transport, Planning and
Sustainability**

2nd August 2012

Report of the Director of City and Environmental Services

University Related Parking in Residential Areas - Follow up Report

Summary

1. The purpose of this report is to update the Cabinet Member on the trial parking arrangements in the Badger Hill area. These were introduced at the start of the year to alleviate parking problems associated with ongoing development at the University of York's Heslington East Campus. The report also takes into consideration the concerns raised by residents as highlighted in two petitions recently received. In light of this and other consultations/ observation undertaken, a number of proposals are recommended to further amend the trial. The impact of this will be carefully monitored and reported back. The outcome of the trial will be used to influence the development of a comprehensive strategy for the whole of the area around the University.

Recommendations

2. In light of experiences from the recent trial and consultations undertaken, it is recommended that the Cabinet Member approves the following measures. These are aimed at enhancing the current trial and developing a clear strategy for addressing future University of York related parking issues:
 - additional junction protection markings at Field Lane's junction with Sussex Road (no waiting at any time restrictions)
 - extend the areas covered by the Residents Parking Scheme to include the cul-de-sacs of Hesketh Bank, Foxthorn Paddock, Pinewood Hill and Badger Wood Walk

- amend the through-route of Deramore Drive, currently covered by a controlled zone, to be included within the zonal respark scheme
- extend the areas covered by the Residents Parking Zone to include the two through-routes; 140 metres of Deramore Drive and 100 metres of Yarburgh Way
- confirm the operational times of the Residents Parking Scheme and Controlled Parking Zone trials as 8.00am until 6.00 pm for the continuation of the trial
- authorise officers to enter into detailed discussions with the University of York aimed at developing a wider parking strategy that can be applied across the areas previously identified as part of the Planning Inspectors considerations.

Background

University of York - Heslington East Campus

3. At the Decision Session meeting on 26th July 2011 the Cabinet Member for City Strategy approved the introduction of parking measures on a trial basis in the Badger Hill area. These included a Residents Parking Scheme and a Controlled Parking Zone (See Appendix A) and were intended to alleviate the University related parking issues which arise from ongoing development at the Heslington East Campus.

Responsibilities

4. As outlined in the previous report the Planning Process and subsequent Public Enquiry recommended certain obligations of the University and the Council to address parking issues that arise from the planned development of the East Heslington Campus. In general terms these were as follows:

- **University of York**

Carrying out and analysing annual parking surveys, the cost of traffic management measures necessary to tackle parking and if permits are required, these would be at no cost to local residents (less a 40% reduction as enforcement is addressed separately).

Agreeing with the Council, measures to help mitigate parking issues. This includes the cost of providing an enforcement

presence in the area (an initial figure of 20% of a full time equivalent for a Civil Enforcement Officer has been agreed as appropriate for the current scheme).

- **City of York Council**

Implementation of agreed measures to manage the parking associated with the University. Pass on income from enforcement action, less the appropriate administration fee (estimated at 60%) to the University. Undertake suitable reviews of traffic management measures.

5. It should be noted that these responsibilities are only related to an increase in parking issues that can be attributed to or are directly associated with the ongoing development of the University. The Planning Inspectors Report, approved Planning conditions and the Section 106 agreement have outlined these responsibilities and cover a 15 year period which will end in October 2024 (see Appendix B).

Existing Situation

6. Following the approval of the trial parking restrictions at the Decision Session meeting on 26th July 2011, special authorisation was sought from the Department for Transport (DfT) who at the time had to legally sanction the use of the type of residents permit scheme proposed. This unfortunately coincided with the Government's plans to relax legislation that would remove their required approval and delayed its introduction whilst central Government's efforts were concentrated on enacting these changes.
7. The DfT's authorisation was eventually given late in December 2011 (before changes to the national legislation) and measures were introduced in early January 2012 (see Appendix A). It was always anticipated that the proposed parking restrictions would have some limited "knock-on" effects and after a suitable settling in period, minor revisions of the scheme may be needed. With this in mind, consultation has been undertaken with residents living within the restrictions and those nearby properties directly affected. On-site observations, surveys, correspondence from residents and consultation with the University and Police have heavily influenced the recommendations in this report.

8. The recommendations made in the previous report have been implemented on a trial basis. The measures introduced are outlined below:

- **Minor measures: Junction protection restrictions**

Restrictions have been introduced at several junctions across the estate. These are standardised markings to protect the safe through passage of vehicles at junctions. These have been implemented at:

- Sussex Road with Field Lane
- Badger Wood Walk (southern section) with Field Lane
- Field Lane (service road) with Badger Wood Walk
- Deramore Drive with Field Lane
- Field Lane (service road) with Deramore Drive
- Low Mill Close with Deramore Drive
- Deramore Drive with Yarburgh Way

- **Extensive traditional parking measures: Controlled zone**

This operates from 8.00am until 6.00pm hours Monday to Friday and is in place on Deramore Drive between its junction with Field Lane and the 'no waiting at any time' double yellow line restrictions that have been introduced to protect the junction of Yarburgh Way.

- **Extensive traditional parking measures: Field Lane clearway**

A 24hr clearway covering the carriageway and grass verges has been introduced on the section of Field Lane between the (A1079) Hull Road round-about and the signalised junction of Innovation Way.

- **Residents parking scheme: Cul-de-sac access zone**

As with the Controlled zone, the operational times are 8.00am until 6.00pm hours Monday to Friday. Presently, the streets covered by this access zone are Badger Wood Walk (southern section), Field Lane (service road) and Low Mill Close. Cul-de-sac's can facilitate the use of a single point of entry sign to the zone and bays are not required to be marked out.

9. A closure point in the vicinity of Badger Wood Walk and Field Lane junction was originally proposed to create a cul-de-sac arrangement. However, an agreement was reached with the DfT that this would not be necessary in this instance.
10. Following a change in the advice received from DfT, it has now become possible to introduce the zonal residents parking scheme, as presently used only in cul-de-sacs, into 'small road networks' also. This relaxation enables those areas currently operating as a controlled parking zone, namely Deramore Drive, to be included within the confines of a more extensive zonal residents parking scheme.

Consultation/ Survey results

11. Further detailed surveys have been undertaken to canvass the opinions of residents directly affected by the recently introduced measures. Rather than survey the entire estate, a more targeted approach was taken to determine those areas where residents consider measures have become necessary. A questionnaire, to investigate the overall satisfaction and appropriateness of the scheme for residents was undertaken. The results of this consultation are demonstrated below and have shaped both the approach taken and the extent of newly proposed measures.
12. Analysis of the surveys has been undertaken so that it fully represents residents living within the parameters of the scheme and those in the immediate vicinity of and adjacent to the new measures. The streets within each area are shown in plan form in Appendix C.
13. A copy of the questionnaire used is available within Appendix D. The responses received are summarised in Appendix E. The principal results of the consultation indicate that:
 - Residents within the present Respark zone (within the cul-de-sacs) support the scheme and wish the existing times of operation to be maintained.
 - Residents within the current Controlled zone support the scheme and also wish the existing times of operation to continue.
 - Residents just outside of the trial zones have been adversely affected and wish to see the areas of the trial extended (although the level of parking has reduced and dissipated).

14. Two petitions have been received from which are reflected in this report. The first petition (henceforth referred to as the Badger Wood Walk area petition) is from residents of in streets adjacent to the current confines of the trial. This petition, consisting of 129 signatures covering 81 properties, requests a 'controlled parking zone' with references made to wanting a residents parking scheme to cover the entirety of zone nine. (The areas surrounding the University development have been broken down into 13 distinct areas which are periodically surveyed to determine the level of parking against a base year).
15. The second petition (henceforth referred to as the Sussex Road area petition) is from residents who are some distance from the current trial. This petition, containing 24 signatures from 17 premises, requests for an investigation to be carried out at Sussex Road's junctions with Field Lane and Eastfield Crescent.
16. Bearing in mind the feedback received to the current trial, this report will now consider options for alteration to the current scheme and possible other areas of expansion. Further clarification of the situation with DfT, in terms of interpretations used, has also been sought and a positive response has been received.
17. As the trial has only been in operation for approximately three months, it could be considered to be too early to make any significant amendments as there may be issues that only come to light over the period of a full calendar year. There are however, a number of issues that need to be addressed more urgently.
18. Correspondence between CYC and both the University of York and North Yorkshire Police was undertaken to provide an opportunity for representations to be made relating to recommendations made in this report. At this time, there was an acceptance that the measures were appropriate and agreement that a more extensive scheme is necessary in some areas. The wider ethos, with reference to the strategy proposed was discussed and also received support.

Options

19. The amendments and extensions put forward in this report, in accordance with the proposed strategy aim to resolve the key parking issues whilst being cost effective in terms of their

implementation, future maintenance, associated administration and enforcement action. A plan of the proposed measures is available within Appendix F.

20. In line with expectations, several vehicles have relocated into new parts of the estate and so measures were proposed and consulted upon. The results demonstrate that additional areas require the implementation of restrictions.
21. The principle of the trial arrangement previously agreed was to introduce Respark restrictions on cul-de-sacs and a controlled parking zone on the main through-routes of the estate. This is due to the fact that a Respark scheme on a cul-de-sac can be introduced without the need for marked bays, extensive signage and surplus parking restrictions. Following extensive discussions with DfT, minor changes in the legal interpretation have indicated that such scheme arrangements can be applied to the through-routes as well.
22. The majority of responses from those residents within the trial controlled zone (a section of Deramore Drive) support the existing scheme and its operational times. For those locations where cul-de-sac Respark zones have been trialled, the consultation was overwhelmingly in support of the scheme and its current times.
23. As the trial has only effectively in place for approximately three months (at the time this report was written) and appears to have been well supported by those residents within it, it is proposed to adapt the same principles previously introduced. This will involve continuing to use respark in cul-de-sacs whilst extending the parameters of the scheme to additionally include non cul-de-sac routes. This is something that can be reviewed in the future but as highlighted earlier, the impact on any on-street parking capacity would be very significant.
24. As detailed in this (and the previous) report, significant problems are caused by marking out bays, particularly in through-routes as this drastically reduces the on-street parking capacity. As such, a controlled zone including a single yellow line was implemented for the trial in locations that are not cul-de-sacs. As indicated above, this has recently been found to be unnecessary and avoidable and hence the recommendations reflect this accordingly.

25. With regard to the Badger Wood Walk area petition (see Appendix G for an outline of this petition) from residents near to the existing trial in Badger Wood Walk, Pinewood Hill, Foxthorn Paddock, Deramore Drive, Hesketh Bank and Yarburgh Way (totalling 81 properties), the proposals in this report would have the following effects; 51 of the properties would be covered by the newly proposed 'cul-de-sac' respark zones. 23 premises are in the recommended extension to the controlled zone (single yellow lines) and seven households are not included in the second phase of the trial. All seven of these are on the northern section of Yarburgh Way between Vanburgh Drive and Hesketh Bank. The level of parking on this section has not been seen to be excessive and will need to be carefully monitored during the next phase of the trial.
26. It is proposed that all cul-de-sacs within the area recently consulted are included into the access type zonal residents parking. The trial should therefore be extended to Hesketh Bank, Foxthorn Paddock, Pinewood Hill and Badger Wood Walk (northern section). Following the clarification of DfT's legal interpretation of zonal parking schemes, it is considered that the more traffic-sensitive 'through routes' within the estate could be included within the confines of the wider scheme. The consultation of residents living on through-routes within the area indicated that they have been affected to some degree by relocated vehicles. This translated into support for the extension of measures in the area. It is recommended to extend the boundary of the scheme to include an additional section of Deramore Drive and also to Yarburgh Way- terminating at the Hesketh Bank junction. These have been seen to be the limits of where parking is at a concentrated level.
27. The concerns raised by the Sussex Road area petition (see Appendix H for an outline of this petition), from residents some distance outside of the current trial area in Sussex Road, Field Lane, Eastfield Crescent, Crossways, Wolveston Avenue and Burniston Grove (a total of 17 premises) have also been observed on site and the report includes recommendations to address this by extending the existing junction protection restrictions.
28. As part of the original trial, permits were restricted to one per property and no visitor or additional resident permits were allowed. The main reason for this was that this was considered to be the minimum level at which a Residents permit scheme could be introduced that would satisfy the inspectors recommendations. Also

the originally proposed times of operation of the trial were significantly less than the working day to reduce the impact on residents. At the Executive Member meeting the proposed times of operation were altered to 8.00am to 6.00pm in response to representations made.

29. Further detailed consideration will need to be given as to how requests for additional resident and/or visitor permits should be dealt with. This is something that will be included in the development of the strategy in light of the experience of the trial. Where this has been allowed elsewhere in the City the costs of additional permits has been borne by residents.

Longer term Considerations

30. The University of York are currently only a few years into the 15 year expansion programme of the Heslington East Campus and there may well be new parking concerns emerging as the development continues. It would be appropriate therefore to formulate a clear strategy for addressing these issues in light of the experiences of the current trial. This will enable a much more timely response to be given and allow a consistent approach to be adopted.
31. To achieve this it is proposed to enter into detailed discussions with the University of York and the Police Authority to develop a robust strategy that will be adaptable to the ongoing development of the University with respect to the parking issues that can be attributable to this.

Issues to be considered for a strategy

32. There are clear limitations on the type of measures that can be considered for dealing with parking problems, these are the same for local highway authorities across the country. Unlike many authorities, City of York Council have de-criminalised powers in respect of parking restrictions. This means that CYC can undertake active enforcement of any parking measures introduced and without these powers the responsibility would fall onto the Police Authority whose resources are not within our control.

Limitations of measures introduced:

33. With regard to the type of measures that can be utilised, these are effectively constrained to variations of the following:
34. Minor Measures: For locations with isolated problems, where driveways or junctions become obstructed on a regular basis, consideration can be given to introducing parking restrictions to protect the junctions and white bar markings across driveways. Whilst the bar markings are not enforceable they have proven to be effective in keeping driveways clear of parked vehicles with limited use.
35. Wider use of traditional parking measures: This involves more extensive use of single and double yellow line restrictions and prevents parking from taking place for all traffic, including residents. The controlled zone introduced for this trial is a variation of this approach and reduces the signing requirements due to its zonal nature. Whilst it is not recommended for continued use, the Controlled zones remain unsuitable for use in some locations.
36. Residents Parking Schemes: There are a number of variations that can be introduced for Residents Parking Schemes. The one utilised for this trial was initially considered to be limited for use in cul-de-sacs. These are relatively easy to introduce in respect of the signing and lining requirements i.e. signing is only needed upon the entry to the cul-de-sac and parking bays do not need to be marked out within the parameters of the scheme.
37. The introduction of a standard type of residents parking scheme not in cul-de-sacs is more problematic. In some locations more extensive signing and clearly marked out parking bays may be necessary. Furthermore, yellow lines at locations where parking could not be permitted e.g. in between parking bays where the length of carriageway available is insufficient. These requirements can result in on-street parking capacity being severely reduced (potentially by up to 50%) and potentially to a point where demand from residents cannot be satisfied. This is more acute in locations where premises have frequent driveways along both sides of the road or where the available carriageway is narrow. Each location has to be assessed individually as to its suitability.

38. However, a subtle change in the interpretation of intended use of this type of scheme by DfT now allows for a small enclosed network of roads, such as the Badger Hill estate or part thereof to be included within the zonal respark scheme.
39. Outside of the restrictions detailed above the Police Authority do have some powers to address obstruction issues. This type of offence is notoriously difficult to prove in a court of law, has very limited resources dedicated to it and is not in the direct control of the local authority. Local police should therefore not be relied upon to address persistent parking issues.
40. **Cost implications:** The capital costs for the introduction of measures so far undertaken have been the responsibility of the University. This includes the physical works, legal costs and fees for the first resident's permit (less the enforcement cost of 40%). In addition to this, the University pay separately for enforcement costs (20% fte of a Civil Enforcement Officer) and receives the income from any parking fines (less 60% administration fees).
41. Whilst a proportion of costs associated with the implementation of a scheme are picked up by the University, there are also significant costs that fall upon the Council. This includes design, feasibility studies, procurement, extensive site visits, considerable surveying work, detailed consultations and dealing with correspondence etc.
42. **Survey limitations:** The obligations of the University outlined above are only triggered once a 20% increase in traffic, directly attributable to the University can be identified. Whilst these are undertaken in a relatively timely fashion, there can be a considerable delay between when vehicles begin to park in a residential area and an adequate solution being arrived at.

Conclusion overview

43. The results of the trial would indicate that it has been partly successful in achieving its aim of removing the University related parking from those areas worst affected. Whilst there was expected to be some relocating of the problem, it appears to be at a reduced level and has been dispersed across the area. By including those currently within the Controlled Zone within (a more extensive) respark scheme, further reductions in the number of vehicles needing to relocate may be seen.

