





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.	
DRAWN BY	

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.

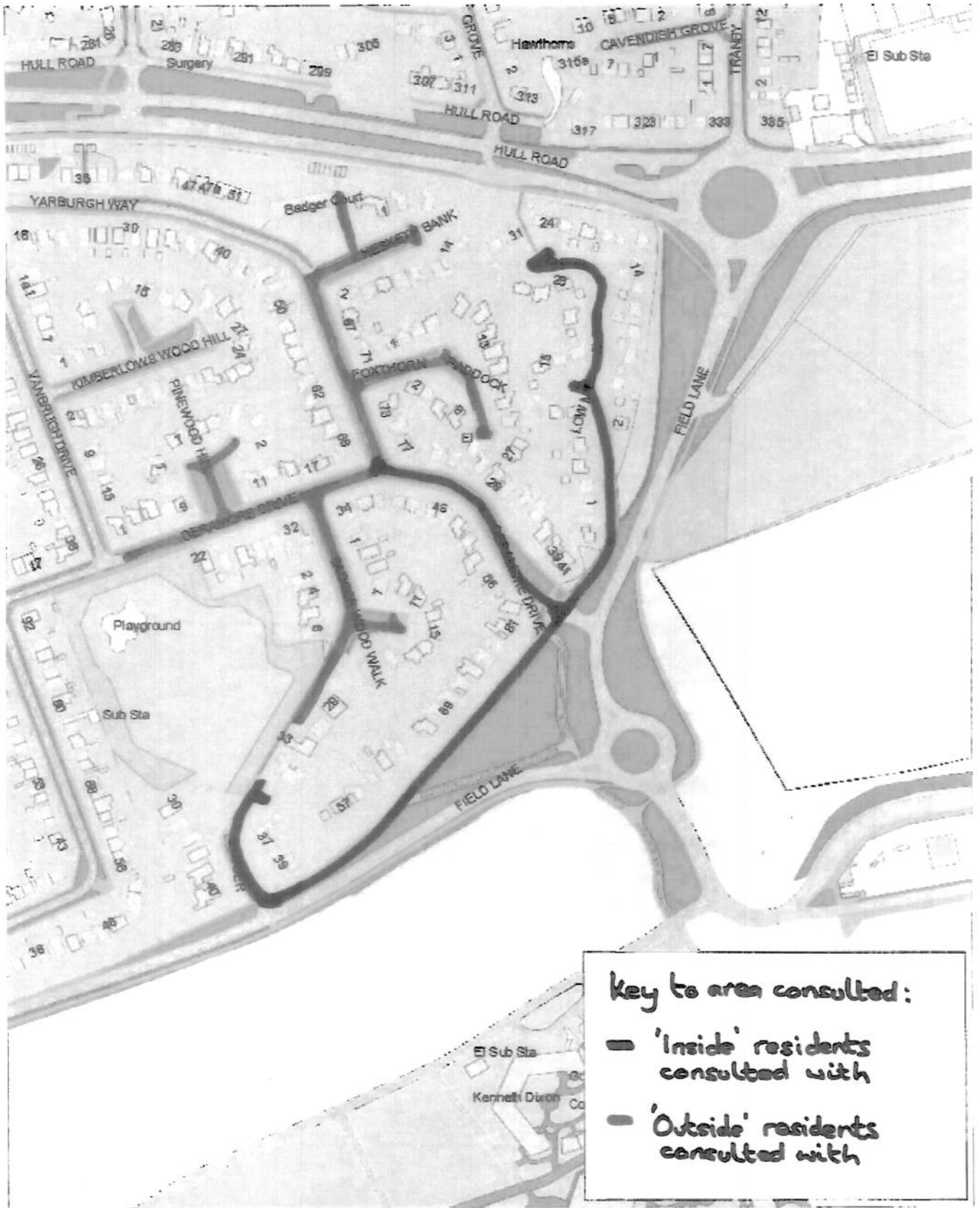
Within three months of the annual survey being carried out, the developer will review the on-street parking survey results and submit the review to the LPA to demonstrate whether the volume of on-street parking in any of the areas shown on the plan has increased by more than 20% of the first annual survey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

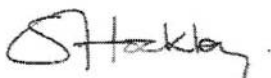
You may recall that City of York Council wrote to you last year asking your views on possible options for alleviating the parking issues related to the ongoing development of the University in Badger Hill. Following the results of these consultations a range of measures were introduced at the beginning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

