

NOTES OF MEETING

DATE: 23rd July 2009
VENUE: St Chads Church Hall
TIME: 4:30pm
ATTENDEES: See attached list

1. Apologies

- a. See attached list

2. Notes from last meeting

- a. The notes were accepted as an accurate record with the following corrections:
- b. Item 4d – Simon Parratt clarified that the the SATURN model has been validated to the criteria set by the Department of transport
- c. Item 4c – Cllr Merrett suggested that the output from the SATURN model did not include Sustainable Transport measures. He suggested that the MATT tool represents typical travel patterns in York and that modal shift and sustainable measures are already incorporated into the output. For example businesses on Blossom Street will have greater access to more bus routes than a similar business on the Terry's site.

Ken Hay responded that the MATT tool reflects typical travel patterns in the area and did not take account of additional travel plan measures or external stimulus. Any additional analysis of the modal split would involve re-opening the discussion on baseline that had already been agreed.

3. School Capacity/ Playing Field

- a. There was a lengthy discussion about the suggestion from Cllr Merrett that Campleshon Road be realigned to provide land for a playing pitch for the school. The main points made were;
 - Cllr Merrett commented that taking children to playing fields off site was not an ideal arrangement and involved additional staff and raised safety issues
 - D Gauld advised that leisure services had considered the need for the school to have a playing pitch on site but concluded this was not a priority. The use of the racecourse pavilion field opposite the school had been facilitated by Grantside. There is no need for a playing field in winter because the school have a MUGA. There is no community need for a playing field because of the availability of open space on the Knavesmire. Leisure services would rather use any S106 contribution to improve existing facilities.



CHOCOLATE WORKS

- P Callaghan tabled a proposed route for the road diversion to the north of the substation on Campleshon Road. The diversion was likely to require diversion of services; road closure orders; and would affect high quality trees on the south footway verge on Campleshon Road. Grantside did not consider the diversion to be viable in financial or practical terms. If the line of Campleshon Road changed the nature of the proposed scheme would be changed.
- Cllr Gunnell asked that if leisure services had concluded a pitch at the school was not a priority, what were the other options for improving the existing facilities on the Knavesmire e.g. the changing rooms. More information is required.
- C Rivas Graver and D Meek queried why the playing pitch and school capacity issues were only being raised at this stage.
- P Callaghan responded that Grantside had consulted with the Councils Education Department and had followed officers advice
- With regard to the school capacity issue, Cllr Merrett advised that Knavesmire School was full as was the other nearest school – Scarcroft. There was an increased birth rate in the ward and this would put pressure on schools for the next 5 years.
- D Gauld advised that Knavesmire had the capacity to expand and several options were being considered. There may be a need to re-consider catchments
- J Hopton said the issue of where children go to school had to be addressed.
- P Callaghan confirmed Knavesmire was full. The rules state that all the developer has to do is make a contribution to fund the additional school places arising from the development if there is no spare capacity. How the Council use that money to provide the additional capacity is not a matter for the Developer. If the Council were to ask for additional payments to address the capacity and playing field issues that would have an impact on viability and would reduce capacity to meet other needs such as affordable housing.
- L Hall and others believed that school capacity and the playing field issue were the responsibility of the Council and not the developer. If there were other ways of solving the problem in the short term, for example a bus and extra staff to move children then the City should take that responsibility
- Cllr Merrett maintained the playing field and school capacity were separate issues, the latter being more recent.
- P Callaghan added that both were essentially issues for the Council and not the developer. The guidance Grantside had received from the Council was that the playing field was not an issue for Grantside to resolve.
- D Gauld undertook to revisit these issues with the education and Leisure services departments.