44. There is obviously now a need to address those areas that have recently become affected and this report proposes the formation of such a strategy. It should be noted however, that as the problem becomes less and is more dispersed- a level might be reached where it is neither appropriate nor proportionate to take any further action.
45. Recognition also has to be given to where the responsibilities for the University to address parking issues lie. There may be, for instance, locations where the majority of any parking issues are not related to the University's programmed development. In these instances, locations would have to be prioritised and addressed in line with the Council's policies used elsewhere in the city where the capital funding needs to be available and scheme only go ahead if the required level of support from residents is forthcoming. The responsibility for any permits would also fall upon residents in the instances.
46. To be able to address the parking issues that arise in connection to the ongoing development of the University, there needs to be a clear strategy in place. Such a strategy will allow a more expeditious response to emerging issues. Any responses do need to take a considered view and not be a 'knee-jerk' reaction to problems that may settle down.

Strategy Proposals

47. It is proposed that a strategy be drawn up following detailed consultations with the University of York and the Police Authority to provide for a more consistent approach to addressing future parking issues related to the ongoing development of the Heslington East Campus. It should be noted that this strategy will be limited to alleviating the parking problems on the adopted highway network and does not cover the range of measures that are associated with the planning conditions such as travel plans and phased development etc.
48. The proposed strategy from the detail discussions will be reported back to the Cabinet Members for approval. The strategy would be applied to all 12 zones previously identified in the planning process when/if surveys demonstrate problems directly attributable to the University (please note- the Badger Hill estate only covers two of these zones).

Analysis

49. The measures introduced in accordance with the recommendations of the previous report have been partly successful in addressing the issue of university related parking in parts of the Badger Hill estate. However, a proportion of the university related vehicles continue to park within the estate and consultation was undertaken to determine where the scheme should be extended.
50. Several areas were identified by correspondence from residents subsequent to the introduction of remedial measures in nearby locations. Whilst the number of vehicles involved appears to have diminished, there are still some residual problems attributable to university related parking. For a complete plan of the recommended action please see Appendix F.
51. Minor measures: Junction protection restrictions
Many traffic-sensitive junctions across the estate were restricted as part of the initial roll-out of the scheme and there have been calls for additional or extended restrictions. From extensive site visits and calls from residents outside the area consulted, it is apparent that vehicles continue to park in close proximity to the present restrictions on the junction of Field Lane and Sussex Road. It is therefore recommended that the present restrictions are extended to incorporate the no waiting at any time measures to prohibit vehicles from parking to the Eastfield Crescent junction also.
52. Additional restrictions could be considered at other junctions in the area although these have not been shown to be necessary at this time. Furthermore, the marking of streets within residential areas with double yellow lines is not common practice owing to their restrictive nature (especially on residents).
53. Extensive traditional parking scheme: Controlled zone
The use of a controlled zone has been seen to be an appropriate way to successfully balance the wishes of residents with the need to ensure the carriageway is usable as a main access-route for traffic. Whilst this has been the case, the minor change in DfT interpretation allows for a more suitable version of the respark scheme to be used. Rather than implementing road markings or restrictions, residents will need to self-regulate and be mindful of through traffic.

54. Whilst there have been several requests for more extensive measures on access-routes, the proposed extensions have been limited to those areas where significant levels of parking have been observed following the impact of the trial. In accordance with this, it is recommended that the zonal residents parking zone is extended to cover a greater part of the through-routes of Deramore Drive (to extend from current location and to terminate at the Vanburgh Drive junction) and to also include Yarburgh Way (to extend from current location and to terminate at Hesketh Bank junction).
55. To extend the present of recommended restrictions to cover additional areas than is recommended is not advisable at this time owing to the limited problems being experienced in these areas. Furthermore, the remaining through-routes in residential areas are more readily able to accommodate dispersed vehicles from newly restricted areas.
56. Residents parking scheme: Cul-de-sac access zones
The cul-de-sacs where residents parking have been introduced have been well received by residents. It is therefore intended to expand the areas covered by this scheme into those locations that have been adversely effected by the current trial. In addition to the current scheme, Pinewood Hill, Badger Wood Walk, Foxthorn Paddock and Hesketh Bank are recommended for inclusion into the scheme.
57. The recommended extensions to the scheme are within the zonal parameters established by University surveys and cover the main areas of concern highlighted by residents in the consultation.
58. The original report suggested that restrictions between 10.00am and 2.00pm / 3.00pm would sufficiently address the problems being faced and have less impact on residents. A full working-day restriction of 8.00am until 6.00pm was approved at the Cabinet Member's meeting in response to representations made.
59. Further consultation regarding the times of operation were recently undertaken and 87% of returned responses were in favour of maintaining the current times. The support for the times of 8.00am until 6.00pm was similarly high in both those inside (81%) and outside (92%) of the current restrictions. It is therefore recommended that this is ratified for the next phase of the trial.

60. Whilst there were some calls (10% of all responses) for other operational times to be enforced or trialled, there was minimal consensus amongst residents on which times were desirable. The suggested times ranged from a full 24hr restriction to a 10.00am until 2.00pm restriction. In line with the above recommendation, whilst the times may be more restrictive than originally proposed, there is general agreement that the current times are most favoured.
61. The trial is obviously still at an early stage having only been in operation some three months. This report recognises the need to make some amendments to the trial in light of recent experiences. There may however be additional issues that become evident as the trial continues. Schemes would normally need to be in operation for at least 12 months to fully regard any issues. There may also be a danger of reacting prematurely to an issue which could resolve itself once things settle down.
62. The purpose of the trial is to develop a robust strategy that can be adapted and extended to address any University related parking issues that are occurring. There may also be parking issues that are not attributable to the University. Such issues would be dealt with and prioritised in accordance with the Council's policies as it does elsewhere across the authority. It is vitally important that the Council work closely with the University of York to develop and appropriate and agreeable ongoing strategy.

Council Plan Priorities

63. Progressing these proposals would meet the Get York Moving Council Plan Priority – creating an effective transport system which lets people and vehicles move efficiently around the City

Implications

64. This report has the following implications:
- **Financial** – The implementation costs associated with this report are currently being met by the University of York. However, ongoing maintenance falls to CYC. Therefore there is a possible capital cost implication if works are extended beyond the University's remit.

- **Human Resources** – The proposals would involve the continued use of Civil Enforcement Officers with a potential need for an increase in presence. These proposals also need to be considered in terms of demands on Officers/ available resources for any future design/ feasibility/ implementation works
- **Crime & Disorder** - None
- **Equalities** - None
- **Legal** – None
- **Property** – None
- **Sustainability** – None

Risk Management

65. In compliance with the Council's risk management strategy there are no risks associated with the recommendations in this report.

Contact Details:

Author:

Stephen Hockley
Traffic Technician
Network Management
Tel: 01904 551469

Chief Officer Responsible for the Report:

Richard Wood
Assistant Director, Strategic Planning & Transport

Report Approved

Date 2/ 8 /12

Wards Affected: Hull Road & Heslington

All

For further information please contact the author of this report.

List of Appendices:

Appendix A – Plan of original works

Appendix B – Planning conditions

Appendix C – Plan of consulted area

Appendix D – Copy of questionnaire

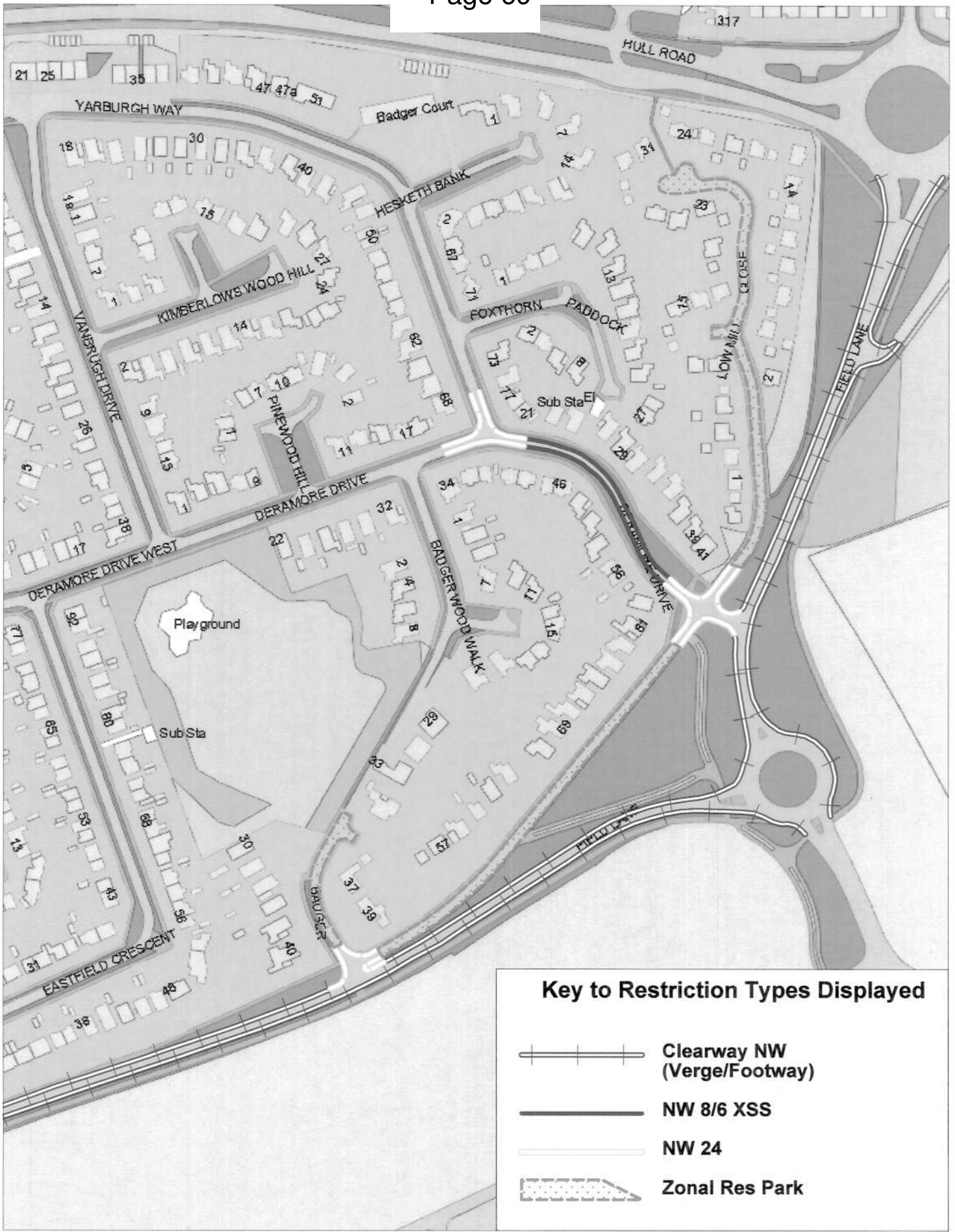
Appendix E – Summarised responses

Appendix F – Plan of recommended amendments





Appendix G – Outline of Petition One- Badger Wood Walk area

Appendix H – Outline of Petition Two- Sussex Road area

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Key to Restriction Types Displayed

-  **Clearway NW (Verge/Footway)**
-  **NW 8/6 XSS**
-  **NW 24**
-  **Zonal Res Park**



Plan of Original Works

Appendix A

SCALE 1 : 2500

DATE

DRAWING No.

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Condition 10 and Section 106 Agreement

Heslington East Campus Outline Consent Planning Conditions

Condition 10

Before the commencement of development, the developer will carry out a survey of current on-street parking on highways within the area shown on plan 3 and thereafter repeat the survey annually. The surveys shall be carried out to a specification and at a time agreed with the LPA.

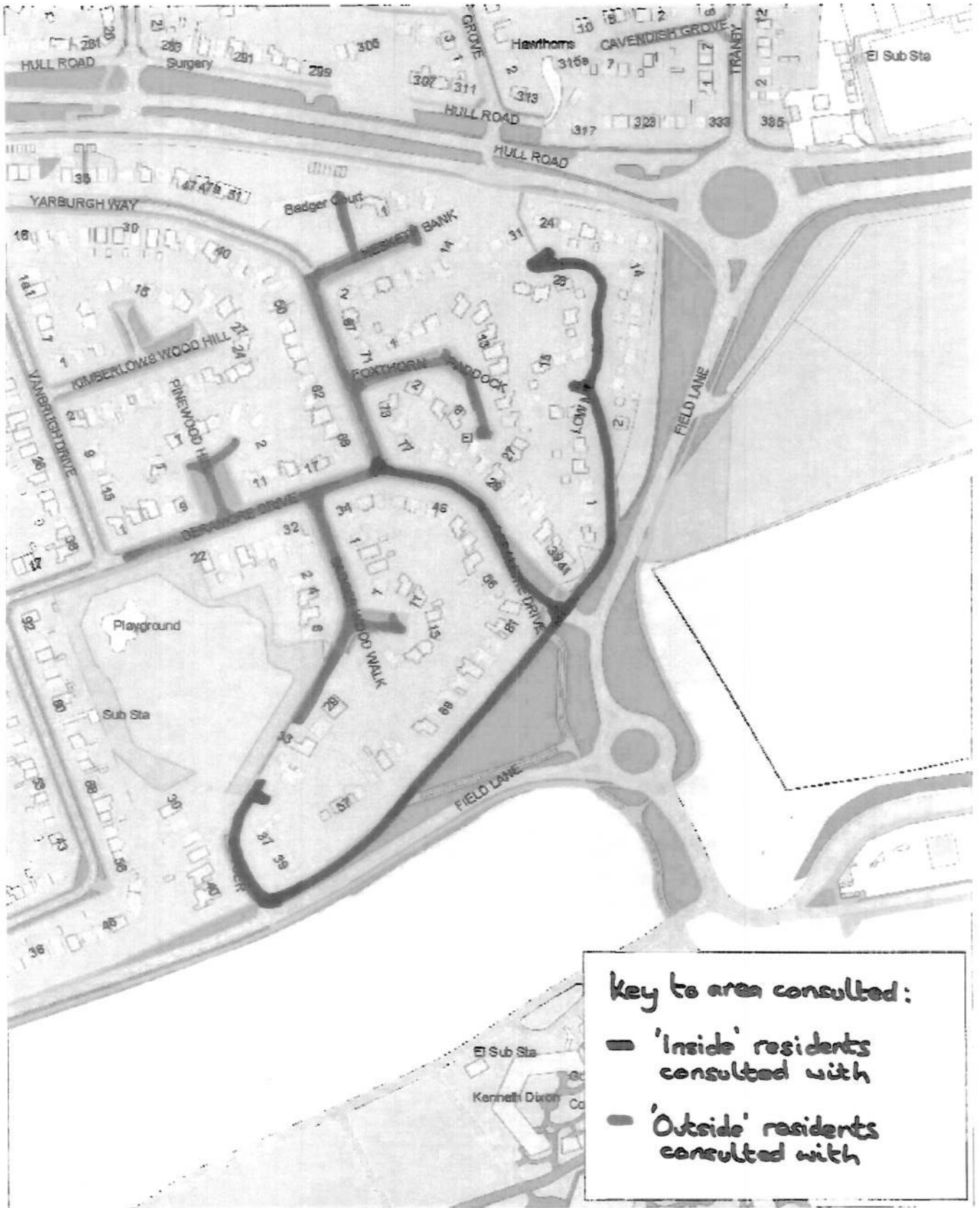
Within three months of the annual survey being carried out, the developer will review the on-street parking survey results and submit the review to the LPA to demonstrate whether the volume of on-street parking in any of the areas shown on the plan has increased by more than 20% of the first annual survey as a consequence of the development.

Section 106 Agreement

- 3.1.1 fund a detailed survey to be undertaken to a specification to be agreed with the Council to identify the origin of the increase in on street parking so identified;
- 3.1.2 in the event that the detailed survey identifies that such increase is caused by students attending the University of York, employees working at or visitors visiting any building situated upon any part of the Site or the land shown on Plan 4, pay to the Council the costs incurred by the Council in introducing a scheme of parking and waiting restrictions to cover the area or areas where on street parking has increased and an area 100 m around that affected area or areas;
- 3.1.3 if a scheme of parking or waiting restrictions is implemented under paragraph 3.1.2 above, pay to the Council the costs incurred by the Council in employing a presence in the area to enforce the parking regulations for a period of 15 years from the first occupation of the Development;
- 3.2 If a scheme of parking or waiting restrictions is implemented under paragraph 3.1.2 above, then the Council shall pay to the Developer a sum equivalent to income from any penalty charge notices (less a reasonable administrative charge), for a period of 15 years from the first occupation of the Development.

