
MEETING	JOINT MICKLEGATE WARD COMMITTEE
DATE	2 JULY 2008
PRESENT	COUNCILLORS GUNNELL, FRASER, MERRETT AND GALVIN
ATTENDEES	250 RESIDENTS KRISTINA DAVEY –SENIOR NEIGHBOURHOOD MANAGEMENT OFFICER, CYC CINDY BENTON, NEIGHBOURHOOD MANAGEMENT OFFICER, CYC MORA SCAIFE, PRINCIPAL NEIGHBOURHOOD MANAGER, CYC GINNIE SHAW, NEIGHBOURHOOD MANAGEMENT OFFICER, CYC PETER CALLAHAN, DEVELOPMENT DIRECTOR, GRANTSIDE LTD STEVE DAVIS, MANAGING DIRECTOR, GRANTSIDE LTD ANDREW CLARK, HEAD ARCHITECT, REDBOX DESIGN GROUP

1. TERRY'S SITE DEVELOPMENT DROP-IN EXHIBITION

A drop-in surgery took place from 3.00pm so that residents were able to view plans of the Terry's development and ask questions directly from the developers and architects and speak to local councillors.

2. 4.00PM QUESTION & ANSWER SESSION

Cllr Julie Gunnell welcomed everybody to the meeting and introduced the panel of councillors and Grantside representatives. Cllr John Galvin – elected member for Bishopthorpe Ward was also in attendance and residents from Bishopthorpe and Acaster Malbis were invited. It was noted that Cllr Galvin would not be able to comment on the planning issues raised as he is on the Planning Committee and this could result in a conflict of interest. Members of Dringhouses & Woodthorpe Ward Committee had also been invited but had declined the invitation.

Cllr Dave Merrett apologised that the Traffic Management Plan was not available for scrutiny at the meeting as had been intended. He, therefore, gave an outline of the specific traffic measures proposed based on the information received by councillors from council officers:

- Campleshon Road / Bishopthorpe Road junction – Signals will be installed and the approach roads to the junction will be widened to include double entry lanes. This element of the plan will involve removing the entitlement for parking along the approaches including Bishopthorpe Road.

- Scarcroft Road / Bishopthorpe Road junction – the existing signal controller will be improved along with altered pedestrian crossing phases.
- Knavesmire Road / Tadcaster Road / Mount Vale junction – the junctions in and out of Knavesmire Road will both become 2 way access and will include a bus gate and bus lanes on Tadcaster Road north bound to the south of St Georges Place.
- St Helens Road / Tadcaster Road junction – it is impossible to change the physical structure of this junction so the signal controls will be improved and queuing traffic will be relocated southwards to Moor Lane Roundabout.
- Moor Lane Roundabout will be signalised and will have a two lane approach on the Tadcaster Road approach.

Q. Concern was raised that traffic at peak times is already congested along Tadcaster Road and the bridge. The resident was very keen to see the Traffic Management Plan and requested that councillors defer the planning committee date until residents had had a full opportunity to view the Plan.

A. The developers are pressing for a decision on the planning application. Members agreed to ask the planning committee to defer looking at this application until residents had been able to view the Traffic Management Plan in more detail. This was subsequently stated as not possible by Planning Officers but objections submitted up to the date of the hearing would be reported to the Committee. (Cllr Fraser) *[Note: the application was further deferred with the latest date being 28th August 2008]*

A. City of York Council have commissioned a traffic modelling system called SATURN. The traffic generation data that Grantside produced was passed to Halcrow. (Grantside)

Q. Concern was raised that the plan includes removing parking spaces along part of Bishopthorpe Road near the Campleshon Road junction. Where are those residents supposed to park their cars?

A. Part of the proposal is to restrict parking on one side of Bishopthorpe Road to accommodate two lane traffic and speed cushions. Grantside offered to speak to the resident affected after the meeting. (Grantside)

Q. A resident from Bishopthorpe complained that the village had not been included in any of the display material on show.