4. Transport Presentation

- a. Peter Callaghan informed the forum that a public meeting on Transportation issues was to be held at the Racecourse on Thursday the 30th July from 7-9pm. 10,000 leaflets giving notice of the meeting had been circulated in the surrounding area. Notices had also been posted on the site and people on the 'Keep Informed' list had been notified.
- b. P Callaghan referred to the masterplan to explain how access would be gained to the site
- c. A short note outlining the headline findings of the Transport Assessment was circulated – copy attached to these minutes.
- d. Ken Hay outlined the methodology of the transport assessment. The assessment uses the SATURN Model developed by the Council. The baseline – traffic flows generated by the site if re-used on the basis of existing use rights now – was compared with proposed flows from the development at 2016, assuming the scheme was fully developed. The traffic flows do not assume any sustainable transport measure and are therefore a worst case scenario.
- e. Comments from the discussion that followed the presentation were:
 - Cllr Merrett advised that in the morning, traffic backed up southwards on Bishopthorpe Road from the Scarcroft Road junction and traffic was using the parallel streets – Thorpe Street - as a rat run to get to Scarcroft Road. K Hay replied that SATURN will model a group of parallel roads which will allow Council officers to identify the need for any improvements.
 - There is little scope for physical improvements to the Tadcaster Road/ St Helens Junction.
 - There was no room in the carriageway for a bus lane between Mount Vale and St Helens Road.
 - C Rivas Graver asked if there could be some improvements to improve safety for children crossing Bishopthorpe Road. K Hay responded that this would be discussed with Highway officers. The existing crossing could be improved which would also improve the situation for pedestrians generally.
 - L Hall added that cycle refuges should also be considered at the Bishopthorpe Road/ Campleshon Road Junction.
 - The Nunnery Lane Gyratory would be considered in more detail.
 - Cllr Gunnell advised that residents in Nunmill Street had complained about rat running.

5. Next Meeting – To be confirmed



NAME	INTEREST
Janet Hopton	Independent Chair
Andy Chase	Micklegate Planning Panel
David Meek	St Chad's Church Warden & Church Hall Rep
Martin Frost	
Adam Cooper (Asst head)	Knavesmire primary School
Cristina Rivas Graver	Resident & rep 214-260 Bishopthorpe Road
Linda Hall	Albemarle Road
Brian Mellors	Bishopthorpe Parish Council
Tony Lee	York Racecourse
Cllr David Merrett	Micklegate Ward
Cllr Sally Gunnell	Micklegate Ward
Alison Sinclair	Resident
Ann Cox	Church PCC/ Church Hall/ LEA Governors KP School
John Howard	
Katherine Atkinson	CYC Community Planning
Derek Gauld	CYC Principal City Development Officer
Simon Parratt	CYC Principal Transport Officer
Peter Callaghan Grantside	Development Director Grantside Limited
Kenneth Hay	AECOM – Highway consultants
Eamonn Keogh	Turley Associates Planning Consultants
APOLOGIES	
Richard Flanagan	York & North Yorkshire Chamber of Commerce
Brian Mellors	Bishopthorpe Parish Council
Andrew Lindsay	
Michael Slater	CYC Assistant Director
Glynn Drummond	Bishopthorpe Ward
Steve Davis	GHT Developments Ltd.



COMMUNITY FORUM 23 JULY 2009

Further to our recent meetings and discussions the following notes are provided to demonstrate what has been considered in relation to traffic and transportation. These notes are provided for Forum members use only and are “work in progress”. They represent the worst case scenario as they do not take account of any mitigation measures that may be implemented to promote modal shift and reduce the reliance on the private car. The sustainable transport considerations to achieve a reduction in vehicle trips will be progressed, using these figures to focus the attention on the most beneficial areas.

Baseline and Development Mix Transport Assessment

The initial SATURN modelling run has been carried out by the City of York Council’s consultants. This modelled the Baseline situation for 2016. (The Baseline is the agreed permitted mix of uses that represent the re-use of the factory site). It is then possible to compare this situation with the Development situation for 2016. (The Development is the mix of uses that GHT Developments LLP proposes for the redeveloped site).

Traffic Generation

People and vehicle trips have been calculated using the trip rates agreed between CYC officers and the Developer’s consultants. “Linked Trips” have been applied to certain elements of the scheme to reflect that journeys may involve calling at the nursery whilst on the way to the City for example.

Traffic Flow Diagrams

Vehicular Traffic is most easily considered by comparing Traffic Flow Diagrams and these have been produced for the Baseline and Development scenarios. This has allowed a comparison to be made between the Baseline and Proposed Development situation.