The Planning Inspectors Report (paragraph 719)

719. Residents are also concerned that the restriction of car parking within the campus could encourage parking to take place within Heslington Village and Badger Hill. There is some dispute between residents and the CoYC as to the degree to which existing on-street parking within Heslington is generated by the University. However, the current level of on-street parking is not a justification for withholding planning permission for the proposed development. The suggested conditions require that regular surveys be undertaken of on-street parking within defined zones within Heslington and Badger Hill and should on-street parking increase by more than 20% within a particular zone, residents only parking areas would be introduced [231]. It was confirmed at the inquiry, that the costs of that scheme would be met by the University and that local residents would not be charged for permits should such a scheme be introduced. The threshold figure is in my view appropriate having regard to the evidence presented regarding existing fluctuations in on-street parking levels. The methodology and timing of surveys would be within the control of the Local Planning Authority. I do not consider that the surveys should be undertaken on a street by street basis. If that were to be the case, in certain streets even a small increase in the actual number of vehicles parking on the highway could exceed the threshold and result in unnecessary parking restrictions being implemented. Furthermore, the introduction of parking restrictions on a single street could well result in parking being displaced to adjoining streets. I am satisfied that overspill car parking could be controlled through planning conditions and the undertaking contained within the S106 Agreement.



Key to area consulted:

- 'Inside' residents consulted with
- 'Outside' residents consulted with



Plan of consulted area
Appendix C

SCALE	1 : 3000
DATE	02/04/2012
DRAWING No.	
DRAWN BY	

Appendix D

Network Management
City of York Council
9 St Leonard's Place
York
YO1 7ET

Dear Resident

Parking Issues – Badger Hill Estate

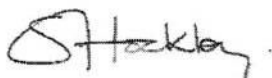
You may recall that City of York Council wrote to you last year asking your views on possible options for alleviating the parking issues related to the ongoing development of the University in Badger Hill. Following the results of these consultations a range of measures were introduced at the beginning of the year, on a trial basis, to some of those areas most affected by the parking problems.

The purpose of this letter is to request your views on the impact of the measures and whether they have been successful. This will determine what level of support there is for making them permanent and highlight what further amendments may be required to the scheme in light of experiences noted so far.

The attached plan shows the details of the recently introduced scheme. This mainly consists of a residents' parking scheme on part of Badger Wood Walk, Field Lane and Low Mill Close as well as a controlled parking zone (single yellow lines) on part of one of the main distributor roads to the estate- Deramore Drive. It was originally intended for the times of these restrictions to be between the hours of 10.00 am and 2.00 pm. This was intended to lessen the impact on the activities of residents (and their visitors) during the early morning and late afternoon periods, whilst still addressing the day long parking problems. Due to representations made by residents at the Executive Member Decision session meeting the times of operation were amended to 0800 and 1800 hrs for the purpose of the trial.

It would be most appreciated if you could complete the attached questionnaire and return it by Monday 26th March. It is intended to report the results of this questionnaire to an Executive Member Decision session meeting to determine how the trial should proceed. This will include possible amendments and additions to the scheme. It is therefore vitally important that you take this opportunity to influence any decisions made by providing your comments so that they can be fully taken into consideration.

Yours sincerely



Stephen Hockley
Traffic Technician

Badger Hill Estate - Parking Questionnaire

Please tick appropriate preferred option:

Q1) In light of the recent trial, do you consider the measures introduced to have helped alleviate the parking problems in your area?

Yes No

Q2) Do you wish to see the current restrictions made permanent?

Yes No

Q3) Do you agree with the current times of the restrictions introduced (presently 8.00am to 6.00pm)?

Yes No

Q4) If you answered "No" to Q3, what times of operation for the restrictions would you prefer?

10.00 am to 2.00 pm?

11.00 am to 2.00 pm?

Other? Please state: From:.....To:.....

Q5) Do you wish for further consideration to be given to expanding the existing area covered by the Trial?

Yes No

Q6) If you answered "Yes" to Q5, which areas do you wish to be included?

.....
.....
.....

Continued overleaf...

Q7) For the areas identified in Q6, what type of measures do you wish to be considered?

.....
.....
.....

Q8) Have you experienced any adverse effects as a direct result of the trial?

Yes No

Q9) If you answered "Yes" to Q8, please provide details of these adverse effects below

.....
.....
.....

Q10) Are there any other comments/ suggestions you wish to make?

.....
.....
.....
.....
.....

Name:.....

Address:.....

.....

.....

Post Code:

Thank you for your time

Appendix E

Analysis of results

There were a total of 104 responses with 60% of those sent out returned. Of these, 47 completed questionnaires were received from those living within the parameters of the initial scheme of measures. A further 57 responses were from those outside these confines.

Questions 1, 2, 3, 5 & 8:

	Yes (#)	No (#)	Other (#)	Yes (%)	No (%)	Other (%)
Q1 all	65	32	7	63	31	6
Q1 inside	46	0	1	98	0	2
Q1 outside	19	32	6	34	57	9
Q2 all	100	3	0	97	3	0
Q2 inside	47	0	0	100	0	0
Q2 outside	54	3	0	95	5	0
Q3 all	90	11	2	87	11	2
Q3 inside	38	8	1	81	17	2
Q3 outside	53	3	1	92	6	2
Q5 all	87	8	9	83	8	9
Q5 inside	32	7	8	68	15	17
Q5 outside	55	1	1	96	2	2
Q8 all	58	41	5	56	40	4
Q8 inside	10	34	3	21	72	7
Q8 outside	48	7	2	86	12	2

Question 4

This section referred to the operational times that residents felt were appropriate for the area. There were a limited number of responses to this question as the vast majority recorded support for the present 8.00am until 6.00pm restrictions.

The other times listed were recorded as follows:

Time:	Residents in favour
8.00am - 4.00pm	2
10.00am - 3.00pm	2
10.00am - 2.00pm	2
8.00am - 5.00pm	1
8.00am - 8.00pm	1
9.00am - 6.00pm	1
10.00am - 4.00pm	1
24hr	1

Question 6

This requested the opinions of residents in terms of the areas that were most suitable for action to be taken. The various combinations of streets, cul-de-sacs or specific areas were grouped together and the majority of support was demonstrated for the approximate areas CYC had targeted for remedial measures. Considerable backing from residents was also given to the action to be taken across the whole of the Badger Hill estate.

Area	Residents in favour
CYC recommendation	32
All of Badger Hill	23
Deramore Drive & Badger Wood Walk	7
Yarburgh Way	7
Deramore Drive	7
Zone 9	6
Badger Wood Walk	2
Area around local shops	1
Area around school	1

Question 7

This section of the questionnaire asked residents to specify their preference in relation to the type of restrictions that were desirable and that residents felt were most appropriate to resolve the issues. It should be noted that whilst measures (residents parking and controlled zones) were listed independently, there is no way to determine whether this was indicative of residents' wishes for their own street or as a wider scheme of works.

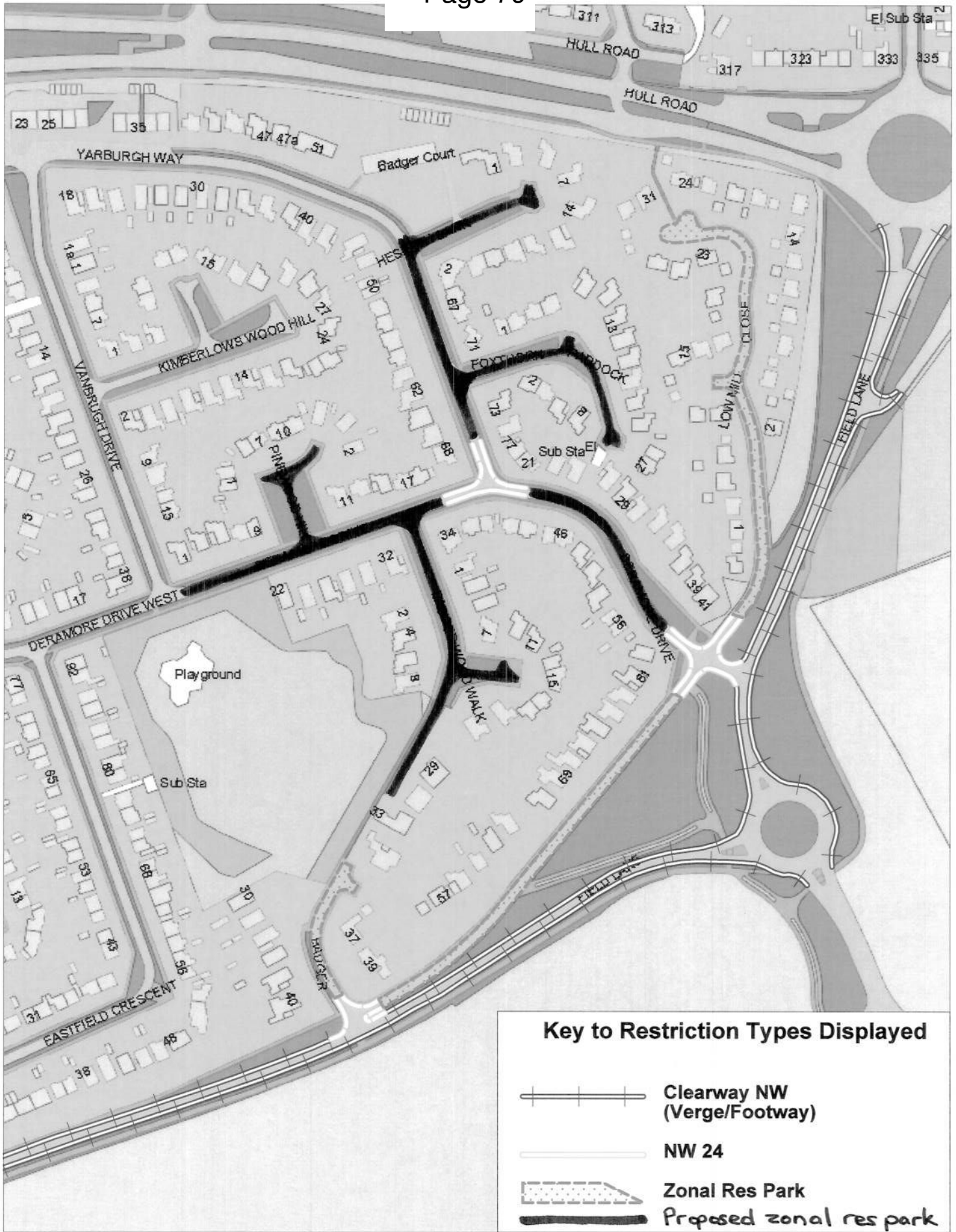
Measures	Residents in favour
Residents Parking	26
Similar to current	22
Controlled Zone	19
Restricted parking: 10.00am - 2.00pm	2
Restricted parking: 8.00am - 4.00pm	1
24hr Residents Parking	1
No parking at all times	1

Question 9

It was requested that residents indicate the nature of any adverse affects/ problems that have been noted since the implementation of measures in the Badger Hill area. The main concern was that university related vehicles parking continues in residential areas. The access issues arising from increased vehicle numbers in the area has also had an impact.

It should be noted that CYC anticipated that some university related vehicles would begin to/ continue to park in residential areas not covered by the initial scheme. Both of these issues can be effectively and proportionately addressed by the recommendations made by this report. Furthermore, the remaining adverse effects recorded by residents are also likely to be resolved by these works.

Issue:	Residents raised by:
Relocated issue	28
Access issues	25
Limitations of scheme	8
Parking on grass verges	5
Sightline issues	3
Danger posed to children	2
Long-term vehicle parking	2



Plan of Recommended Amendments

Appendix F

SCALE	1 : 2500
DATE	
DRAWING No.	
DRAWN BY	

This Petition

to

City of York Council

From

The residents of

That section of Deramore Drive between
the Yarburgh Way and Vanbrugh Drive junctions
Badger Wood Walk north
Pinewood Hill

That section of Yarburgh Way between
the Deramore Drive and Vanbrugh Drive junctions
Foxthorn Paddock
and
Hesketh Bank

Requests

That controlled parking be extended to
all the aforementioned streets and sections of streets
by the introduction of a Residents' Only Parking Scheme

Such that

'Count Zone 9' in its entirety becomes a Controlled
Parking Zone

PETITION TO CITY OF YORK COUNCIL

We the undersigned petition City of York Council to extend the experimental traffic regulation order that is presently operative within the southern part of 'Traffic-Count Zone 9' of Badger Hill to Zone 9 in its entirety.

On-street parking has been displaced from the controlled streets of Zone 9 to the uncontrolled streets of Zone 9 and remedial measures are now required in these uncontrolled streets without further delay.

NAME	ADDRESS	SIGNATURE

Appendix H.

Mr. Bill Woolley
Director of City Strategy
City of York Council
9 St. Leonard's Place
York
YO1 7ET



P-121832

Dear Sir,

Parking Issues – Badger Hill

Since the introduction in January 2012 of the trial Traffic Regulation Order to cover Field Lane service road, Low Mill Close and parts of Badger Wood Walk and Deramore Drive, as expected, parking is being displaced into adjacent streets.

In addition, a potentially dangerous situation has been caused by traffic parking in Sussex Road between its junction with Eastfield Crescent and the double yellow lines which extend 15 metres into Field Lane.

The top end of Sussex Road is, therefore, reduced to a single lane and traffic entering or leaving Sussex Road causes interference with the traffic flows along Field Lane.

The situation is particularly worse at peak times when Field Lane has nose to tail traffic to the University and other traffic requires access to Badger Hill School.

We, the undersigned residents, urge you to investigate the situation and introduce remedial measures to eliminate the problem.

<u>NAME</u>	<u>ADDRESS</u>	<u>SIGNATURE</u>



**Decision Session Public –
Cabinet Member for Transport, Planning and
Sustainability**

2 August 2012

Report of the Director of City and Environmental Services

**Petition concerning proposed University Road/ Field Lane highway
Improvement Scheme**

Summary

1. In response to a petition from residents, requesting the scrapping the proposed highway improvements to Field Lane and University Road, Heslington, this report examines the background issues and evaluates the requested actions. The evaluations within the report conclude that scrapping the scheme will not meet the requirements of the planning approval given to the University of York for the University East Campus project, of which the University Road / Field Lane Improvement Scheme formed a component part of the package of highway improvement schemes identified within the project approved.
2. There are numerous consequences of non-implementation of the University Road / Field Lane scheme. These are detailed in the text below, but primarily the three main aims of the scheme of reducing / removing “through traffic” from the lower section of Field Lane, of providing improved cycling and pedestrian links between campuses, and of providing environmental enhancement in the vicinity of Heslington Hall would not be achieved.

There are numerous additional knock-on effects of not implementing the scheme and these are discussed further below.

Crucially, the requirements of the planning consent will not be fully achieved.

Recommendations

3. (i) That the Cabinet Member notes the content of the petition, but agrees that the University Road / Field Lane scheme is progressed.

Reason: To satisfy the requirements of the planning approval given to the University of York in respect to the East Campus Development, to provide essential cycle and pedestrian links between campuses, to provide improvements to traffic flows in sensitive areas adjacent to the school and church on Field Lane, and to achieve the desired environmental enhancement in the vicinity of Heslington Hall and Heslington Church to be undertaken.

- (ii) That Officers write to the lead petitioner after the meeting.

Reason: To inform them of the Cabinet Member's decision.

Background

4. The University of York submitted proposals for the development of the University East Campus for outline planning permission in 2004. The application was called in for a decision at public inquiry by the Secretary of State in September 2005, and outline permission was granted subject to conditions set out in Appendix A of the Public Inquiry decision report.
5. Appendix A, Condition 1 of the Public Inquiry decision report listed a number of approved plans, indicating various highway improvement schemes to the highway network that needed to be undertaken in conjunction with the East Campus development, to accommodate the potential increases in traffic and to meet the need to improve cycling and pedestrian links between the campuses and public transport.

One of these plans, Plan F(ii) Rev A, indicated proposed improvements to University Road and Field Lane (Provided as **Annex A** to this report).

6. Other highway improvement schemes identified on the approved plans are listed below. All but the Grimston Bar/A64 improvements

have been completed:

- Field Lane Roundabout,
- Field Lane Bus Interchange,
- Deans Acre link road / Innovation Way improvements,
- Grimston Bar P&R access junction improvements, and
- Grimston Bar / A64 junction improvements.