A. Apologies were made to Bishopthorpe residents. (Grantside)

Q. Concern was raised again about the legally imposed parking restrictions planned for part of Bishopthorpe Road.

A. The restrictions have to be legally imposed because of Highways obligations. These are only proposals at this stage which will be followed by a more detailed design that will make the plans more compliant. (Grantside)

Q. At the next stage will another public meeting be held as this is clearly a waste of residents' time.

A. The meeting was not called by Grantside. (Grantside)

A. The information requested for this meeting was not brought along. Several phone calls have been made and this matter will be pursued. (Cllr Galvin)

Q. How many journeys will be made on foot or bicycle?

A. The proposals for the Traffic Management Plan have focussed on not using a car. A feasibility study has been carried out on the site and Grantside have invested in a Travel Plan Co-ordinator. (Grantside)

Q. Concern was raised that they were not aware of any extra support for the No. 11 bus service.

A. The No. 11 bus service was considered when Grantside met with First York. A dedicated shuttle bus was viewed as being more economic. (Grantside)

Q. The original brief for this project included the view that it is important that the traffic is kept away from Bishopthorpe village. Assurances were sought that this has been adhered to.

A. Assurance was given to residents that the Traffic Management Plan encourages traffic to flow down Tadcaster Road rather than through Bishopthorpe. (Grantside)

Q. When the proposals for this development were first published, one volume was dedicated to traffic. Why has the latest revised plan for traffic been continuously revised downwards (originally 800 trips were coming by bus in the peak hour)? Are the developers following City of York Council guidelines? How can traffic movements be forecast from 8 directions if the developers do not know the origin?

A. The latest information is a supplementary document. The original report was a scoping document only, the subsequent reports were to deal with consequential issues. Grantside have employed a very robust approach to traffic analysis. The distributional information has been received from data analysis supplied by City of York Council and is the best information available to them. (Grantside).

A. Cllr Fraser also added:

- The developers should guarantee that none of the construction traffic will affect Bishopthorpe village.
- It was hoped that the developer would contribute towards keeping the No. 11 bus service.
- Members are unclear if the proposed shuttle bus service is for public use.

Q. What controls will there be on construction traffic?

A. An assurance was given that construction traffic would use Tadcaster Road and Knavesmire Road. (Grantside).

Q. A regular user of the No. 11 bus service was extremely concerned that the shuttle bus will not solve the problem as it is impossible to run an efficient bus service with the existing parking problems on local roads.

A. The shuttle bus service would be a dedicated shuttle between Askham Bar Park & Ride and the development site, and between the development site and the train station, and purely for people going to and from the Terry's site. The service was intended to be permanent. (Grantside).

Q. Will there be any restrictions on opening times for the commercial aspects of the development?

A. It is early days at this stage but it is not envisaged that there will be any 24 hour operations on the site. (Grantside).

Q. The thought of commuters using the park & ride site is naïve as it is too small. Do the traffic management predictions on the SATURN software take account of the new football stadium being discussed for the area?

A. The football stadium would be an entirely new and separate planning application and is nothing to do with Grantside or the Terry's site. (Grantside)

At 4.50pm, the meeting reverted to a drop-in surgery style.

3. 7.00PM QUESTION & ANSWER SESSION

Cllr Sandy Fraser welcomed everybody to the meeting and introduced the panel of cllrs and Grantside representatives. Cllr Dave Merrett gave an outline of the specific measures proposed in the Traffic Management Plan as written above under Point 2 with the additional comment that:

- Grantside Ltd will provide a shuttle bus service that runs from the Askham Bar Park & Ride site to the Terry's development site and on to the train station.

Cllr Fraser informed the meeting that Cllr John Galvin would be unable to comment either way on the application as he is a member of the relevant Planning Committee and this would compromise his position. Members of Dringhouses & Woodthorpe Ward Committee had also been invited but had declined the invitation.

Residents were then given the opportunity to ask questions:

Q. Could any of the new traffic lights be part-time, i.e. only in use during peak times?

A. This could be considered during the process. (Grantside)

Q. What are the implications for Bishopthorpe village?

A. The Traffic Management Plan is designed to make it easier for traffic to travel along Tadcaster Road, rather than go down Sim Balk Lane. The traffic along Tadcaster Road should be free flowing. (Grantside)

A. The Traffic Management Plan is based on traffic projected to 2010 and is designed to cope with additional traffic from the former York College site development. (Grantside)

Q. Concern was expressed that the traffic management proposals would have the opposite effect along Tadcaster Road. Is the data used for the Plan based on historical data?