Junction Assessments

Assessments have been carried out at key junctions, which were agreed in the original scoping document, for 2016, AM & PM peak hours. (Peak hours are 8:00 am to 9:00 am and 5:00 pm to 6:00 pm. The year 2016 represents the closest year for analysis to the development becoming significantly operational). To ensure traffic in the area is not adversely affected by the development, the junctions where flows increase and might cause poorer junction performance (queues, time delays and capacity problems) are checked to ensure that peak hour flows are within acceptable limits. Acceptable is classed as within the existing limits or upto 85% of designed capacity, whichever is higher).

Safety is, of course, a key factor which is considered through an Audit process at design stage.

If problems are likely to occur on the roads in any event, then the with-development situation is checked to ensure the situation will be no worse than under Baseline conditions. If necessary, schemes are developed to mitigate against the effects of development. Please see the next sheet for the key results of this modelling exercise.

New Aspects

A number of new aspects of the TA have become evident following the initial run of the SATURN model:-



- The focus of development flows (difference between the two runs) is more towards the north and northwest of York than to the A64 and Leeds.
- From this, it is less likely that mitigation work will be necessary along Tadcaster Road to the south of Knavesmire Road.
- There is, however, a need to investigate fully the impact of the traffic through streets nearer to the City Centre and develop schemes to address any issues identified.
- The Dalton Terrace/ Albermarle Road signalised crossroad will need fuller analysis.

Initial Results

Briefly, key results have become evident from the initial model runs of the following junctions:

- Bishopthorpe Road / Campleshon Road – works within acceptable limits for both Baseline and Development situations; **No revisions are proposed.**
- Knavesmire Road / Tadcaster Road / Mount Vale – Does not work effectively in the baseline situation and will not work effectively in 2016. It is, therefore, proposed that a scheme of signals be put in place here. The scheme that was tabled in 2008 has been modelled and would work well within acceptable limits; **As the junction does not work in the baseline situation it is proposed that the Developer will make a contribution to the signalisation works, which will be undertaken by CoYC.**
- Bishopthorpe Road / Scarcroft Road – is currently signalised and would continue to work within acceptable limits for both Baseline and Development situations; **No revisions are proposed.**
- Tadcaster Road / St. Helens Road junction – Does not work effectively in the baseline situation and does not operate within acceptable limits under Development flows. There is very limited scope for physical improvement to this junction which is already signalised. Tadcaster Road carries a priority bus lane for much of its length and queuing of cars is managed so that buses operate more efficiently. **It is proposed to agree measures with City of York Council and contribute to funding of these measures that would enhance the bus priority operation.**
- Moor Lane / Tadcaster Road roundabout - works as a roundabout within acceptable limits for both Baseline and Development situations; **No revisions are proposed.**
- Sim Balk Lane / Tadcaster Road – flows in both the baseline and proposed development situations would slightly exceed acceptable limits. **Works are proposed at this junction as part of the relocated Park and Ride scheme and it is therefore proposed that no works are undertaken as the proposed park and ride scheme will address this marginal flow problem.**
- Church Lane / Bishopthorpe Road, Bishopthorpe – works as a “T” junction within acceptable limits for both Baseline and Development situations; **No revisions are proposed.**
- Church Lane / Sim Balk Lane, Bishopthorpe – does not operate within acceptable limits for either the Baseline or Development situations. **It is likely that the proposed enhancement to the public transport system will reduce this impact and no engineering works will be necessary.**
- Sim Balk Lane / Main Street / Appleton Road, Bishopthorpe - works within acceptable limits for both Baseline and Development situations; **No revisions are proposed.**
- Bishopthorpe Road / Main Street / Acaster Lane, Bishopthorpe - works within acceptable limits for both Baseline and Development situations; **No revisions are proposed.**



Sustainability

A Travel Plan Strategy will be submitted with the application, the TA for the Proposed Development would include a section on sustainability which would discuss and summarise the following issues, as requested by CoYC Highways Officers:-

- Cycle Parking and facilities and discussion of the likely cycle flows to and from the site;
- Bus Services and Measures – discussion of levels of service;
- Modal Split;
- Car Club;
- Pedestrian Facilities and likely pedestrian flows to and from the site; and
- On-site linkages.

We would seek to agree the level of additional modal shift that would occur as a consequence of the Travel Plan Strategy Measures proposed, which would in turn reduce the projected development traffic impact.