7. The original scheme proposed for University Road / Field Lane had three main objectives:
 - To reduce/remove through traffic from the lower section of Field Lane,
 - To provide improved cycling and pedestrian links between campuses, and
 - Environmental enhancement in the vicinity of Heslington Hall.
8. It should be noted that a new pedestrian / cycle way link has recently been provided between Hull Road and School Lane, and provides an off-road facility linking Hull Road, Badger Hill and the new campus to the fringes of Heslington. This will be extended to the University Road / Innovation Way junction under the proposed University Road/Field Lane scheme. The University Road / Field Lane scheme will serve to link the new Heslington Lane cycle schemes to the proposed cycleway scheme on University Road beyond Innovation Way and to the Field Lane Cycleway, thereby completing the network in this immediate area.
9. Upon commencing the detailed design of the University Road / Field Lane project, the scheme was reviewed and was found to contain several areas of concern relating to road safety and its ability to reduce traffic on Field Lane. After considering various options, a revised proposal was agreed and was presented to the Heslington Forum (a group of individuals representing local stakeholders and residents) meeting in June 2011 to seek the views of the group.
10. The proposals were firmed up following receipt of comments from the Forum members and progressed through internal consultation before being presented to the Heslington & Fulford Ward Committee meeting in October 2011 as the first stage of a public consultation (**Annex B**). The proposals received a poor response and due to the amount of adverse feedback, a decision was made to put the consultation on hold whilst the comments were reviewed and alterations made to the proposals.

The main concerns raised were:

- A perception that all traffic was to be diverted down School Lane from Field Lane (and hence on to the unsuitable Low Lane route and back round on to Main Street),
- An increase of traffic on School Lane would lead to added congestion and decrease the safety of children at the school,
- Traffic would have difficulty getting out of the proposed “T-junction” from Main Street back on to University Road,
- Changes to the bus routes and stop locations, which will place them further from the village centre in some cases,
- Increased traffic on Innovation Way and University Road adding to congestion and pollution, and
- Difficulties for buses getting out of Field Lane on to University Road.

11. The plans were further amended to reflect the comments. The main changes to the previous version were:
 - Retention of the gyratory at the bottom of University Road and alterations to the Main Street entrance,
 - Relaxing the restriction on the lower section of Field Lane to allow one way for all traffic, and
 - Addition of speed cushions on Field Lane to control vehicular speeds near to the school.
12. The proposals were presented to the Heslington Parish Council and Heslington Forum on 17th and 30th January 2012 respectively (**Annex C**) in an attempt to update both groups and to seek further feedback. Not many substantive reasons for objecting were put forward, but the Parish Council and some members of the Forum stated that they would prefer no changes to the road layout. They added that, if improved cycle links are needed, a cycle path crossing Church Field should be considered thereby reducing the impact on Field Lane.
13. The option to provide a cycle path across Church Field contradicts the strong opinions on the use of the Church Field detailed in previous policy documents, e.g. Heslington Village Design Statement and Heslington Conservation Area Appraisal, compiled at the time of the planning application.
14. Councillor Merrett met with Councillor Alexander and Councillor

Levene in early February to discuss the main issues and concerns, and agree a means of taking the scheme forward. Three main recommendations were proposed:

- that officers should explore the option of providing a cycle path across Church Field (see **Annex D**).
 - the scheme should also be considered to address potential traffic issues related to the increased development at the new campus. Traffic counts are to be assessed to demonstrate any impact the introduction of the Deans Acre link road may have had on distributing traffic in the immediate vicinity.
 - that additional transport modelling be carried out to assess the likely future traffic generated over and above that previously envisaged (due to the development of the sports village/pool and the application for additional parking).
15. Further consultation has been deferred until appropriate options have been explored and developed. Officers would then propose to take the scheme forward by presenting a small selection of options for further consideration by residents and other consultees.

Suggested preference to scrap the scheme

16. In mid October 2011, subsequent to the ward committee meeting earlier that month (see paragraph 10), residents of Heslington launched a campaign to petition the Council to reject the proposals for the University Road / Field Lane scheme. This was based on the proposals presented at the ward committee meeting.
17. The petition organiser contacted the Council in late October with a view to having an e-petition placed on the Council's website and making it available for residents to sign on line. The e-petition request was rejected on the basis that
- the scheme originated as one of several improvement schemes included within the planning permission,
 - the version of the scheme being objected to had already been put on hold and was to be reviewed, taking account of comments and criticisms received from residents, and
 - it was premature for residents to be raising a petition when the final scheme details had not yet been issued for comment.

The organiser was advised of the decision to reject the petition.

18. Councillor Levene presented a signed petition to the Council on behalf of the residents of Heslington, in early April 2012. The petition has 637 signatures and is headed “we the undersigned petition the Council to scrap the proposed highway improvements to Field Lane and University Road, Heslington”. This was passed to the Transport Projects team on 12th April.
19. It is understood that the petition was submitted in objection to the proposals presented in October 2011 (Annex B), which has already been superseded, but that the general opinion of residents is that they oppose any scheme that would change the road layout within the village area particularly in the vicinity of Heslington Hall.
20. Acknowledgement of receipt has been given to the petition organiser, who has been advised that the petition is to be referred to the Cabinet Member.

Need for the scheme

21. The requirement to undertake improvement works on University Road and Field Lane were identified within the planning application process and public inquiry report. Prior to the introduction of the link road across Deans Acre, traffic travelling from the Hull Road direction towards Fulford, Heslington, the existing campus and Science Park had no option but to travel along Field Lane to the junction with University Road. This meant that all through traffic passed the church and school and it was recognised that the volumes needed to be reduced - this was also acknowledged in the Heslington Village Design Statement.
22. The construction of the Deans Acre link road has facilitated a means of diverting a large proportion of this “through traffic” away from the lower section of Field Lane, by taking it through the Science Park and back on to University Road. This includes traffic continuing towards Fulford. However, the route along Field Lane is currently still more attractive for Fulford-bound traffic as the route is more direct and shorter than the preferred Deans Acre route. Motorists need to be discouraged from using Field Lane as a through route and the only means of achieving this appears to be by imposing physical measures along Field Lane between the Windmill Lane and University Road junctions.

23. The Inspector's report for the Public Inquiry identified the need to provide the Deans Acre link road but also recognised that its introduction would have a detrimental environmental impact on the local green space within the conservation area. The scheme on University Road was seen to be a means to redress this loss of amenity by providing enhanced public open space particularly in the area fronting Heslington Hall. The Secretary of State notes the requirement to consider the desirability of preserving the setting of the two listed buildings affected by the development, Heslington Hall and Heslington Church, as well as the desirability of preserving or enhancing the character of the conservation area. The Secretary of State agrees with the Inspector's conclusion that, while some elements of the proposed development would have an adverse effect on the setting of the Church and the character and appearance of the Conservation Area, the area would benefit from the enhancement of the setting of Heslington Hall. The Secretary of State also agreed that, on balance, the overall effect on the character and appearance of the area and the setting of its listed buildings would be neutral.
24. The Inspector's report continues by identifying that the large number of existing traffic signs, bollards and ill-considered highway elements along University Road resulted in visual clutter, and that the highways and their associated clutter detract from the setting of Heslington Hall, the most valuable listed building in the village.
25. The proposed highway improvements would reduce the dual carriageway to single carriageway and provide the opportunity to increase the green space outside the Hall.
26. There is also a requirement to provide improved cycling and pedestrian links between the two campuses, the preferred route being along Field Lane and on to University Road. During the lead up to the planning application, various options were explored and the general consensus from residents was that no paths were to be provided crossing Church Field. The sentiments of the residents were so strong that the requirements were documented in articles such as the Heslington Village Design Statement and Heslington Conservation Area Appraisal. As such, the option progressed through planning providing the improved links within the extents of the public highway, along Field Lane and University Road.

27. The measures for implementing the required traffic measures, improving cycle and pedestrian links and providing the environmental enhancements on University Road and Field Lane have been considered and developed during the preliminary design of the scheme. The proposals have been reviewed and modified in line with public views and opinions where this has been possible without compromising the objectives of the scheme.
28. The Inspector's report acknowledged that "a balance had to be struck between environmental, heritage issues and traffic issues. The provision of the Deans Acre link road was needed to allow the over designed dual carriageway section of University Road at its junction with Field Lane to be reduced and to provide a more lightly trafficked network along which the University Transit System (UTS) can travel".

The University's Sustainable Travel Plan

29. It was always recognised that the development of the new campus at Heslington East would have a significant impact on the local road network. The University would both stimulate and depend on travel to and from the campus and unless this additional traffic was controlled congestion would increase.
30. The University produced a Sustainable Travel Plan in which it identified measures to control the growth and to facilitate a mix of transport modes on the campus to encourage travel by means other than by car to and between the campuses. These measures include actively promoting the penetration of public transport services into the campuses thereby facilitating the inter campus movement of staff and students and encouraging more people to come to the University by bus; and through liaison with the Council and bus providers to develop a public transport network that provides more direct services to the campuses.
31. In addition, an important feature of the Plan is to promote the use of walking and cycling between campuses.
32. An independent traffic survey was undertaken in March 2012. The results indicate that, despite the University's population of staff and students increasing by 15.1% between 2011 and 2012, from 16,706 to 19,234, there has been a 5.3% reduction in the number of vehicular

trips associated with the University. Over the same period, the number of cycle trips has increased by 32.5%, from 4,347 to 5,764 and the pedestrian trips have also increased by 9.7% from 13,342 to 14,638. These figures relate to University-generated movements.

33. It is probable that the improvements to and provision of additional footway and cycleway infrastructure has encouraged the increased use of cycling and walking. The University Road scheme would serve to improve on the provision of the necessary cycle and pedestrian links along the lower section of Field Lane and University Road, to link between those facilities already provided and to other adjacent proposed cycle facilities.

Consequence of non-implementation

34. Non-implementation of the University Road scheme would result in the non-compliance of the planning consent.
There doesn't appear to be a specific timescale trigger for implementation of the University Road / Field Lane scheme in relation to levels of development at the campus. However, the Travel Plan does indicate that there is a requirement to provide improved footpath and cycle link improvements between Heslington East and the Church and then on via Deans Acre link road or Field Lane to Heslington West by completion of the Cluster 1 development. The Deans Acre link road has already been completed but the off-road cycling facilities fall short of extending to Heslington West. The Field Lane Cycleway scheme, also completed, provides off-road facilities between the Church and Hull Road roundabout, linking to Heslington East.
The University Road scheme would serve to complete the links for cyclists and pedestrians along safe routes to Heslington West. Plan F(ii) rev A demonstrates that the scheme is closely associated with and interconnected to the proposals for Deans Acre link road.
35. Residents consider that the road layout does not need altering, as it is functioning adequately at the moment. Although this may be the case for traffic flows as they presently are, traffic flows are expected to increase over time despite the measures being implemented to control the University-generated movements. The package of schemes was developed to accommodate for the potential increases in traffic.
36. The scheme at University Road will serve to rationalise vehicular flows along the preferred routes and distribute the flows more evenly

through Heslington, particularly benefitting Field Lane. If the improvements are not carried out then vehicles would continue to use Field Lane instead of diverting through the Deans Acre route and the tendency would be that volumes and hence congestion would increase on Field Lane, with added noise and air pollution. Increased congestion results in increased journey times, which in turn impacts severely on businesses and public transport, and will inevitably result in increased rat running through back streets (School Lane, Low Lane and Main Street), something that residents are strongly opposed to.

37. Vehicles would continue to use Field Lane instead of diverting through Deans Acre and the Science Park. Unless vehicle speeds are controlled and vehicles are persuaded to use the preferred route, children of primary/junior school age will continue to be put at risk, and at more risk as vehicle volumes increase.
38. Failing to implement the scheme will result in the improvements for cycling and pedestrian facilities not being provided, and links to adjacent cycling facilities not being made. Cyclists and pedestrians will continue to have substandard facilities and be put at increasing risk when in conflict with motorised road users. Adequate provisions to link into adjacent cycle facilities would not be facilitated, thereby failing to meet the objectives of the cycling programme.
39. The desired environmental enhancements within the conservation area, to offset the detrimental impact of providing the Deans Acre link road, would not be achieved should the scheme not proceed.

Member Views

40. Councillor Levene is the only ward member of the ward directly affected by the proposed scheme. He has generally acted in the interests of residents querying aspects of the scheme and has tended to support the views of the residents.
41. Councillor Levene presented the signed petition to the Council on behalf of the residents of Heslington, but has not offered any comments in reference to the petition.

42. In February 2012, Councillor Levene made the following comments about the scheme:

“Without modelling showing a substantial and problematic future increase in traffic along the affected route, I am not convinced the changes as currently proposed are worth the scale of disruption and potential congestion in front of Heslington Hall, especially considering that I believe there is significant potential for more traffic to be diverted along Innovation Way as the signage is still inadequate.

The environmental improvements are marginal, creating a relatively small strip of not particularly usable space along the bottom of University Road.

The need for improved cycle links between the two campus, recognised as important by residents and myself, can be met by a cycle lane down the side of Church Field as you mentioned. This would be at far less cost and disruption and would provide a superior off-road route rather than an on-road route. My understanding is that this would adequately meet the Inspector’s original decision.

On this basis, I support the Parish Council’s position, taken after a public meeting with residents - that the road layout should be left unaltered and a cycle lane added to Church Field”.

Options on the way forward

43. The Executive Member has two options to consider:

Option 1 – note the content of the report and decide that the scheme be progressed.

Option 2 – note the content of the report and decide that the scheme should be scrapped.

Option Analysis

44. If Option1 was chosen and the scheme was progressed, the impact of this would be that the planning requirements would be met and a scheme would be implemented that meets the objectives regarding improving cycling and pedestrian facilities within the village, linking to other existing and proposed facilities; reducing the traffic along a sensitive route; and providing an environmental enhancement to offset the detrimental impact of construction of the Deans Acre link road.

It should be noted that the scheme still needs to go through a formal external consultation exercise to a wider distribution, during which the residents of Heslington would be able to respond to the proposals.

45. However, if option 2 is chosen it would result in a planning consent not being fulfilled and the current facilities would not be improved, resulting in substandard facilities for cyclists and pedestrians, increased traffic and congestion within the village, particularly along Field Lane, and the necessary environmental improvements not being achieved.

Council Plan Priorities

46. Progressing the scheme would meet two of the Council's Corporate Priorities:
- 1) Getting York Moving, by developing York's cycling and pedestrian network, and
 - 2) Protecting the Environment, by improving the quality of York's streets and public open spaces.

Implications

47. This report has the following implications:
- **Financial** – None, the scheme is funded entirely by the University of York.
 - **Human resources** – None.
 - **Equalities** – If option 1 is chosen, the scheme will serve to improve facilities for both pedestrians and cyclists, and reduction of the traffic on Field Lane will improve safety at a school.
 - **Legal** – City of York Council, as Highway Authority, has powers under the following Acts and associated regulations to implement improvements to the highway and any associated measures:
 - The Highways Act 1980
 - The Road Traffic Regulation Act 1984
 - The Road Traffic Act 1988
 - **Crime and Disorder** – None reported.

- **Land and Property** – None, all works are within the public highway except in the case of a cycle path if this is to be provided across Church Field, which is owned by the University.
- **Sustainability** – None.
- **Information Technology** – None.

Risk Management

48. Residents have petitioned the Council to have the highway scheme scrapped. The main risk associated with the recommendations in this report is considered to be to organisational reputation as there is a high risk of continued criticism from affected residents if the scheme is progressed. However there are strong and justifiable reasons as to why the scheme should progress.
49. Congestion in the Heslington area has been well documented and so there is a risk that the congestion will increase if no works are undertaken. In time there may be a need for a scheme to be undertaken to reduce such congestion.
50. Safety, in particular near the school and for cyclists and pedestrians in general, will be reduced in the event of increasing traffic, particularly if facilities are not improved for these at risk groups. Implementation of the proposed scheme will serve to enhance these facilities and encourage further cycling and walking as a means of moving between campuses.

Contact Details:

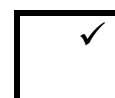
Author:

David Mercer
Principal Engineer
Transport Projects
Sustainable Transport Services
Tel: 01904 553447

Chief Officer Responsible for the Report:

Richard Wood
Assistant Director, Strategic Planning & Transport

**Report
Approved**



Date 2/ 8 /12

Wards Affected: Heslington

All

Specialist Implications Officer(s)

There are no specialist implications.

For further information please contact the author of the report.

