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MEETING	HAXBY & WIGGINTON WARD COMMITTEE
DATE	8 JULY 2009
PRESENT	COUNCILLORS FIRTH, HOGG AND R WATSON ANDY VOSE, TRANSPORT PLANNING IAIN DUNN, STREET ENVIRONMENT SHARRON HUTCHINSON, YOUNG PEOPLE'S SERVICES IAN STOKES AND PAUL BRAND, TRANSPORT PLANNING RUSS BROADBENT, PARKING SERVICES JOHN COOK, GROUP RESPONSE COMMUNITY RANGERS GINNIE SHAW AND TOBY KNIGHT, NEIGHBOURHOOD MANAGEMENT UNIT PC ALEX DOBSON AND PCSO JIMMY HANNON 43 RESIDENTS

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## **1. SURGERY**

### **1. Surgery**

- 1.1 Residents had the opportunity to speak with Cllr. P. Firth, Cllr. C. Hogg and Cllr. R. Watson
- 1.2 Residents also had the opportunity to speak with Martin Grainger and David Caulfield (City Strategy), Ian Stokes and Paul Brand (Transport Planning), Russ Broadbent (Parking Services), Iain Dunn (Street Environment), John Cook (Group Response Community Rangers), PC Alex Dobson and PCSO Jimmy Hannon (North Yorkshire Police Safer Neighbourhood Team), Sharron Hutchinson (Young People's Services), Ginnie Shaw and Toby Knight (Neighbourhood Management Unit)

## **2. WELCOME AND INTRODUCTIONS**

### **2. Welcome and minutes**

- 2.1 Cllr. Richard Watson welcomed everyone to the meeting
- 2.2 The minutes of the last meeting were approved and signed

## **3. CYCLING CITY**

### **3. Cycling City**

- 3.1 Cllr R Watson introduced Andy Vose, Transport Planner, City Strategy.

- 3.2 Andy Vose introduced the Cycling City project, which is now half way through the implementation process. A successful bid had been made to Cycling England amounting to £20 per head of population, providing a total of £3.7m. Though the majority of the funding is being spent on infrastructure it is also being spent on items such as training.
- 3.3 There are five themes: Major infrastructure, Minor infrastructure, Marketing and Communications, Participation (such as guided rides) and work with major employers in the city (to encourage cycle friendly initiatives).
- 3.4 Examples of major infrastructure projects are: changes to Clifton Bridge, the Fulford corridor and Blossom Street. There are none directly affecting Haxby and Wigginton ward, though there are continuing negotiations with various organisations to improve cycling safety on the outer ring road, in the area of Nestle's factory and from the south end of Haxby to Clifton Moor
- 3.5 Residents asked the following questions/made the following comments:
- Q: The changes to Clifton Bridge are not working  
A: Time will tell. The scheme is innovative and it will be monitored and a decision made whether or not the 4 second longer delay for motorists at the lights at Clifton Green really is a problem. Positive as well as negative feedback has been received.
- Q: Any measure that prevents traffic flow is counterproductive. Will you have a proper look at it?  
A: Yes. (Cllr Hogg commented that he now knows a car journey through Clifton Green will take 5 minutes more and he has got used to it)
- Q: Is enough space at Clifton Green junction to widen carriageway to provide two lanes for motor vehicles.  
A: It is a Conservation Area so cannot.
- C: I think it is a brilliant scheme and it is well used by cyclists
- Q: Always take from car drivers and it is they who pay through motor tax for improvements benefiting cyclists  
A: Cyclists can be car drivers too
- C: Only major roads are paid for by motor tax, minor roads are paid for by council tax
- Q: What about a cycle lane from Mill Lane to the ring road?  
A: This would be a very costly scheme. There are other possibilities, too, such as alongside York Road and from the Haxby roundabout to Tesco's (Clifton Moor).
- C: Important to get more people cycling. Park and Ride sites are unhelpful. Getting onto and over ring road is especially hazardous. Security of cycles pretty poor.
- A: Additional Park and Ride sites proposed should take more cars off the road. Also, city council trying to get more cycle parking facilities. A partnership with Safer York Partnership has reduced cycle theft by 30%. Used to be 5 cycles per day; half are from own property.