A. Historical data has not been used. Current data has been used to give a baseline position now and the calculations are based on the baseline position and theoretical data for the effect of the current planning uses in the future using the National Planning Calculation. (Grantside)

Q. When the Traffic Management Plan information becomes available for public scrutiny, will there still be time for residents to comment on the application.

A. This is unlikely as the application is due to be considered by committee on 24th July. (Cllr Fraser) *[Note: subsequently deferred for a month].*

Q. Concern was expressed that Grantside did not appear to know where particular locations are during the earlier question and answer session. As this development is being done to make a profit, what will the cost be to local tax payers for road improvements?

A. This question cannot be answered as it would involve referring to a lot of technical financial information. (Cllr Galvin)

A. City of York Council fund highway improvement measures through the Local Transport Plan which attracts central government funding so there would not be any direct local tax cost. (Cllr Merrett)

Q. How will pedestrians living in the Mount Vale area be able to cross Tadcaster Road?

A. Traffic islands will be installed. (Grantside)

Q. What will the widening of Mount Vale entail?

A. One tree would have to be removed but parking conditions will remain the same. (Grantside)

Q. What is the scale of employment on site and public transportation?

A. We cannot be certain yet but there will be 2,000 to 2,500 employees on site and probably 2 shuttle buses will be provided but this is subject to further discussion (Grantside)

Q. With so many homes and over 2000 jobs created, where will the traffic flow to? There should be a commitment to other modes of transport other than the car. What investment will there be in the No. 11 bus service?

A. After discussion with City of York Council and meeting First York, it was agreed that the most sustainable bus service would be a shuttle service, rather than investing in the No. 11 service. One or two buses will be provided and Grantside have employed a Travel Plan Co-ordinator to ensure this work takes place and runs smoothly. (Grantside)

Q. The bottom of Bishopthorpe Road and the junction with Scarcroft Road is always busy and congested. More options should be available to residents to use public transport.

Q. Concern was raised that residents living on Trentholme Drive (North of Knavesmire Road / Tadcaster Road junction) will be unable to get out into Mount Vale and travel North. It can take up to five minutes to get out at present. Will any new measures, e.g. signage, or keep clear arrangements, be used to ease this problem?

A. The overall aim of the Traffic Management Plan is to allow traffic to flow better along Tadcaster Road right up to the Moor Lane Roundabout so this problem should be eased. (Grantside)

Q. Concern was expressed that the traffic on Church Lane in Bishopthorpe is already terrible and the area has to cope with having a doctors surgery and a school plus the added traffic burden on race days.

Q. The traffic management solution should focus away from the city centre. An additional junction on the A64 would alleviate many of the traffic problems associated with this development as well as make race days much more palatable. City of York Council should 'grasp the nettle' despite this option being more costly as the benefits would be far greater.

A. The Highways Agency are responsible for works on the A64 and they have already looked at this in the past and dismissed it as a possibility for a number of reasons, one of which is that they do not believe the ring road should have another junction so close to two others. (Cllr Galvin)

Q. City of York Council needs to look at the whole issue on a long term basis and limit further development until traffic problems have been solved.

A. The Traffic Management Plan has been looked at with council officers and it will benefit other areas of the city, not just the immediate area. (Grantside)

Q. The display is not very informative. The closure of the Tadcaster Road bus lane northbound appears to remove the cycle lanes.

Q. Tadcaster Road is a conservation area but the Conservation Advisory Panel has not been consulted on the Traffic Management Plan. Have any other groups been consulted apart from Highways?

A. Cllrs understood that the Traffic Management Plan would be available at this meeting. (Cllr Merrett)

A. Grantside said that this message had not been relayed to them, however, they had brought the entire planning application to the meeting and all were welcome to view it. (Grantside)

Q. There is a great deal of concern that the widening of Bishopthorpe Road near the junction with Campleshon Road will result in parking availability being removed from the residents living there.

Q. What commitment will Grantside have to the shuttle bus over time?

A. Grantside will be legally obliged to provide the service over a time period yet to be agreed as part of the Section 106 Agreement associated with this planning application. The service charge that is paid over time will eventually be absorbed by the estate management company at the site. (Grantside)

Cllr Fraser concluded the meeting by thanking everybody for attending.

Cllrs J Gunnell and S Fraser, Chairs

[The meeting started at 3.00 pm and finished at 7.50 pm].