Background Papers:

- The petition
- Public Inquiry Decision Report.
- Heslington Village Design Statement.
- Heslington Conservation Area Appraisal
- University Sustainable Travel Plan

Annexes:

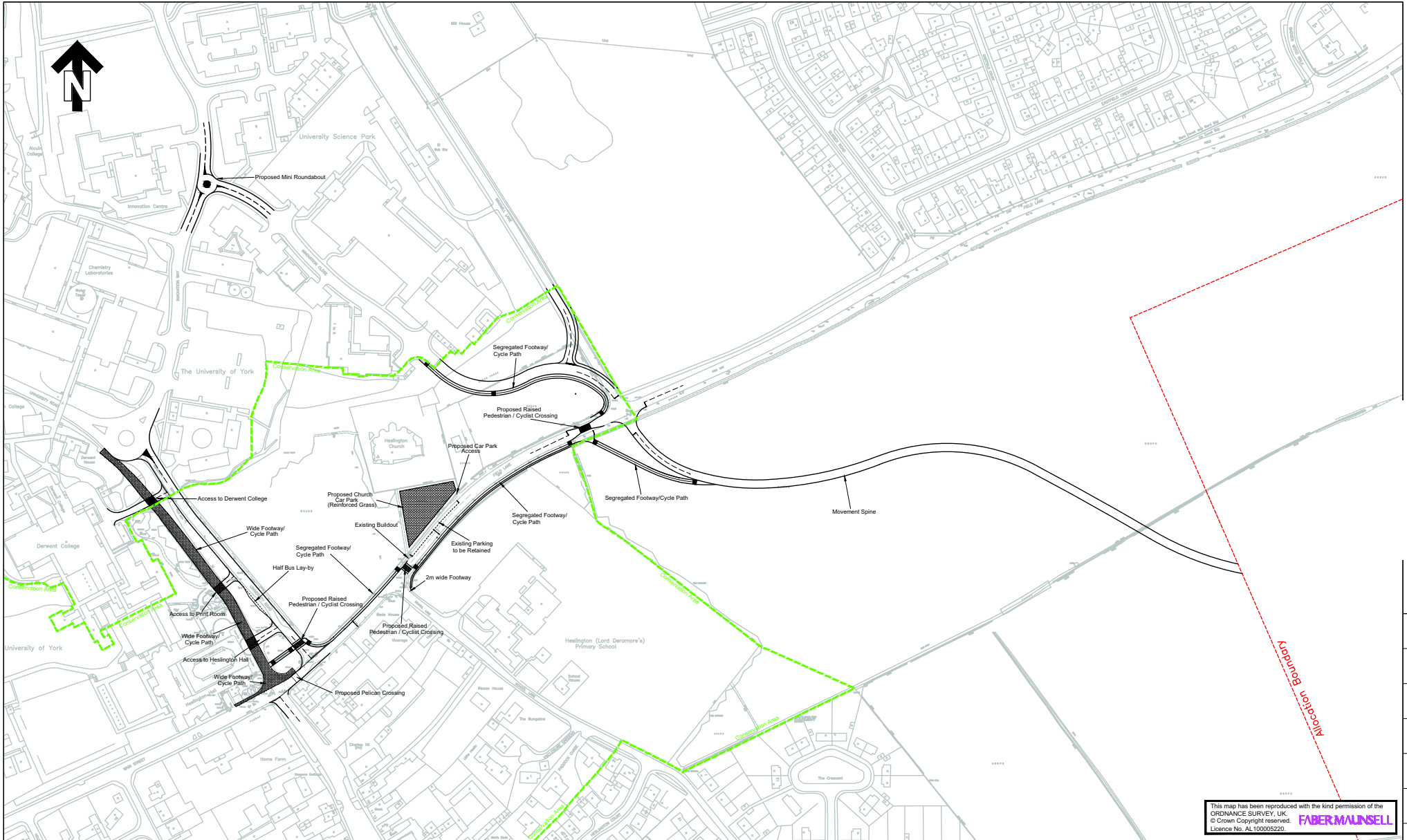
Annex A Plan F (ii) Rev A

Annex B Proposals presented to Ward Committee meeting, October 2011

Annex C Proposals presented to Heslington Parish Council and Heslington Forum, January 2012

Annex D Draft proposals including cycle path across Church Field.

Annex E Cycle route network.



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Client:
THE UNIVERSITY of York

Project:
Heslington East Campus

Design: DAP	Date: September 2004	Chk'd: SCW
Drawn: MC	Scale: 1 : 2500	App'd: DAP

Sheet Size - A3 (400mm x 275mm)

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 George Cayley Drive,
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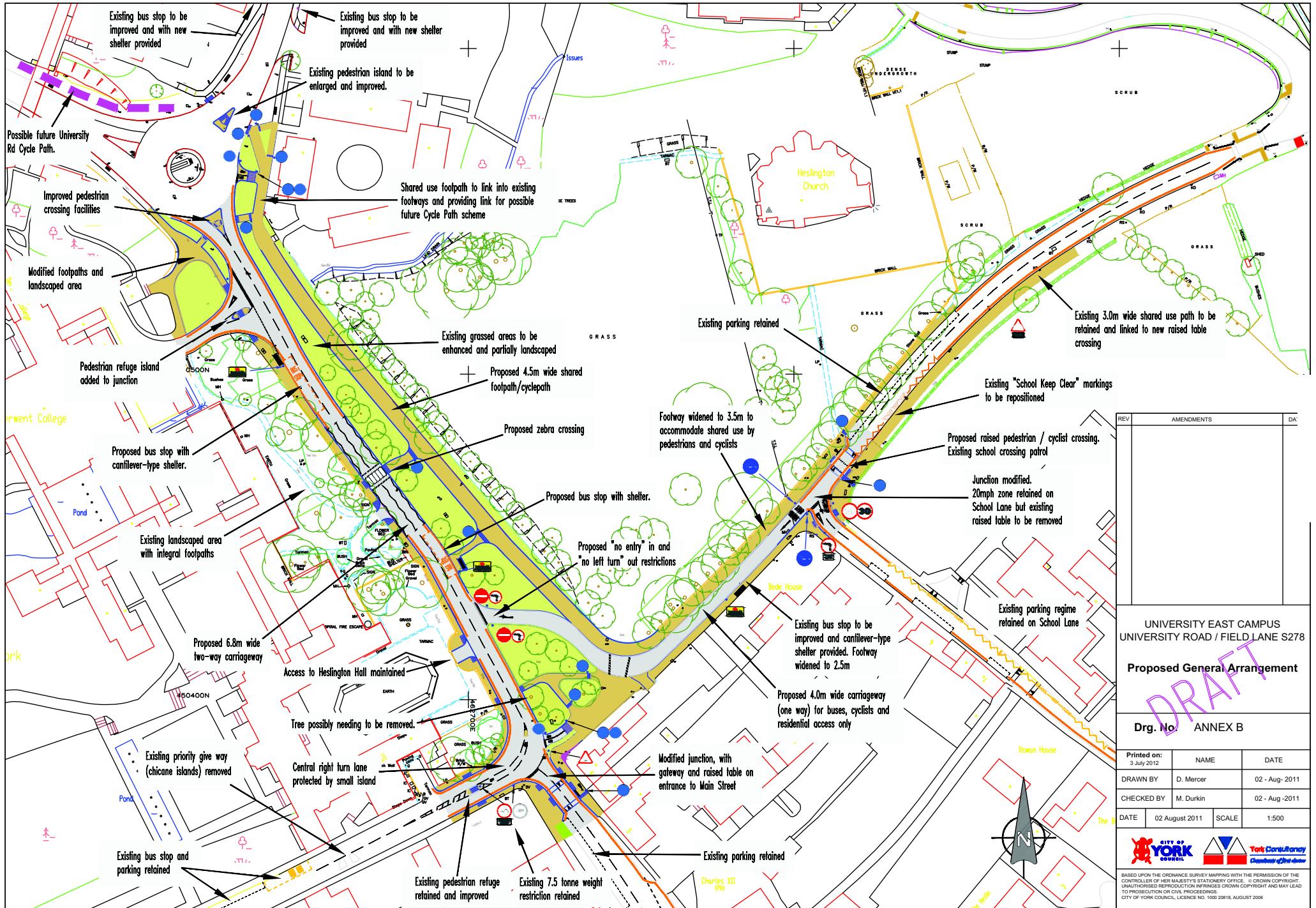
Tel: +44 (0) 1904 694400
 Fax: +44 (0) 1904 694499
 www.fabermaunsell.com

Title:
Proposed Western Access

AutoCAD Location: **F:\PROJECTS\30080\Acad\ONeills\Figure F(ii) Rev Adwg**

No. PLAN F (ii)	Rev: A
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REV	AMENDMENTS	DA

UNIVERSITY EAST CAMPUS
UNIVERSITY ROAD / FIELD LANE S278

Proposed General Arrangement

Drg. No. ANNEX B

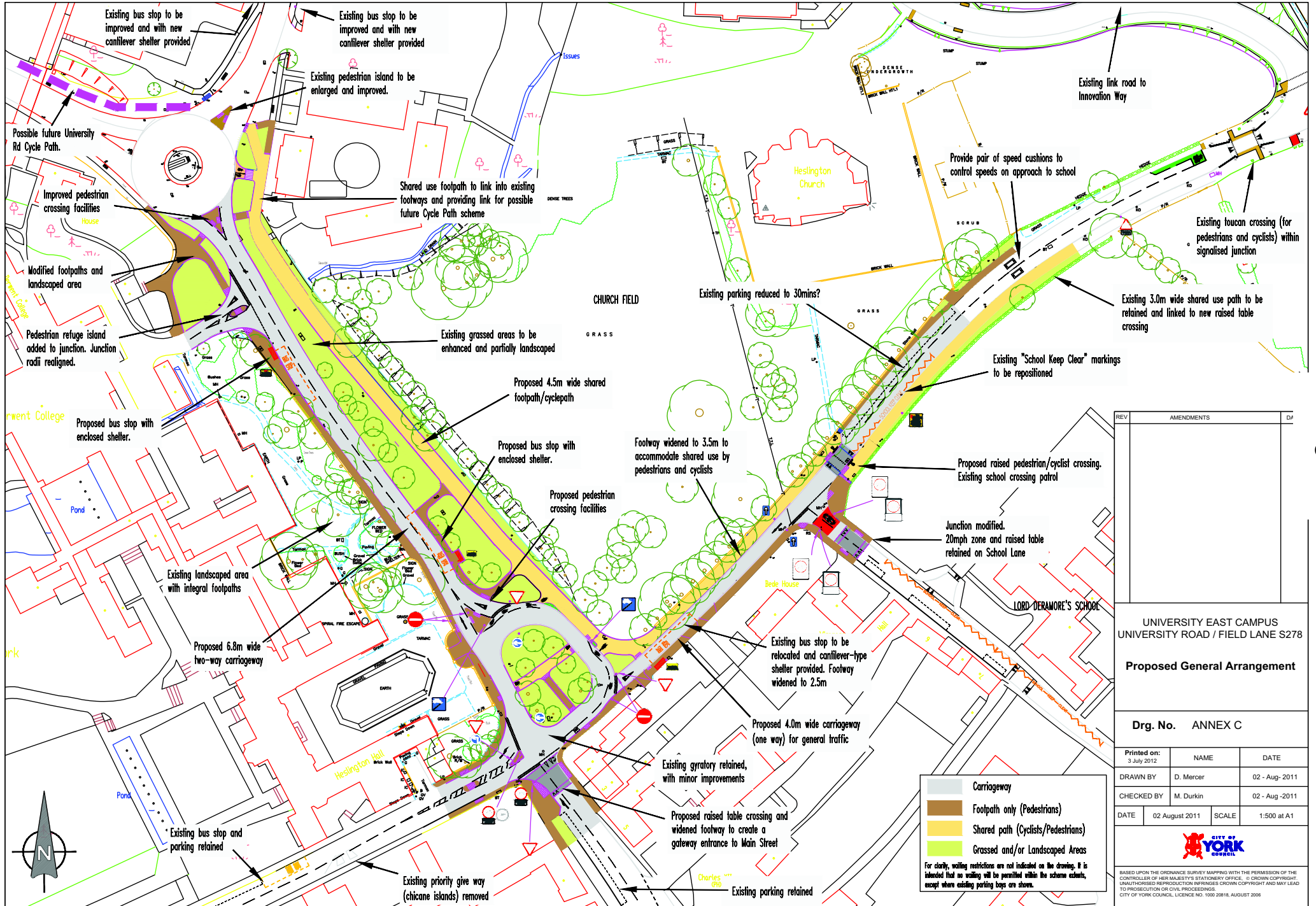
Printed on: 3 July 2012	NAME	DATE
DRAWN BY D. Mercer		02 - Aug - 2011
CHECKED BY M. Durkin		02 - Aug - 2011
DATE 02 August 2011	SCALE	1:500

CITY OF YORK COUNCIL **York Council**

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CITY OF YORK COUNCIL, LICENSE NO. 1000 208118, AUGUST 2008

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REV	AMENDMENTS	DATE

UNIVERSITY EAST CAMPUS
UNIVERSITY ROAD / FIELD LANE S278

Proposed General Arrangement

Dr. No. ANNEX C

Printed on:	NAME	DATE	
3 July 2012	D. Mercer	02 - Aug - 2011	
DRAWN BY	D. Mercer	02 - Aug - 2011	
CHECKED BY	M. Durkin	02 - Aug - 2011	
DATE	02 August 2011	SCALE	1:500 at A1

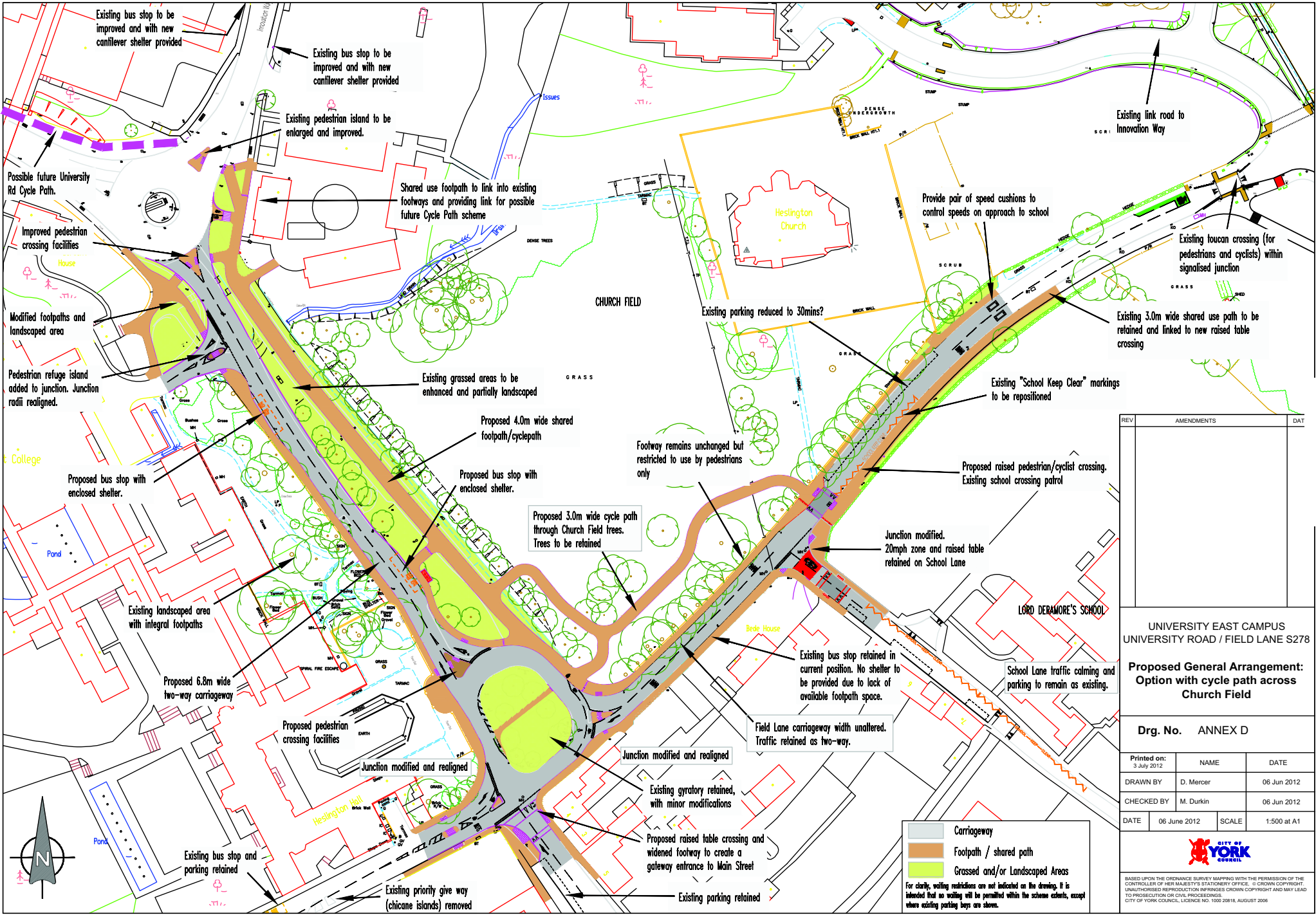
Legend

- Carriageway
- Footpath only (Pedestrians)
- Shared path (Cyclists/Pedestrians)
- Grassed and/or Landscaped Areas

For clarity, waiting restrictions are not indicated on the drawing. It is intended that no waiting will be permitted within the scheme extents, except where existing parking bays are shown.