#### **4. PARKING ISSUES**

##### **4. Parking issues**

- 4.1 Russ Broadbent, Parking Services Manager, provided a presentation including the following points:
- Parking services are within the Department of Neighbourhood Services, based at 9 St Leonard's Place, open Monday – Friday 8.30 – 17.00, Saturday 9 – 12.00 and 13.00 – 16.00
  - Their role is as enforcer with no involvement in location of residents parking zones or double yellow lines (this is Network Management)
  - Road Traffic Regulation Act 1994 brought in differential charging for offences (civil not criminal, so subject to Tribunal hearing not Magistrates Court)
  - The scheme is voluntary and City of York Council took the role on in 2000
  - Their key objective is to keep traffic moving safely, not to make money; they cannot enforce obstruction or dangerous parking, this is the responsibility of the police
  - The enforcement team have more work to do with fewer people
  - Tickets are often cancelled in response to a reasonable explanation
  - From 1 June 2009 they will be able to take on new legal powers regarding dropped kerbs and double parking (decision not yet made)
  - Residents can report illegal parking by ringing the free hotline 0800 1381119. Aim to get to location within 45 minutes.

- 4.2 Residents made the following comments/asked the following questions:

Q: Can residents in a Res Zone parking in their own street have a designated space? A: No

Q: Will the possible new powers include dropped kerbs outside own home?

A: Yes, that's why it's under consideration

Q: What about vans loading and unloading on the pavement?

A: That is a police matter

Q: What if you pay for two £1 parking tickets at the same time so they have the same time validity?

A: Commonsense approach is encouraged

Q: How many people pay by mobile phone?

A: Seven per cent or 2,000 per month

Q: What about Christmas Day parking?

A: Won't be anyone on duty to book offenders

Q: When enforcement officers attend two schools per week are they able to issue penalties or warnings?

A: They can issue tickets, though they may in the first instance issue a warning.

Q: Could enforcement officers attend at Ralph Butterfield School on Station Road? Parents are stopping on zigzags near school gates which is dangerous.

A: This practice usually stops when offenders realise they have been seen. Will put school on list for officers' visit

Q: Must enforcement officers be in uniform? A: Yes

Q: Can disabled drivers stop for any additional time in South Lane?

A: They can stay for 3 hours; and as long as they wish in Res Park areas

C: Often see drivers, including police, parking illegally alongside an ATM to get money out

## **5. HAXBY TRAIN STATION**

### **5. Haxby Rail Station**

- 5.1 Ian Stokes, Principal Transport Planner, and Paul Brand, Transport Planner, attended to provide an update on progress. He used a presentation to summarise information:
- 5.2 A rail station at Haxby had been an aspiration for many years, to provide a shuttle service and utilising existing Scarborough-York service with links to Leeds, Manchester and Liverpool. A strong business case had been made.
- 5.3 The station meets various local transport objectives, including tackling congestion, improving accessibility for all, safety, improving air quality and general quality of life and supporting the local economy.
- 5.4 The proposed station will have two platforms connected by a footbridge with ramps or lifts; will have a ticket office and waiting room, staffed at peak hours; a car park of around 80 spaces; and an hourly service in both directions.
- 5.5 Projections show potential for 190k passengers per year (around 530 average per day) with 44% travelling to York and 40% to Leeds. Forty per cent will come from under 1km away and 80% from under 2km away. Anticipated that majority will be walking/cycling to station or using local bus service.
- 5.6 Progress in the last year has included Regional Funding Advice Programme and commitment from Network Rail to part fund costs from their Transpennine Express service. Construction expected early in 2013. Option 2 location selected as safer. Dedicated officer to be appointed to progress scheme
- 5.7 The expected timetable is: for other studies and detailed designs to be completed by September 2010; planning permission to be submitted mid 2011; work to start on site early 2012 and for work to be completed on site early 2013.
- 5.8 Further work will include detailed design/studies on operational railway (track work, signalling, impact on level crossing and

timetabling); travel to station options and mitigation of impacts; car parking, re-siting of allotments and landscaping.

5.9 Local involvement and consultation will continue through the formal planning process and various informal means to find out what the issues are and identify solutions. Information will be provided to residents, including the detailed scheme design.

5.10 Residents asked the following questions and made the following comments:

Q: How far will the station be from the other level crossing at Haxby Gates?

