
**Decision Session – Executive Member for
Transport and Planning**

20 December 2018

Report of the Corporate Director of Economy & Place

Fulford School Access

Summary

1. The purpose of this report is to request authority to undertake a review of the access arrangements for school transport vehicles into Fulford School to take advantage of the opportunity presented by the Germany Beck development and positive initial discussions with key stakeholders (School, Parish Council, Developer).
2. Current vehicular access to Fulford School is only from the north via Fulfordgate – a residential street. All school transport (buses, taxis and private vehicles) and pedestrian/cycling traffic has to access through this area leading to congestion and safety concerns particularly at school opening and closing times. The impact of this limited capacity extends to Heslington Lane and also affects access for students travelling to St. Oswald’s Primary School on School Lane.
3. The provision of a new road to the southern school boundary as part of the Germany Beck Development provides the opportunity to improve access to the school. However, owing to the layout of the existing school facilities, it is unlikely to be possible to deliver a new access without affecting land owned by third parties. Therefore to maximise the extent of the potential improvements to the school access and deliver wider benefits to the community it is proposed that the City Council take a lead on investigating options for possible future implementation.
4. All landowners and the school will need to work together to deliver the most effective overall solution. To build upon initial contact with these stakeholders it is recommended that the Council commission a study to develop access options in conjunction with the School, Parish Council and Developer using existing s106 Funds. Subject to the results of the

study it is anticipated that significant investment would be needed to deliver the access improvements. A source of funding for the future delivery of the preferred option will have to be considered alongside other potential highway investment schemes as part of the Capital Programme.

Recommendations

5. The Executive Member is asked to approve an allocation of funding within using s106 funds to undertake a feasibility study on potential access options to the school and report back on the options.

Reason: To understand more fully the options for the delivery of a potential new access route to the school from the south to reduce congestion and improve road safety in the area.

Background

6. Fulford School is located to the south of the city close to Heslington Lane and caters for students aged 11 to 18 years. In 2015 there were 1,411 students attending the school. The majority of these students are from the surrounding villages to the south and south-east of York and the A19 corridor into the city.
7. The School has a travel plan in place which has an aspiration to minimise the impact of the number of students and staff accessing the site. In 2015 53% of the students travelled to the school on dedicated school buses, whilst a further 27% walked to the school. At the last count (2016) there were 12 - 14 buses going onto site at the end of the school day.
8. In September 2016 Fulford school changed the start time of the school to 8:50 am, the same time as St Oswalds school. This caused considerable concern for the primary school community as secondary school pupils now arrive at the same time as the younger ones. Young children are also having to cross Fulfordgate while cars and buses are arriving.
9. Vehicles waiting to pick up students to come out currently line up along Heslington Lane. With an access onto Germany Beck it is anticipated that some of these vehicles will wait near the proposed new pedestrian access.

10. The Germany Beck developer is required to extend the internal access road within the development up to the school boundary. However there would need to be additional land and changes to internal school layout to enable use of the new road.

Study Options

11. It is proposed to include the existing arrangement and 2 main potential options in the feasibility study:
 - a. Retain the existing access but provide improved pick/up and drop off capacity and review mitigation measures to reduce the impact of school traffic on the adjacent highway network.
 - b. One way bus transport access using a new route from the south and the existing highway network to the north with a new drop off/pick up facility. The one way could operate in one direction for ingress and exit or operate in a tidal manner.
 - c. All bus transport to access and exit the school from the south with a turn around and pick up facility provided.
12. Drawings showing the schematic proposals are provided in Annex A, B and C. Subject to further outline design it is anticipated that some or all of the options would require land outside of the current school boundary.
13. The study would include an assessment of the impact of the options on the local community, planning issues, land availability, cost, deliverability, potential delivery programme, value for money etc.

Consultation

14. The first phase of the feasibility study will include consultation with key stakeholders and land owners to develop viable options for future potential progression and to determine if other viable study options should be considered.
15. It is proposed to submit a further report to the Executive Member presenting the results of this initial feasibility study. Subject to the viability and affordability of the potential options the Executive Member could direct officers to undertake further work which could include general consultation.

Options

16. Two options are presented to the Executive Member:-
 - i. Do nothing
 - ii. Commission the feasibility study – It is anticipated that the cost of the feasibility study would be approximately £10k and could be undertaken within approximately 6 months. Subject to the approval for the work by the Executive Member an allocation could be provided from existing developer contributions/s106 funds.

Analysis

17. Option i would fail to respond to the aspirations of the community or respond to the opportunity presented by the potential access from the south of the school.
18. Option ii would enable a feasibility to be undertaken to establish whether there were any viable options for potential future consultation. The feasibility study could form the basis for future funding bids leading to delivery.

Council Plan

19. The Council Plan has three key priorities:
 - A Prosperous City For All.
 - A Focus On Frontline Services.
 - A Council That Listens To Residents
20. The recommended option supports the priority to listen to residents who have raised concerns about the access arrangements to the school and the impact on the safety of residents and the local environment.

Implications

- **Financial** – The funding for the recommended option can be accommodated within existing developer contribution funds. Funding for further progression of the scheme following the feasibility stage will need to be identified.
- **Equalities:** There are no Equalities implications.
- **Legal:** There are no Legal implications at this stage.
- **Crime and Disorder:** There are no Crime & Disorder implications.

- **Information Technology (IT):** There are no IT implications.
- **Property:** There are no Property implications at this stage.
- **Other:** There are no other implications.

Risk Management

21. The main risk at this stage relates to the possibility that the feasibility study will not identify a deliverable solution. There is also a reputational risk that undertaking a feasibility study will raise unrealistic expectations that a deliverable solution is possible.

Contact Details

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Report **Date** 11.12.18
Approved

Specialist Implications Officer(s) None

Wards Affected: Fulford

All

For further information please contact the author of the report

Annexes

Annex A – Existing Layout
Annex B – Bus Turnaround Schematic Layout
Annex C – Bus One Way Schematic Layout