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REV	AMENDMENTS	DATE

UNIVERSITY EAST CAMPUS
UNIVERSITY ROAD / FIELD LANE S278

**Proposed General Arrangement:
Option with cycle path across
Church Field**

Drg. No. ANNEX D

Printed on: 3 July 2012	NAME	DATE
DRAWN BY: D. Mercer		06 Jun 2012
CHECKED BY: M. Durkin		06 Jun 2012
DATE: 06 June 2012	SCALE: 1:500 at A1	

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- EXISTING CYCLE ROUTES**
- OFF-ROAD CYCLE TRACK
 - ON-ROAD CYCLE LANE
 - - - ADVISORY ROUTE FOR CYCLISTS
 - TRAFFIC CALMED STREETS
 - BRIDLEWAY (ACCESSIBLE TO CYCLISTS)
 - UNIVERSITY OFF-ROAD CYCLE TRACKS
 - SIGNAL CYCLE CROSSING

- PROPOSED CYCLE ROUTES**
- OFF-ROAD CYCLE TRACK
 - ON-ROAD CYCLE ROUTE
 - EXTENT OF PROPOSED UNIVERSITY ROAD / FIELD LANE S278 HIGHWAY SCHEME

REV	AMENDMENTS	DATE

UNIVERSITY EAST CAMPUS
UNIVERSITY ROAD/FIELD LANE S278
CYCLE NETWORK

Drg. No. ANNEX E

Printed on:	NAME	DATE
0 July 2012	D.MERCER	04 APRIL 2012
DRAWN BY	M. DURKIN	04 APRIL 2012
CHECKED BY		
DATE	04 APRIL 2012	SCALE Not to scale



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**Decision Session (Public) –
Cabinet Member for Transport, Planning and
Sustainability**

2 August 2012

Report of the Director of City and Environmental Services

A59 Phase 1 Bus Priorities Consultation

Executive Summary

1. City of York council has been successful in securing funding for the Access York scheme to expand Park & Ride capacity in the city. One key element of this is a new site at Poppleton Bar. To support the successful operation of the Poppleton Bar site bus priority measures will be implemented at three locations along the A59 corridor into the city.
2. This report provides details of the consultation exercise carried out for the highway works forming Phase 1 of the A59 bus corridor scheme (from Plantation Drive to Carr Lane) as shown in its wider context in the plan attached as Annex 1.
3. This report also updates the Cabinet Member on the changes which have been made to address issues identified during consultation and the outline design period. The report recommends that an amended scheme layout should be approved for construction during this financial year.

Recommendations

4. The Cabinet Member is recommended to:-
 - Note the comments raised by the public, Councillors and interested organisations.
 - Note the Officer's response to the comments and any proposed amendments to the design.
 - Approve the further design development of the scheme in line with the recommended improvements to the original

consultation layout drawing (Annex 3) as set out in the drawing Annex 4 – to enable the project to be constructed during the present 2012/13 financial year.

- Authorise the advertisement of Traffic Regulation Orders for the new bus lane.

Background

5. The Access York Phase 1: Park & Ride development will make a significant contribution to addressing the severe congestion experienced at peak times in the City of York. By removing additional vehicles and providing a high quality sustainable public transport service it will reduce pollution in the city centre.
6. A successful Park & Ride service is a cornerstone of York's transport strategy and the current plans have been developing since 2003. Following a review of transport schemes by the UK Government the Access York Phase 1: Best and Final Funding bid was approved in November 2011.
7. The proposals consist of a new Park & Ride site off the A59 near Poppleton and supporting bus priority measures comprising of a series of improvements to the existing traffic lights and construction of two sections of bus lane along the A59 between Plantation Drive to Princess Avenue and a further inbound bus lane from the junction of Holgate Park Drive to Windmill Rise, as shown in the plan in Annex 1.
8. The A59 Boroughbridge Road bus priority works referenced in this report will help achieve significant journey time savings for Park & Ride and other service buses using the A59 and represent an important part of the operation of the new Poppleton Bar Park & Ride and the city-wide Park & Ride and public transport system.

Consultation

9. The consultation strategy enabled local residents, stakeholders and others opportunities to make their views known on the proposed highway works whilst ensuring value for money; accessibility for all; and adherence to the overall project timetable.

10. The consultation letter circulated is included as Annex 2 and the consultation layout drawing as Annex 3. The internal consultation ran from 22 May 2012 to 30 May 2012, and the public consultation ran from 1 June 2012 to 22 June 2012.
11. The consultation exercise included the following elements:
- Internal consultation with council departments
 - External consultation with interest groups and emergency services
 - Letter drop of local properties
 - Attendance at the Acomb Ward Committee meeting on 13 June 2012
 - Consultation materials uploaded onto the City of York Council website
12. Seven responses were received via email. A number of comments were made covering a wide range of issues. The main comment areas are listed in the table below and summarised in the subsequent paragraphs.

Table 1 - Summary of Main Comments Received

Response	Frequency
Right turn movements out of the accesses	5
Concern about vibration	3
Footpath width	3
Pedestrian crossing issues	3
Existing trees	3
Traffic speeds	2
Verge narrowing	2
Statutory undertakers plant	2
Park & Ride Cost	2
Cycle lane Width	2

Analysis of Consultation Comments and Officer Response

Right Turn Movements out of the Accesses

13. The most common comment received was concern regarding the additional lane required to negotiate when turning right out of the access points on Boroughbridge Road. Further safety

concern was registered concerning cyclists turning right into the new cycle lane with reference to a serious accident on Fulford Road in 2010 involving a cyclist.

Officer Response

14. The safety of any major minor priority (give way) junction or manoeuvre is dependent on three main factors: visibility, traffic speeds and flow.
15. Current best practice guidance for the geometric design and alteration of roads with traffic flows similar to the A59 (and adopted on other parts of the A59 as part of the Access York project) is presented in Manual for Streets 2 (MfS2). MfS2 has been successfully used in previous case law and is recommended by the CIHT and UK Government.
16. MfS2 stipulates that for a given major road speed limit (in this case using the posted speed limit of 30mph) then a Stopping Sight Distance (SSD) should be provided sufficient to achieve a visibility splay of 2.4m x 45m from each side road junction or access point. This requirement has been significantly bettered at all six of the driveways affected by the works, showing that there is excellent visibility towards the traffic streams on the main road.
17. Given the very low traffic flows into the driveways and the low number of driveways affected we determine that this is a reasonable and safe provision for the situation. This is validated by the safe performance of a number of other similar bus lanes with frontage access in York, such as The Mount and Malton Road.
18. As regards cyclists turning into and out of properties along Boroughbridge Road the numbers turning and manoeuvring in the area are expected to be very low, thus differing from the context of Fulford Road. Given the likely numbers it is not sensible to provide turn/crossing facilities for individual cyclists and there is insufficient road space to achieve this.
19. The scheme has been subject to a Road Safety Audit and has been designed in consultation with, and with input from, the Council's Walking and Cycling Officer to ensure a safe and compliant design has been reached. Cyclists who regularly travel in the local area should be aware of the proposals as they progress to completion and should continue to be mindful

of the Highway Code which states that cyclists should look all around before moving away from the kerb, turning or manoeuvring, to make sure it is safe to do so.

Concern about Vibration

20. Concern has been expressed at the possible increase in vibration and concern over potential nuisance and damage to buildings.

Officer Response

21. The effects of vibration on buildings and their occupants is a very technical and complex subject. UK research reported in *BRE Digest 353 of July 1990 Damage to structures from ground-borne vibration* states: "Although vibrations induced in buildings by ground-borne excitation are often noticeable, there is little evidence that they produce even cosmetic damage (i.e. small cracks in plaster)".
22. It is generally accepted that people perceive vibrations at a much lower level than the intensity which would be required to damage a building as the human body is extremely sensitive to vibration. A common misconception occurs when people hear a large vehicle passing, feel small vibrations and expect those to be of detriment to the building that they are within, if the vehicle was silent these vibrations might pass unnoticed.
23. The impact of ground borne vibration is governed by many factors including the foundation of the dwelling; intensity of vibration; distance from the source and medium of transmission.
24. The condition of the road surface near a building can also have a significant effect on the levels of transient vibration; vehicles on a smooth road surface create much lower levels of vibration than do similar vehicles travelling at similar speeds on an uneven surface. Poor road surfaces with badly filled potholes or service trenches will generate vibrations, particularly if the traffic is fast moving and/or heavy.
25. As part of this scheme the road lanes will be realigned to make maximum use of the available space, and any road widening has been kept to a minimum. As such the existing lanes will be narrowed, reducing speeds over the existing situation, reducing vibration.

26. The heaviest vehicles (Heavy Goods Vehicles) will travel inbound in Lane 2 (the offside inbound lane) and as such these heaviest vehicles will actually be moved further away from the residences on the north side of Boroughbridge Road, reducing vibration over the existing situation.
27. Buses and taxis will traffic the new bus lane, which is closer to properties, however the frequency of passing vehicle is expected to be around 1 vehicle every 5-10 minutes, which is much lower than the levels of general traffic currently passing the edge of carriageway.
28. Vibration from road surfacing will be minimised as part of this scheme through the provision of full re-surfacing of the entire A59 road width over the length from Plantation Drive to Princess Drive. In addition any ground borne vibration from the new bus lane will be mitigated by an entirely new heavy duty road surface built to full depth construction sufficient for bus traffic.

Footpath Width

29. Concerns have been raised over the potential narrowing of the existing footways to the north of Boroughbridge Road and the impact on pedestrians particularly children.

Officer Response

30. The existing footway to the north of Boroughbridge Road is approximately 2.6 metres wide. As part of the scheme this footway will be re-constructed to 1.8 metres width.
31. It is standard council policy to construct footpaths to 1.8m wide, unless the pedestrian counts are sufficiently high to necessitate it being wider for safety reasons. This would only be the case in key city centre locations where crowds of people may jostle or result in people walking in the road due to high levels of footfall.
32. Multiple observations by officers at this location during peak times have determined there to be low numbers of pedestrians using this stretch of footpath, and the majority of use during the day only takes place during the morning and afternoon school run periods. This is further backed up by the pedestrian count commissioned at the pedestrian crossing island.

33. The standard footway width dimension of 1.8m has been set as it provides sufficient width to accommodate two wheelchairs/push chairs/prams passing in opposite directions along the same section. Therefore the footpath as proposed is sufficient and will be constructed to 1.8m wide and to existing longitudinal gradients.

Pedestrian Crossing Issues

34. There is an existing crossing point located adjacent to the entrance to the Church of the Holy Redeemer on the inbound side and the Gate House flats outbound. The existing 4.1m by 1.9m central pedestrian refuge island is said to be used extensively. Comments and concern has been raised about the impact on this island and increased difficulties crossing to it over the new bus lane.

Officer Response

35. A pedestrian survey was carried out in July 2012 to record the numbers of pedestrians crossing the A59 at the island. Table 2 summarises the flow of pedestrians.

Table 2 – Pedestrian Survey Results

	NORTH - SOUTH		SOUTH – NORTH	
	ADULT	CHILD	ADULT	CHILD
Mon	31	25	39	29
Tue	28	28	35	29
Wed	43	39	47	33
Thur	29	23	33	33
Fri	32	30	51	17
Sat	28	10	32	7
Sun	14	9	19	12

36. As can be seen from Table 2 that daily pedestrian totals from the survey are low, with a pedestrian crossing the road approximately only every 5-6 minutes or so. Use of the crossing dwindles at the weekend. For the levels of crossing use recorded in the table a standard refuge island is considered to be the appropriate, justified provision. There are many locations across York where pedestrians safely cross two or more lanes of traffic from a central refuge island including at islands further down the A59 near Malvern Avenue and Lavender Grove.

37. An internal consultation response requested that consideration be given to realigning the approach to the island to make the transition around it less of a chicane.
38. After surveying the below ground conditions through trial holes it has been found that this is possible in engineering terms, however this would result in the complete loss of the refuge island.
39. The island represents an appropriate crossing facility particularly valuable for mobility restricted pedestrians. Furthermore the current carriageway alignment on approach to the island acts as a means of calming traffic speeds. Therefore it is not proposed to realign the kerblines or remove the island.
40. To mitigate the hazard that pedestrians will face crossing an additional lane of traffic improvements will be carried out to enhance the visibility of the island and any pedestrians using it. This will be done by mounting a 'Guardian light' column with internally illuminated panels and surmounted with a lit globe and additional 'Keep Left' signage on the island.
41. Drivers will be alerted to the pedestrian crossing and approach speeds reduced through the provision of 'SLOW' markings applied on approach to the crossing. At the island the crossing itself will be highlighted through the use of red textured surfacing patches across the carriageway.

Existing Trees

42. Concern has been expressed at possible impact on the existing mature trees along the corridor. There are three locations of trees that are of concern these being: the mature Cherry tree outside Nos. 114 and 116 Boroughbridge Road; the mature Horse Chestnut tree adjacent to the entrance to the car park for the Holy Redeemer church; and the line of mature trees outside Sovereign House, opposite the BP garage.

Officer Response

43. It is standard practice when working adjacent to trees to have discussions first with the Council's arboricultural officer and any excavation to be undertaken in accordance with agreed tree protection measures. These essentially consist of excavation by hand in areas at the base of the tree and root

covering measures to minimise or prevent root damage occurring.

44. In some cases even after taking these precautions root damage may still occur and the tree may die off. It is anticipated that the only tree that may be affected by these works in such a way is the mature Cherry tree. It is the Council's policy to plant a number of similar new specimens to replace any lost trees, resulting in a net gain of trees.
45. Property owners have been informed of the possibility of replacement trees being required, however the consensus on location and type of tree was not reached, further discussion will take place on site should this eventuality occur. If there is a requirement to replant trees it may be possible to do so in other areas along the corridor, again after discussion with the relevant Council Officers and landowners.

Traffic Speeds

46. Concern was raised by local residents about traffic speeding on Boroughbridge Road in the scheme area and the potential for increased vibration due to the high speeds.

Officer Response

47. The existing speed limit for the road is 30 mph. There are no previous speeding complaints along this section of the A59 therefore there is no traffic speed data on record. Site visits by Officers during daylight hours gave no indication of speeding issues.
48. As discussed previously the scheme will result in the slight narrowing of the general traffic lane widths, reducing traffic speeds. Other marking and lighting improvements will reduce speed on approach to the pedestrian crossing island.
49. The most suitable course of action is to consider monitoring traffic speeds in the area post implementation of the proposed scheme, if residents concerns persist. Should a speeding problem be detected then appropriate action can be taken.
50. However, it should be noted that as the A59 is a primary emergency route into the city it is not permitted to incorporate any speed reduction or traffic calming methods that use vertical deflection such as speed humps and speed tables. As

the speed limit is 30 mph repeater signs or roundel markings on the road are also not permitted.

Verge Narrowing

51. Concern has been raised by residents about the proposals to narrow the existing verge area and the impact this may have on vehicle parking.

Officer Response

52. An exemption in the traffic orders for the city allows for a vehicle to be parked on a vehicle cross-over providing it doesn't overhang the carriageway or footway. Therefore this only applies if the verge is around 5m or more wide.
53. When the scheme is constructed these verges will be reduced to approximately 3 metres wide, making it impossible for a standard car to park without causing an obstruction to the footpath, and therefore be liable for a parking ticket. However properties fronting on to the scheme all have an adequate amount of parking space within their boundaries for at least two vehicles.

Statutory Undertakers Plant

54. Comment has been made as to whether the planned works have taken into account the statutory undertakers plant in the verge.