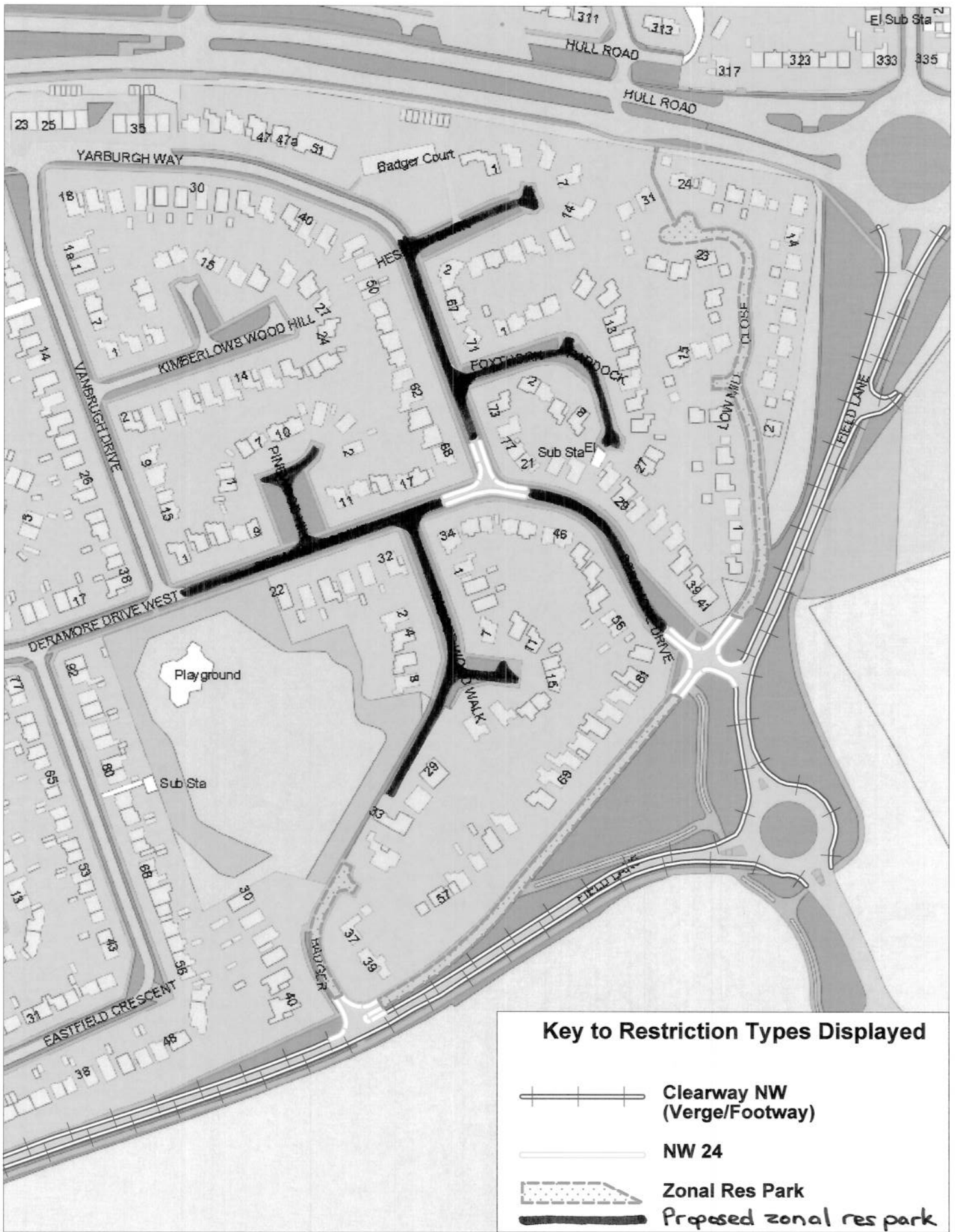
Measures	Residents in favour
Residents Parking	26
Similar to current	22
Controlled Zone	19
Restricted parking: 10.00am - 2.00pm	2
Restricted parking: 8.00am - 4.00pm	1
24hr Residents Parking	1
No parking at all times	1

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
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Appendix H.

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



P 12/13/13

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.

NAME

ADDRESS

SIGNATURE