A: 250m. Have looked at impact on both level crossings. Railtrack can put in signalling measures to mitigate any effects through their Fast track scheme

C: The project is not financially viable

A: Network Rail have made a judgement that it is financially worth taking forward

Q: Will the car park be free?

A: This is a decision for the operating company

C: Thanks for presentation. Station will have adverse impact on Haxby in terms of additional traffic generated. Are rumours of a 500 dwelling estate which will lead to parking on roads and the station becoming a railway park and ride. Not a local station for local people

A: A traffic impact assessment was carried out in 1999 as part of the early studies. It predicted a 2.8% increase in local traffic. A further traffic impact assessment may be carried out as part of the planning permission process. Traffic signals on B1663 will assist.

C: Only one consultation so far. A: There will be further consultation

A: Business case was refreshed for submission 2008.

Evidence was gathered by Transpennine using specialist consultants and used experience from other similar stations elsewhere

C: What about allotments? Also, extraordinary to be spending such large sums at this time (£7m)

A: Alternative allotments of suitable quality will be provided. As far as money is concerned, Network Rail would not have gone as far as this if were not confident of recouping revenue. Use by local people is down to individuals – council policy to widen choice

## **6. LOCAL DEVELOPMENT FRAMEWORK PROPOSALS**

### **6. Local Development Framework (LDF) proposals**

6.1 Martin Grainger introduced the consultation on the LDF and made the following comments:

- The current consultation is about a strategic blueprint for the long term, based on key principles and asking various questions such as how many homes should be built? How many jobs? What sort of city do residents want and how should York grow?
- Many residents had seen changes and there had been significant growth in the last 150 years. Work so far shows there is sufficient land available for development until 2021. However, looking for more land in case there is a need for further growth
- Land to North of Haxby seen as unnecessary to include as an area of search
- Perturbed to hear 2-3 weeks ago from a resident about a leaflet being distributed by a development consultant (Nathaniel Litchfield) stating they were in contact with CYC when this is not the case
- Encouraged people to read the leaflet insert with July Your Ward/Your City, ask questions and return the leaflet to the Freepost address by Friday 28 August 2009.

6.2 Residents asked questions and made comments as follows:

C/Q: As a town councillor received copy of leaflet from development consultant claiming they are working with the city council. Why is Haxby land included in leaflet?

A: CYC is not working with Nathaniel Litchfield (NL). The leaflet went to influencers such as Haxby Town Council and ward councillors; CYC had written to NL at the same time. The leaflet is misleading and untrue. Haxby land is included because the owner wants to be able to sell it and make a profit.

Q: The LDF item was not on the advertised agenda. Questions in the leaflet have been asked before – why are they being asked again?

A: The LDF item was not known about when the Your Ward newsletter went to print. If want further meetings, happy to respond. Views may have changed following new information; this is a different plan that is being consulted on. Important that people respond now.

Q: LDF and housing for the future: how involved have you been with other providers?

A: Need to include all other factors such as Primary Care Trust and Environment Agency as well as Education, Transport, open spaces and flood risk. Preferred options are such because of issues like transport, so land north of Haxby is not preferred. NL leaflet makes the site look like a community.

C/Q: Good to see lot of research on, for example, leisure facilities. Open space is at a premium. '70s was a rubbish decade! Protect future allotment sites from future development

A: Allotment re-provision will be at existing standard and within 750m of existing site. Looked at current planning and possible

future requirement when examining options to replace allotments to be displaced by proposed rail station. It will take 12 months to go through the consultation process so we will have a strong document that will make planning decisions that are contrary to it very difficult. Any change to the plan will take 3 years and cost a lot. Importance of open space in the city has been given high priority in the LDF.

C: Question on flood risk in leaflet is insulting people's intelligence.

A: Not intended to be so

Q: Are more detailed plans available?

A: LDF is an emerging and evolving document. We're half way through the statutory process. If you support the LDF proposals, please respond. The full document is available on line at [www.york.gov.uk/LDF/corestrategy](http://www.york.gov.uk/LDF/corestrategy).

## **7. HAVE YOUR SAY**

### **7. Have your say!**

7.1 Cllr. Watson commented that proposals to improve Mill Lane junction are due to go ahead this financial year, though they may slip into 2010/11.

7.2 Considering the lateness of the evening, Cllr Watson closed the meeting by thanking the officers and residents for their attendance

, Chair

[The meeting started at 7.00 pm and finished at 10.20 pm].