Officer Response

55. In line with *New Roads and Street Works Act 1991 - Diversionary Works* as the scheme has progressed responses were requested from the utility companies and our own departments as to the type, location and diversion/protection requirements of any utility equipment present above or below ground.
56. Inspection trial holes were dug at various locations in early 2012 to fix the positions of underground obstructions, including cables and tree roots.
57. As regards the detailed comments from residents we have ascertained that there is an 11 kVA electricity supply cable in the back of the verge, it has been agreed that this can be

protected by buried concrete covering slabs. The telegraph pole adjacent to number 110a is at the back of the new footpath and the telephone box is far enough back from the proposed edge of carriageway to either be left in-situ and the foot path constructed around it, or it can be repositioned.

58. It should also be noted that Northern Power Grid are planning upgrade works to install new electricity cables through this section of road in Summer 2012 and this may result in the existing 11 kVA cable being made redundant. This will be dealt with through the standard statutory powers and communication procedures.

Cost of Park & Ride

59. Two responses raised an issue that it was cheaper to use a private car and park within York's city centre car parks, than take a family of 5 (2 adults 2 children and 1 child over 16) on the Park and Ride buses.

Officer Response

60. This issue is outside the scope of the consultation and will be passed onto the relevant council officer.

Cycle Lane Width

61. During the public consultation it was identified by a number of different responders, including CTC York that the proposed 1.0m wide cycle lane might be insufficient and might require widening.

Officer Response

62. Although the layout is very constrained it is now proposed that the cycle lane should be re-designed to be 1.2m wide, which will be an improvement for cyclists and should be adequate as the lane exists within the bus lane and not in a general road lane for all other types of traffic. This approach works well already in other areas of the city such as the cycle/bus lane on The Mount.

Member Views

63. Officers consulted with Acomb Ward Councillors Horton and Simpson-Laing on the proposals. Their responses were summarised as follows:

64. Holgate Ward Councillor Alexander attended the special Acomb Ward meeting deputising for Councillor Horton and had no significant issues with the consultation proposals.
65. Council Party leaders were also consulted and at the time of writing, no responses had been received.
66. Councillor Simpson-Laing made the following comments:
 - Clarification needed on impact on the verge areas;
 - Confirm impact and give due consideration to driveway drainage;
 - Clarify proposals for the pedestrian refuge island; and
 - Consideration of through traffic on Cranbrook Avenue area.

Officer Response to Member Views

67. As detailed in previous responses concerning footway width; the pedestrian refuge island; and impact on verge and driveway areas, the impact of the scheme has been carefully considered. Where necessary we have sought to design the scheme to minimise impact as much as possible on driveways, potentially improving drainage and gradient. Additional measures are being introduced to enhance the visibility of the pedestrian island.
68. In addition to the carriageway works there is to be an amount of re-profiling of the verge areas in front of the existing properties. The carriageway is designed to extend at existing cross falls into the verge, thus lowering the footpath levels and the edge of the carriageway. This will mean that the driveways are less steep and where possible drainage placed across access ways to take water generated from within highway land away from residential properties. As part of the scheme the accesses to properties off the highway will be improved as necessary in agreement with the property owners and any other reasonable accommodation works will be carried out as agreed by the engineer on site.
69. Through traffic on Cranbrook Avenue has been considered by the project team and is expected to reduce as a result of the scheme due to the introduction of the bus gate at Princess Drive and further downstream changes to traffic signals at Carr Lane (Phase 2 of the Bus Priority Scheme).

70. Although potentially outside the scope of the bus priority highway works preliminary discussions have taken place with the member to discuss potential options for Cranbrook Avenue should a resident led scheme come forward.

Summary

71. To summarise the consultation exercise, seven responses were received covering a wide range of issues.
72. The council has fully considered the major points of concern being cognisant of current Government and Council policy and has evaluated the situation using available evidence and considering potential impacts.
73. Where concerns were deemed justified the scheme design has been revised to incorporate the following improvements and mitigation measures:
- Kerblines amended and carriageway slightly widened to provide a wider 1.2 metre wide cycle lane in the bus lane;
 - Footpath to be retained at existing width across Plantation Drive to be kept on existing alignment;
 - Right turn arrow removed from ghost island for right turn into the block of flats neighbouring the BP garage;
 - Additional 'guardian' light and keep left signage on pedestrian refuge island;
 - New 'SLOW' markings on approach to the pedestrian refuge island;
 - Pedestrian crossing highlighted with red textured surfacing patch; and
 - New tactile paving to assist pedestrians crossing the BP garage forecourt accesses.
74. These changes are shown in the Scheme drawing appended as Annex 4. These changes as applied to the initial consultation layout (Annex 3) and represent the current recommended scheme.

Options

75. The Cabinet Member for Transport, Planning and Sustainability therefore has the following options:
1. Approve the original consultation scheme layout drawing (Annex 3 only)
 2. Approve a revised scheme layout drawing as indicated in Annexes 4 and 3
 3. Reject the scheme design

Analysis

76. If the Cabinet Member chooses Option 1 then the decision may result in a less compliant scheme being taken forward, that does not address residents' concerns or technical design development. This choice may be subject to further scrutiny.
77. If the Cabinet Member chooses Option 2 (**RECOMMENDED**) this will enable the scheme design to be developed, traffic orders to be advertised and the scheme to move towards construction in this financial year.
78. Choosing Option 3 would require the extensive re-modelling of the bus priority scheme in compliance with DfT requirements, potentially reducing the journey time savings for Park & Ride and potentially undermining the Poppleton Bar Park & Ride site and the entire Access York Phase 1: Park & Ride project. It would also introduce additional cost requirements and may mean that large values of work done to date would have been abortive. There are no opportunities to put bus priority measures anywhere else along the A59 other than in the proposed locations.

Estimated Costs

79. The scheme is estimated to cost around £250,000 which will be met from the overall Access York project budget.

Programme

80. As there are statutory undertaker upgrade works planned to take place within the highway in this area in Summer/Autumn 2012 construction of this phase of the works is proposed to commence in early 2013.

Council Plan Priorities

81. The highway works proposed as part of the Access York Park & Ride project will contribute to the following priorities of The Council Plan:
82. Create jobs and grow the economy – Construction of the highway works represents a substantial package of work for the CAN directorate providing a secured forward workload. Construction will benefit the local construction industry and construction material suppliers.
83. Get York moving – The public transport improvements will provide a boost to the priority reducing delays for existing bus users and benefiting new Park & Ride users when the site opens.
84. Protect the environment - Encouraging modal shift onto Park & Ride buses will provide environmental benefits in terms of reduced carbon emissions and better air quality in the city centre.

Implications

85. The following implications have been considered:
 - **Financial** – Funding for the project has been approved by the Council and will be funded from the Access York Park & Ride project allocation.
 - **Human Resources (HR)** – There are no Human Resource implications
 - **Equalities** – The highway works have been designed to meet accessibility requirements, and will be designed to current design standards within very tight layout constraints.
 - **Legal** – There are no legal implications
 - **Crime and Disorder** – There are no Crime and Disorder implications

- **Information Technology (IT)** – There are no IT implications
- **Property** – There are no Property Implications
- **Other** – There are no other implications

Risk Management

86. A full risk register for the delivery of the project has been prepared and mitigation measures applied where necessary. In compliance with the Council's risk management strategy measured in terms of impact and likelihood, the risk score has been assessed at less than 16. This means that at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

Contact Details:

Author:

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Sustainable Transport Service
Tel: 01904 553519

Chief Officer Responsible for the Report:

Richard Wood
Assistant Director, Strategic Planning & Transport

Report Approved

Date 2/ 8 /12

Wards Affected: Acomb

All

For further information please contact the author of the report

Background Papers:

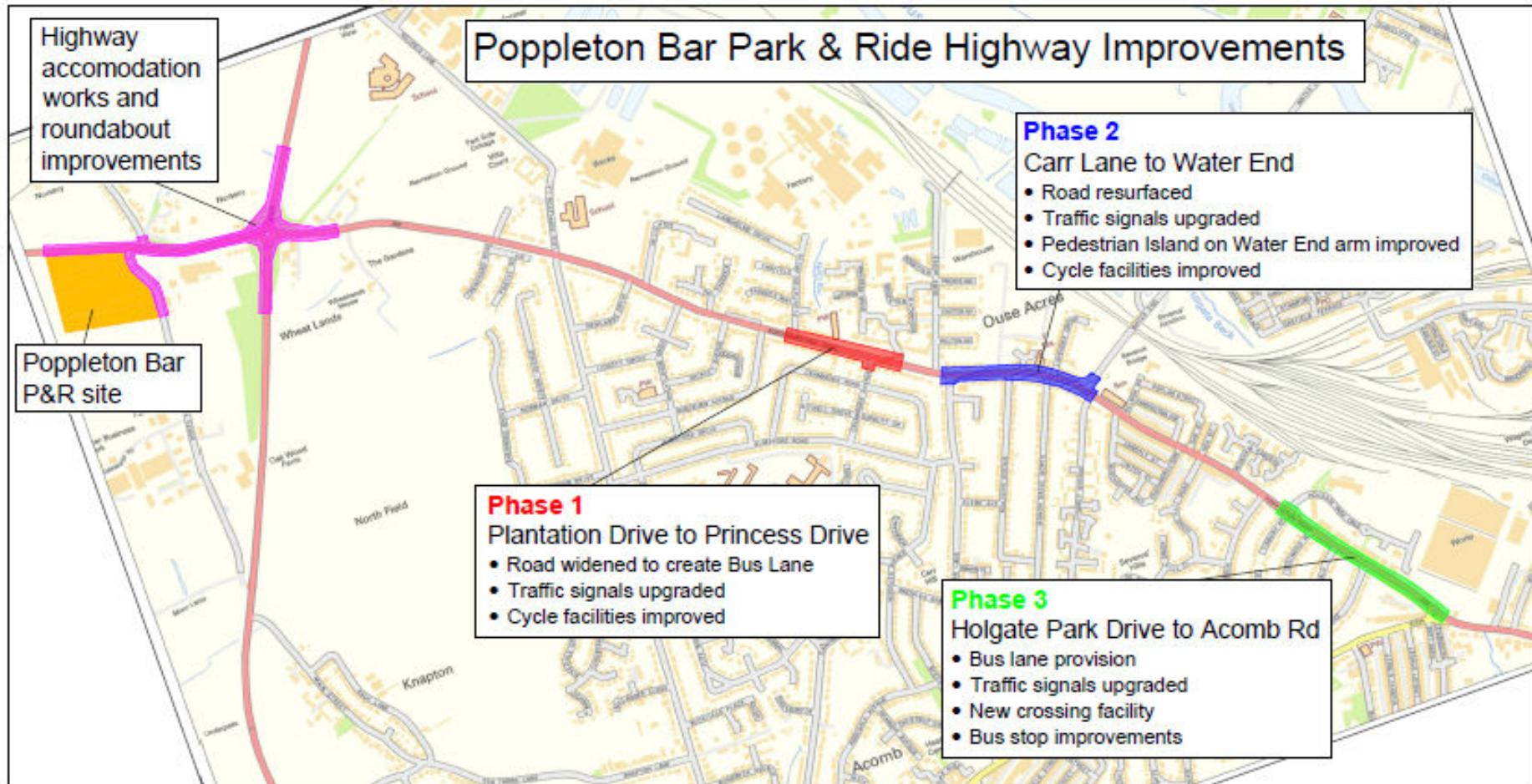
None

Annexes:

- Annex 1: Project Area and Context
- Annex 2: Consultation Leaflet
- Annex 3: Initial Consultation Layout Drawing
- Annex 4: Post Consultation Layout Changes Drawing

A59 Phase 1 Bus Priorities Consultation

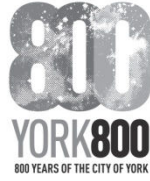
Annex 1 – Project Areas



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CITY OF
YORK
COUNCIL



City & Environmental Services

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Our ref: MR/BP/MD/09010584/01

Date: 1st June 2012

A59 Bus Corridor Improvements Phase 1 - Plantation Drive to Princess Drive

As you may be aware CYC will soon be constructing a new Park & Ride site on the A59 near Poppleton. As part of the project the A59/A1237 roundabout is to be upgraded, and various bus priority measures will be provided along the route in to the city centre.

The bus priority proposals cover three key locations, and are being progressed in a phased approach;

- Phase 1 – Plantation Drive to Princess Drive
- Phase 2 – Carr Lane to Water End
- Phase 3 – Holgate Park Drive to Acomb Road

This consultation concentrates on Phase 1, Plantation Drive to Princess Drive. The existing arrangement and proposals are shown on the attached plan and described in detail on the back page of this leaflet.

If you would like to make any comments regarding these proposals, please submit them no later than **Friday 22nd June 2012**, either by telephone, in writing or by email. All feedback will be included in a report to help decide whether the proposals should proceed.

At the **Acomb Ward Committee meeting** being held on **Wednesday 13th June** at **Carr Junior School, Ostman Road**, larger plans will be on show and officers dealing with the scheme will be available to answer any questions you may have regarding the proposals from **6.30pm**. Officers will also be giving an update on the bus priority measures as part of the **formal meeting which starts at 7pm**.

Proposals

The scheme is designed to improve bus times along the A59 corridor by providing priority measures for buses along the route. In Phase 1 this would be achieved by the introduction of a 200m long bus lane on Boroughbridge Road, starting near Plantation Drive. The lane would be 4.0m wide, and include a 1.0m advisory cycle lane. At the end of the bus lane a signal controlled “bus-gate” would allow buses to have priority access through the existing traffic lights at the Princess Drive junction. This proposal does require the road to be widened, and may affect the mature cherry tree outside No.s 114 and 116 Boroughbridge Road, if this does occur the existing tree will be replaced by 3 to 4 new specimens. The trees close to Princess Drive should not be affected by the widening.

Existing crossing points and bus stops would all be retained with the bus shelter on the northern side of Boroughbridge Road relocated slightly due to the road widening.

Also proposed are minor lining alterations to the Cranbrook Avenue junction. These are designed to encourage drivers turning right out of Cranbrook Avenue and turning right to adopt a good road position for emerging, which will also assist vehicles turning right into Cranbrook Avenue.

In addition to these works, it is also proposed to install CCTV cameras in key locations along the entire route so that traffic conditions can be monitored and managed. Final positions have not yet been identified, but residents living nearby will be consulted on proposed locations once they are confirmed.

If you would like this information in an accessible format, for example in large print, by email, or in another language, please contact 01904 551550.

