
Planning Committee

17th February 2011

Report of the Director of City Strategy

The University of York Travel Plan – 2010-15

Summary

1. This report forms a cover document to the University of York's submitted travel plan of September 2010. This plan supersedes the previous travel plan, approved in 2008, accounting for changes to the University following the establishment of the new Heslington East campus.
2. The travel plan will need to be refreshed throughout its five year life to meet with the two aims it is designed to serve:
 - To satisfy planning conditions associated with the expansion into the Heslington East campus.
 - To manage the growth of University generated traffic movements within acceptable levels by encouraging alternatives to the private car for travel to (and around) the University up to 2015.
3. Council officers are satisfied that the latest edition of the Travel Plan (forming Annex A to this report – available online) is of sufficient quality to be presented for consultation.

Recommendations

4. That the Planning Committee are recommended to:

Note the contents of the travel plan and to make any comments they have on the Plan for officers to take up with the University prior to formal approval.
5. Reason: This will ensure that the evidence given and the measures proposed by the University are suitably robust to achieve the aims outlined at paragraph 2.

Background

6. The University of York has regularly revised its Travel Plan since 2000 in recognition of its changing shape and the associated impact on the local highway and community.

7. The current travel plan identifies successes in reducing car born travel since first travel plan was introduced¹ in 2000. It also contains targets and actions for the period 2010-15 in an effort to ensure that growth of car born travel to the University is sufficiently arrested.
8. This report addresses questions tabled by members following a presentation of the University Travel Plan by their consultants Aecom on 16th December 2010. Comments presented by the Heslington Community Forum are contained at Annex B to this report (available online).

Consultation

9. The University has worked closely with both the Council and local community to understand and mitigate its impact on the highway network. The Travel Plan outlines the University's strategy for limiting this impact and as such should be regarded as a 'living' document, to be reviewed on a regular basis.
10. As outlined at paragraph 3, the University presented the latest version of the Travel Plan for consideration by members in December. There were several specific issues raised at the meeting as follows.

Parking

11. Cllr. Merrett enquired as to what measures were being considered to address the increase in off-campus (University related) parking.
12. The University has undertaken a recent parking survey in line with its planning obligations. The survey has identified that parking levels have increased in certain areas of Badger Hill. The Council is now working with the University to introduce appropriate measures to address this increase.
13. Cllr. Moore asked whether the University had considered where parking would be offset to as a result of the application of double yellow lines on University Road.
14. The University monitor their car park usage on a regular basis and consider that there is sufficient space to accommodate any parking displaced by additional double yellow lines on University Road. Following consultation on the parking restriction proposals for University Road, the Council has now reviewed its position. The proposed application of double yellow lines along the full length of University Road has been advertised and comments are currently being sought.

New signalised junction on Field Lane

15. Cllr. Moore commented on the queues resulting from the signal arrangements at the new junction between Field Lane and the new Dean's Acre link road. These works fall outside the scope of the travel plan, but the latest position is that alterations have been made to the timings on the Field Lane / Church Lane signals which have improved queuing times. As the Highway authority, the Council will re-visit this work should the problems persist.

¹ The plan reports a drop in the number of staff travelling to the University of 1.3% between 2000 and 2006.

16. It should be noted that the signals were erected to provide a high level pedestrian and crossing facility connected with the new campus. This would inevitably lead to a reduction in traffic capacity.

Cross-campus Cycle route

17. Cllr. Merrett enquired as to what progress had been made to improve the cycling route across Heslington West campus.
18. The Council understands that following a consultation undertaken last year, the University is now working towards the introduction of an improved, identified, cycle route across Heslington West campus to link to Walmgate Stray.
19. Subject to confirmation of budget allocations the Council is proposing to implement a scheme to continue the Heslington Lane cycle route from the existing bridge (over a ditch on the edge of the University grounds) to Walmgate Stray along Main Street to University Road. A scheme to provide an off road route along University Road is also being developed for delivery in 11/12 or 12/13.
20. Annex B outlines comments raised by members of the Heslington Community Forum with regard to transport issues at the University. A number of comments raised by the Community Forum do not specifically relate to the Travel Plan and this is clarified where necessary.

Corporate Objectives

21. Support for a strategic, ambitious and deliverable travel plan for the University contributes to the following Corporate priorities:
 - **Sustainable City** - There is considerable scope for reducing vehicle congestion delay on the overall network through greater use of sustainable modes, thereby reducing the associated adverse affects, such as air pollution and congestion.
 - **Inclusive City** – The existence of a regularly updated travel plan which meets the needs of University staff, students and visitors will also benefit residents and users of the wider highway network.

Implications

- **Financial:** There are no financial implications.
- **Human Resources (HR):** There are no Human Resource implications.
- **Equalities:** There are no equalities implications
- **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

Risk Management

22. The contents of this report are for information only. No risks result from this report as it does not make any proposals or recognitions other than requesting that members note the contents of the report.

Contact Details

Author:

Andrew Bradley
Principal Transport Planner
Transport Planning Unit
Tel No. 01904 551404

Chief Officer Responsible for the report:

Mike Slater
Assistant Director City Strategy (Planning and Sustainable Development)

Report Approved



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Specialist Implications Officer(s) Network Management Unit officers

Wards Affected: Heslington & Hull Road



For further information please contact the author of the report

Background Papers:

Annexes (online only)

Annex A: University of York Travel Plan, September 2010

Annex B: Heslington Community Forum comments and responses, Dec 2010

(Copies of Annexes A and B will also be available in the Members' Library or can be obtained from the report author on request.

A3 colour copies of each of the maps will be available at the meeting)