

Heslington East outline planning consent condition 10 – on street car parking surveys

1. Proposed methodology prepared by Faber Maunsell
2. Agreement by City of York Council, subject to further work on the second stage survey methodology
3. City of York Council set of principles to guide further work, to be completed and agreed by 4 November 2008.

(Note – contact O'Neill Associates for an update after this date)

O'Neill Associates
17 September 2008
Uhec10.809.doc

Project: **Heslington East Campus**

Job No:

30080TYOD

Subject: **Planning Conditions, Heslington East - Condition 10** Date: **5th September 2008**

Introduction

This technical note has been written to provide details of the Heslington East - Condition 10 and a suggested methodology to address the requirements. This note has been produced with regard to comments received from the local residents/groups and following discussions with officers at the City of York Council.

Condition 10

Condition 10 states:

"Before the commencement of development (which shall exclude any works associated with the undergrounding of overhead electricity lines carried out as 'permitted development' or any evaluation works associated with the Archaeological Remains Management Plan), 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 Local Planning Authority .

Within 3 months of the annual survey being carried out, the developer will review the on street parking survey results and submit the review to the Local Planning Authority to demonstrate whether the volume of on-street parking in any of the areas shown on plan 3 has increased by more than 20% of the first annual survey as a consequence of the development.

If this percentage figure is exceeded then remedial measures agreed with the Local Planning Authority shall be undertaken.

REASON: To determine a baseline of on-street parking against which the impact of University expansion can be monitored and thereafter to determine the impact of University expansion on the volume of on-street car parking and in the interests of highway safety".

The condition requires a survey of current on-street parking on the highways to be undertaken prior to the development taking place. The March 2008 surveys would be used as the baseline on-street parking surveys from which the future scenarios will be assessed.

The condition requires the surveys to be repeated each year and the results will be analysed to ascertain whether any of the defined areas have increased by over 20% from the baseline surveys.

Approach

The first tier of surveys would be based on the existing methodology adopted at the University on an annual basis. The methodology of the existing surveys has largely remained the same since the first survey in 1999; however, the area has been increased a number of times at the request of City of York Council. Whilst the survey methodology will remain the same the interpretation of the results will be amended, which is detailed below.

The data collection is to be based on registration numbers from 'parking beats' at the following times:

- 0500 to 0600;
- 1000 to 1100; and
- 1400 to 1500.

The survey results have previously been interpreted as follows:

- Any vehicle parked between 0500 and 0600 is assumed to belong to residents.
- Any vehicle parked between 1000 and 1100 or between 1400 and 1500 but not between 0500 and 0600 is assumed to be visiting the premises and is not associated with the University.
- Any vehicle parked between 1000 and 1100 and between 1400 and 1500 but not between 0500 and 0600 is assumed to have business in the area. This could cover a range of activities including staff, students and visitors to the University. However, these may also include non-University related trips

The above interpretation has caused some concerns to local residents and the Council alike. To overcome these concerns it is proposed that all traffic counted on street irrespective of time or duration of stay will be reviewed. This would include all traffic parked on street and would not differentiate between residential and university related vehicles.

The results of these surveys would be used to ascertain whether or not there has been an increase of vehicles parked, from the base line surveys, in any one of the defined areas shown on plan of above 20%.

Whilst the principle of the survey methodology has been accepted by the Council, the interpretation of the results is still in discussion, following receipt of recent comments from the Council. Whilst the agreement on the interpretation of the results is not required for the condition to be discharged it is something the University and Council are keen to resolve.

If the 20% threshold is reached then a second set of more comprehensive detailed surveys would be undertaken to ascertain as closely as is reasonably possible and practicable, the number of University related parked cars. It should be noted that students living in the area would be classed as residents and therefore would be excluded from any results.

As condition 10 relates to parking associated with the Heslington East Development the Council were keen to establish the level of University related vehicles being parked on street at present. It is accepted that the above methodology for base line surveys will not establish this. It is proposed that in order to establish the level of University related vehicles parking in these areas close to the University and establish the baseline, additional phase surveys are to be carried out in these areas, which are to be agreed, during the March 2009 surveys and submitted to CYC for agreement.

Methodology for Second Phase Survey

The reason for the second surveys is to confirm the findings of the first surveys and demonstrate the increase is associated with the development and exceeds the 20% threshold.

The proposed methodology is to use independent survey numerators on site to monitor on-street parking. The independent survey numerators would be located at appropriate locations within an area that had more than a 20% increase in the first phase of surveys to enable all parking activity to be monitored. The data obtained from site will provide a definitive number of cars parked on street throughout the day and how long they were parked for. More definitively the survey will establish whether the drivers parked their car and walked out of the area or if they entered/visited an adjacent property.

Any driver parking their vehicle and not visiting a property would be subject to a short interview to ascertain whether or not their destination was the University. Any driver entering or leaving a property is

assumed to either live or have business in that area and so the on-street parking would not be associated with the University.

It is envisaged that this survey would be undertaken over a 12 hour period, the date of the second phase survey would be agreed with the Council prior to the surveys being carried out. The survey would pick up the movements of vehicles during the day together with any vehicle parked for more than 12 hours. The base line surveys, in the first phase, would be used to establish those vehicles parked for more than 12 hours and therefore in the second phase in subsequent years any additional vehicles parked for more than 12 hours would be deemed to be as a consequence of the development and reported as such.

Whilst the principle of the secondary survey have been accepted by the Council the detail of the survey methodology and the interpretation of the results are still to be agreed.