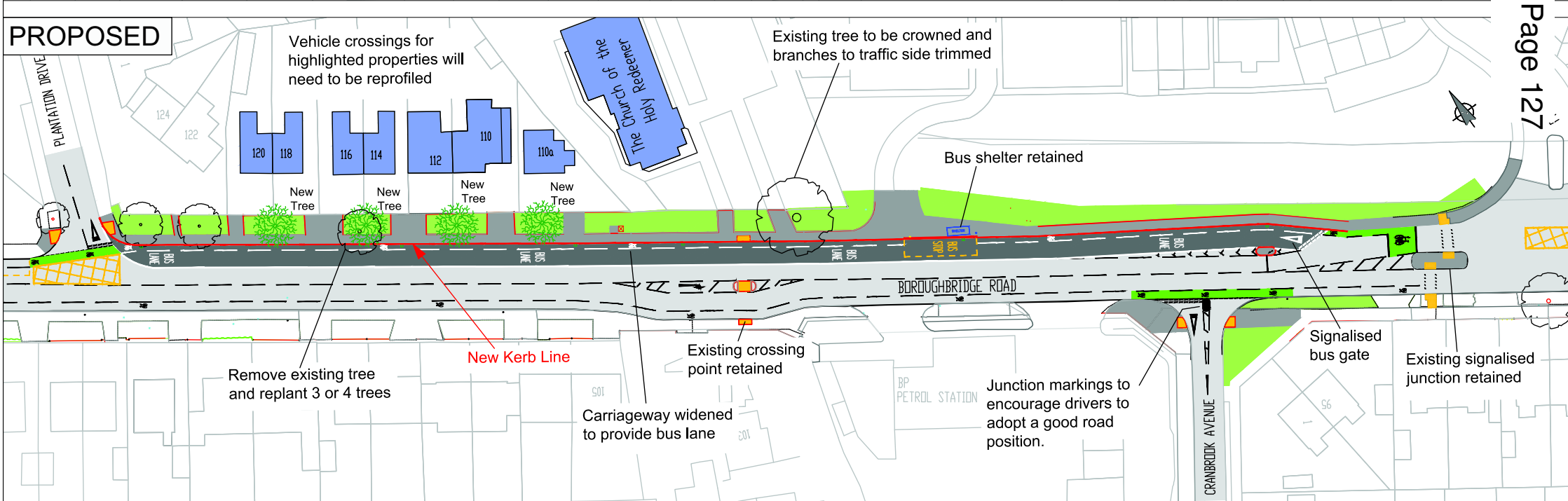
This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

Ta informacja może być dostarczona w twoim własnym języku. (Polish)

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

 01904 551550



	INITIAL	REV	AMENDMENTS	DATE
DRAWN BY	BP			
CHECKED BY	MR			
SCALE	Not to Scale			
DATE	May 2012			

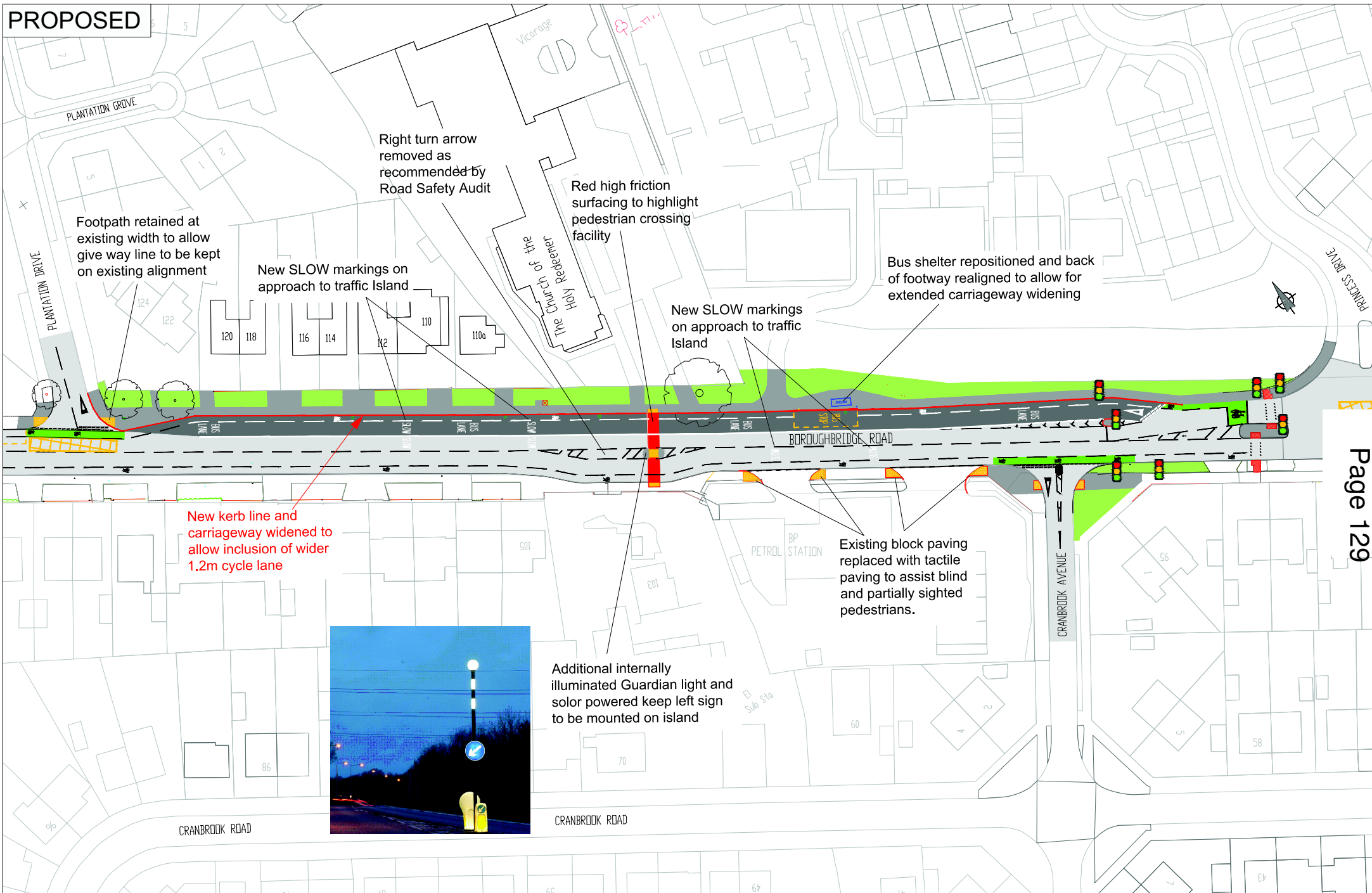
A59 Bus Corridor Phase 1 – Plantation Drive to Princess Drive

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PROPOSED



	INITIAL	REV	AMENDMENTS	DATE
DRAWN BY	BP	A	Design changes and Post consultation changes	July 2012
CHECKED BY	MR			
SCALE	Not to Scale			
DATE	July 2012			

A59 Bus Corridor, Phase 1 – Plantation Drive to Princess Drive
Outline Design Changes and Post Consultation Changes

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DECISION SESSION – CABINET MEMBERS FOR TRANSPORT PLANNING & SUSTAINABILITY.

THURSDAY 2ND AUGUST 2012

Annex of Additional Comments received from Members and the Public since the agenda was published.

AGEND A ITEM	REPORT	RECEIVED FROM	COMMENTS
7	Petition concerning proposed University Road/Field Lane Highway Improvement Scheme.	Cllr. Levene Ward Member.	<p>I would like to comment on the three objectives of the scheme as set out in Para 7:</p> <ul style="list-style-type: none"> • To reduce/remove through traffic from the lower section of Field Lane <p>I have repeatedly made the point to Officers – including at the Ward Committee meeting on the 30th January and multiple emails between then and early June – that the scheme is not justified on these grounds until adequate signage has been provided for the current set up, as this we simply do not know if traffic patterns are unsustainable until this happens.</p> <p>Specifically: the sign directing southbound traffic down Innovation Way on Field Lane is on the wrong side of the road; the sign at the junction of Heslington Lane, University Road and Main Street has not been updated; the sign on the Innovation Way roundabout directing traffic to the Science Park does not mention the East campus; and various signs do not mention Hull Road and/or the Sports Village.</p> <p>Furthermore, Officers have failed to provide the traffic modelling requested under Para 14 in order to justify the proposed changes. Therefore I believe my</p>

AGEND A ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>comment quoted in Para 42 stands: “Without modelling showing a substantial and problematic future increase in traffic along the affected route, I am not convinced the changes as currently proposed are worth the scale of disruption and potential congestion in front of Heslington Hall, especially considering that I believe there is significant potential for more traffic to be diverted along Innovation Way as the signage is still inadequate.”</p> <p>This was essentially the response of the Parish Council, and as such I would take issue with the assertion that “Not many substantive reasons for objecting were put forward” (Para 12).</p> <ul style="list-style-type: none"> • To provide improved cycling and pedestrian links between campuses <p>I have yet to encounter an explanation as to why this cannot be achieved via Innovation Way. At this point, I should make clear that the Parish Council’s and my own stated preference for a cycle lane via Church Field refers to the back of Church Field, ie. alongside (at least partly) Innovation Way, not across Church Field as in Annex D. This would provide a superior (off-road) facility for cyclists.</p> <p>This resolves the objection to the use of Church Field in Paras 13 and 26, and specifically, it’s worth pointing out that though “During the lead up to the [original Heslington East] planning application ... the general</p>

AGEND A ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>consensus from residents was that no paths were to be provided crossing Church Field. The sentiments of the residents were so strong that the requirements were documented in articles such as the Heslington Village Design Statement and Heslington Conservation Area Appraisal”, this was when the choice was a Church Field path versus no change. That is not the option on table now. I will return to this point later.</p> <ul style="list-style-type: none"> • Environmental enhancement in the vicinity of Heslington Hall <p>On this, I will simply say that the proposed scheme would actually direct more traffic by Heslington Hall (ie. vehicles coming from Heslington Lane, instead of going straight on to Field Lane, would turn left, past Heslington Hall, then right onto Innovation Way), which will be waiting in that area for a greater amount of time behind buses as all tickets are now bought from drivers (this also has safety implications, as has been demonstrated at the bus stops at the JB Morrell library), all for a marginal strip of non-usable green space that is included within Annex D anyway. I make similar points in my quote in Para 42.</p> <p>On the basis of the above points, with respect to Officers, I reject the assertion that appears multiple times in the report that the proposed scheme is necessary to conform to planning requirements. There is no evidence that adequate signage with appropriate bedding-in time, combined with better pedestrian and cycle links round the</p>

AGEND A ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>back of the Church, is an inadequate setup. Even if it proves to be in the future, as the report states: “There doesn’t appear to be a specific timescale trigger” (Para 34).</p> <p>The report is incorrect in stating that the petition is objecting to the proposal in Annex B (Para 19): the petition organiser was present at the Parish Council meeting on the 17th January where the updated proposal in Annex C was presented (as mentioned in Para 12).</p> <p>A small point that although Para 47 is correct in saying that “the scheme is funded entirely by the University of York”, there is a resource implication in that CYC have had, and if the scheme goes ahead will continue to have, a substantial commitment in terms of staff time.</p> <p>Any public consultations should include the following options, to give residents a genuine choice about what should happen to their local area:</p> <ul style="list-style-type: none"> • A cycle path round the back of, not across, Church Field, as described above. • As part of any proposal to change University Road along the lines set out in Annexes C and D, either a lay-by, a widened road or another mechanism at the bus stops to allow traffic to pass buses safely. Again, residents should be able to give their views on the question of whether changing the current setup to one along the lines proposed (plus lay-bys for the buses or similar) is worth the disruption for the marginal gain in green-space. • As part of any proposal to change Field Lane along

AGEND A ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>the lines set out in Annex C, a school drop-off loop to further encourage school-related traffic coming from Heslington Lane to use Innovation Way/Field Lane rather than Main Street/Low Lane.</p> <p>Many thanks Cllr Levene</p> <p>Cllr David Levene Ward Member for Heslington and Cabinet Member for Environmental Services cldr.dlevene@york.gov.uk</p>
7	Petition concerning proposed University Road/Field Lane Highway Improvement Scheme.	Jeffrey Stern	<p>Heslington village road scheme.</p> <p>I am a long-standing Parish Councillor for Heslington and a member of the University Liaison Forum but wish to register my views with you on the proposed scheme as a private resident.</p> <p>Unfortunately this issue has generated a great deal of heat and not much light. The anti-petitioners mounted an aggressive and effective campaign to stop everything in reaction to CYC's initial project that was in some ways</p>

AGEND A ITEM	REPORT	RECEIVED FROM	COMMENTS
			<p>too revolutionary and which made one bad mistake – that of making more traffic penetrate the village through School Lane. Unfortunately, even after this was corrected, local people (including most of the PC) were blinded to the potential good effects of the scheme and CYC have never managed to popularly progress further without inspiring an inevitable blanket antagonism.</p> <p>As I see it the following possibilities and objectives should be pursued:</p> <ol style="list-style-type: none"> 1. An integrated safer scheme for traffic, cyclists and pedestrians for the whole of Heslington and University is the ultimate goal. The key-word is “integrated”; one piece alone will not be effective. 2. Motor traffic particularly through-traffic - must be discouraged from the whole area. This can be achieved by: <ol style="list-style-type: none"> a) making that part of Field Lane between the school and Church one-way. b) Improving signage so that more traffic uses Innovation Way (though I personally do not see that this will make any substantive difference). c) controlling the heavy use of Heslington village Main Street for commercial purposes – it is wrong to allow cars to manoeuvre endlessly and dangerously; park on or over footpaths (opposite the NatWest bank for example) and jam the village. This is at a time when, because of the very substantial rise in student numbers, more pedestrians than ever use the village for banking, snacks, pubs etc; it is a potentially lethal mix. Those who come to

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			<p>Heslington by car (and I believe there are many hundreds every day) are a real problem which needs addressing. It never has been - yet it is a core source of problems. Coney Street has been pedestrianised for years; it is Main Street's turn. Parking should be by permit for residents only. What seems to be missed is that all the traffic that uses Main Street has to use the surrounding roads to get there.</p> <p>The only recent changes made by CYC to the area were to <u>add more</u> short-term parking spaces to Main Street which in my view was an entirely retrograde step.</p> <p>d) Deramore School drop-off point within the school grounds is essential.</p> <p>3. Cycling; this is on the increase in the area largely due to the University's constructive efforts – but also because of the rise in student numbers. The University has recently reported in a recent traffic survey that cycle journeys have increased by 32.5% (rising from 4,347 in 2011 to 5,764 this year).</p> <p>The only new planned cycle route worth pursuing is one that it obviously accessible, joins desire points and extends far enough for a useful journey. What is therefore required is a route that joins the village, university road and the two campuses. The only route that does this needs to involve that part of the dual carriageway at the head of University Road that would become redundant as envisaged in CYC's original scheme. (Sending the route through the back of the Church would be a useful add-on perhaps but it is not primary or obvious enough). This would then also connect with the most important part of</p>

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			<p>the whole scheme; a dedicated cycle path along University Road which is at present dangerous for cyclists. Local people widely recognize that this is “an accident just waiting to happen”. The University Road cycle path must be given a very high priority in the Strategic Cycle Network Review – at the moment it is just 16th in the list which is just not acceptable. The Review does not take into account the fact that student numbers have now reached 15,000 (which was not anticipated by planners until the end of the decade). This substantial rise in student numbers and the fact that so many travel from HMOs in the area to the University, coupled with the fact that the old Northern Dairy site residence block is almost ready, all contribute extra urgency to this project.</p> <p>4. Buses; these are substantially employed and on the whole work very well. There is one real problem which is at the pick-up point by the University bridge. Because there are no lay-bys provided (and they could be – there is the space) they block the main road. Moreover pick-ups for both directions are side-by-side so the road frequently totally jams, with resultant bad-tempered and dangerous drivers – putting both cyclists and pedestrians at peril.</p> <p>5. Historic sense of place; I do believe that gaining some extra green space outside Heslington Hall is well worth doing. For the same reason I believe that Church Field should not be changed by the intrusion of cycle paths. I do believe that more green space would be some recompense for the destruction of Dean’s Acre.</p>

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			<p>Regards, Jeffrey Stern</p> <p>Dr Jeffrey Stern</p>
<p>4</p> <p>8</p>	<p>Stockton Lane Bench</p> <p>A59 Bus Priorities Consultation</p>	<p>Cllr. Reid</p> <p>Cllr Reid</p>	<p>We wish to thank officers for their time on the matter. We question why neighbourhood policing team not contacted as well as police architectural liaison as they are the ones who deal with ASB on a day to day basis. We are disappointed that consultation was restricted to only 6 houses at behest of cabinet member but note this did not prevent wider consultation as hoped and that as a result the vast majority of signatures have now rescinded their support. We think that if the bench is to be located in the area, site C would be the only suitable location. The Ward Member, Cllr Ayre, would support option two but asks that site c is also included as one of the options. He feels that if proper consultation had been done in the first place this additional expense would not have been incurred. Can the cabinet member outline what the potential cost of his decision to restrict the initial consultation will be?</p> <p>Disappointed that the, having been consulted as Group Spokesperson those comments were not included. I support that proposals and note that residents concerns have been taken into account.</p>

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7	Petition concerning proposed University Road/Field Lane Highway Improvement Scheme.	Peter Hall	<p>The officials have attended several public meetings now and it seems to me that they still have a very blinkered attitude to this process. Let me reiterate what was said to them at every one of the meetings.</p> <p>The villagers are against any changes to the roadway, though accept that a cycle track may be required which could easily be located at the back of the church or exceptionally across Church Field. No other changes are required. (This was the outcome of a public meeting held in the Village Meeting Room)</p> <p>Similar discussions have been held at the Ward meeting and twice at the Local Forum meetings, with similar results</p> <p>It appears that the Planning Department are either inept or just don't get it!</p> <p>The Villagers don't want it</p> <p>The University don't want it</p> <p>The Parish Council don't want it</p> <p>The local CYC Councillor (D Levine) doesn't want it.</p> <p>Also there was a recent Traffic survey showing that local traffic levels have fallen substantially over the last year,</p>

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7	Petition concerning proposed University Road/Field Lane Highway Improvement Scheme.	John and Linda Hatton	<p>so what really is the point of pursuing this?</p> <p>It beats me.</p> <p>We disagree with the conclusions of the report, which repeats the need for radical road improvements. We do not believe the need for such proposals has been demonstrated.</p> <p>The 3 metre wide cycle-track proposed across Church field (Annexe D Plan 4) would not only necessitate the demolition of part of the historic wall along Field Lane, but would also run in between the mature trees which would harm both the character and the rural setting of the area. If a cycle-track is required, it would be preferable to route it behind the Church or along Innovation Way, where it would appear less intrusive.</p> <p>I trust that residents will be presented with a choice of options in any future consultation and that their views will be given proper consideration.</p> <p>Yours sincerely</p> <p>Mr and Mrs John and Linda Hatton</p>

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