Following the secondary surveys, in the event that the volume of on-street parking in any of the areas has increased by more than 20% of the first annual survey as a consequence of the development, the University will be required to agree and provide mitigation measures. The provision of mitigation measures could be introduced as an alternative to the secondary survey subject to CYC's agreement.

Summary

This technical note has been written to provide details of the Heslington East - Condition 10 and has suggested a methodology to address the requirements of the condition.

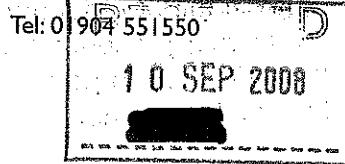
The first phase survey methodology has been agreed with the City of York Council. It is proposed to undertake 12 hour manual survey for the second phase surveys, when required. This would establish if drivers parking their vehicles are legitimately attending properties in the identified areas or if they are leaving their car on the street while attending business elsewhere and whether this is associated with the University.



Ext: 01904 552830
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Our Ref: 04/01700/OUT
Your Ref:
Date: 5 September 2008

2.
Directorate of City Strategy

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Dear Cliff

Application at: Proposed University Campus Lying Between Field Lane, Common Lane, A64 Trunk Road And Hull Road Grimston York
For: Outline application for development of a university campus – 04/01700/OUT
By: University Of York
Type of Application: Outline Application

I refer to your submissions seeking approval of details, etc, pursuant to planning conditions (or parts of conditions) that require approval prior to start of development. The current position regarding your submitted details is set out below. Please note that the 'discharge' of a condition relates solely to the requirement of the applicant to provide satisfactory details prior to construction:

Condition 11

Detailed Design Brief and Masterplan - The latest version dated September 2008 was received by the council on 4 September 2008. It adequately sets the context and design principles for the detailed development of the campus over the next 20 years. Condition 11 is therefore discharged. The condition allows for the brief to be revised subject to the written approval of the local planning authority. Bearing in mind that the current version focuses on Cluster 1 the council would welcome early discussions on future clusters, which have been largely ignored to date. The discussions should address, *inter alia*, those elements of the new campus that are not yet part of the university's core provision, including retail facilities, conference centre, sports and leisure facilities, a student centre and a performing arts centre.

Condition 8

Sustainable Travel Plan - The latest version dated September 2008 was received by the council on 1 September 2008. – It confirms that the UTS will be free at the point of use for staff and students, which was the council's main outstanding concern. It

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also confirms that the university will carry out a study (to be completed in 2008) to determine the functional requirements of the UTS. The travel plan has been submitted on the basis that it be superseded, after one year, by a revised travel plan (as set out in Janet O'Neill's memo to me of 18 July 2008). The purpose of the limited life is to allow the conclusions of the UTS study to be agreed with the council and included in the revised travel plan. The council accepts this arrangement.

Whilst the plan as submitted covers the main areas that one would expect of a travel plan they are dealt with fairly briefly. Bearing in mind that the submitted plan would have a life of one year – and would expire prior to first occupation of any campus building – there is sufficient time for adequate details to be submitted to the satisfaction of the council. Therefore, condition 8 is hereby discharged, subject to the submitted plan being superseded by a revised plan within one year of today's date and the revised plan including the following elements to the satisfaction of the council:

- Details of the UTS including its operation;
- A car park strategy. There are many actions in the submitted plan that relate to car parking but nothing that joins them up and explains how they work together;
- Some background on sustainable travel modes, why they are important and how they fit together. In effect there needs to be a transport strategy for the university - which needn't be long but should build on the relevant information in the first few pages of the current plan;
- Info on the what, when and how of the objectives/actions table. It is not clear whether these actions are all to be introduced at once, phased, which are priority for delivery etc. E.g, when will additional cycle parking be provided and at what locations? How will sustainable measures be promoted?
- Interim targets, not just targets for 2015 & 2022;
- Details of how success in other areas of the plan will be measured. In the current plan monitoring only refers to vehicles.

Condition 10

Parking Methodology – The measurement and assessment of student parking in the vicinity of the new campus is difficult and complex. To date a detailed methodology has not been agreed between the university and the council. Nevertheless, the council has set out in a note dated 4 September 2008 certain principles that the methodology should include. Those principles have been agreed by the university in an email dated 5 September 2008. Therefore the council hereby discharges the

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pre-commencement requirements of condition 10, subject to the details being agreed between the council and the university within two months of today's date.

Yours sincerely

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Senior planning officer

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Heslington East
CYC Proposed Principles of Parking Methodology – Condition 10
4 September 2008

Baseline (Now)

Count of total parking in all areas shown on approved plan 3
In depth/disaggregated survey of key areas (to be agreed)
Interpretation of results and revision of method/areas where appropriate.

Future Years (Annually, post-construction)

Count of total parking in all areas shown on approved plan 3
In depth/disaggregated survey of key areas (taking into account any revisions following interpretation of baseline results).
Interpretation of results including (a) identification of key areas where student parking has increased by at least 20% from baseline and (b) identification of non-key areas where total parking has increased by at least 20% from baseline.
Second stage surveys of any non-key areas where total parking has increased by at least 20% from baseline (to gauge increase in student parking caused by the development)
Interpretation of second-stage results including identification of areas requiring action/mitigation (ie where student parking has increased by at least 20% from baseline)
Identification of mitigation measures if/where required.
Implementation of mitigation measures.

Agreement of Details

Details pursuant to these principles to be agreed between the council and the university within two months of the date of discharge of Condition 10 of the outline approval 04/01700/OUT. These details to include, inter alia, count methods, days and times of surveys, definition of 'student', definition of 'resident' etc.