

## Meeting with CYC Sustainable Transport Officer, Angela Blackwood

### Background

The Terry's site was envisaged to be a place where residents would take a sustainable approach to transport. This means restricting our use of private vehicles as much as possible, making more use of public transport, and especially using 'active' means of transport, i.e. walking and cycling.

This approach is reflected in the design of the estate:

- No vehicles to be parked on the street except in designated spaces.
- Limited parking for residents and visitors – assuming that residents will only own the number of cars for which they own/rent parking spaces.
- Widespread provision of secure cycle storage.
- Covenants requiring use of garages.
- Robert Street is a 'Home Zone' shared between pedestrians, cyclists and motor vehicles.
- Improvements to public transport, some still to be achieved, were to be funded through Section 106.
- Improvements to pedestrian and cycle access across the site and linking into adjoining areas, some still to be achieved. Part funded through Section 106.
- Encouragement of car sharing through the Car Club.
- National policy to encourage use of electric vehicles and reduce the use of 'gas guzzlers'/SUVs.

The thinking behind this approach is that:

- The climate emergency means that we should drastically limit our use of cars and other private vehicles to reduce our carbon footprint.
- The increasing recognition of the damaging effects of pollution on our health, and especially that of growing children – whether in our own vehicles or breathing the fumes of others.
- The growing awareness that using 'active' transport has benefits for our physical and mental health.
- The need for non-car users to be able to move around in safety.
- An attractive residential area should not be cluttered up with cars.

### Reminder – this is not a static situation

Over the coming 18 months or so the number of residents on our development will continue to increase, as will the volume of traffic of all kinds. There will be further development on The Residence site. When Block K is complete, access will be possible on foot and by bike between the two parts of the estate.

When the estate is complete and, if CYC adopts our highways, some of these concerns may be resolved, while others may be exacerbated. For example, CYC may choose to provide

more road signs, e.g. on speed limits, the Home Zone and cycle routes. But, enforcement may effectively cease due to lack of resources.

### Some Issues

- Many existing residents are not aware that this is a sustainable transport estate – they may not have been told, or they may not understand what it means for their family.
- Many residents are unaware of the incentives that are available to encourage Sustainable behaviour (these should have been provided through Section 106, and include bicycle grants, public transport passes, car club membership at reduced rates). DWH should have informed all new residents at the time of house purchase.
- How do we ensure that new residents – both buyers and renters – are aware of the above?
- Some people remain unaware of the restrictions on parking and/or deliberately flout them.
- The enforcement system does not seem to be very responsive.
- The continued growth of parking on Bishopthorpe and Campleshon Roads affect our estate and surrounding residents. We need to monitor the impact of new restrictions on Bishopthorpe Road, and the impact of the opening of the new footpath from the estate. There are currently no plans for restricting parking on Campleshon Road.
- Many people drive too fast through the estate, which has a nominal 20mph limit; they also flout the speed restrictions on Campleshon Road.
- Many people do not understand what a Home Zone is and how they should behave when using it.
- Do we need to consider more signage, e.g. of speed limits, cycle routes and the Home Zone?
- People need safe places to park and store their bicycles. DWH did not provide the tailor-made cycle stores that were in the original plans and there are few secure places for visitors' bikes.
- No provision has been made for electric vehicle charging, either in individual homes or public areas.
- Bus provision remains variable. New bus shelters were provided on Campleshon Road and outside The Residence, but these do not have real-time displays as promised in the Section 106 agreement. The number 11 runs along Bishopthorpe Road, but is infrequent and often unreliable. The nearest stop to the estate (Reginald Grove) has no shelter and is obscured by pavement parking. The numbers 21 and 26 run along Campleshon Road, but infrequently and not on Sundays in 'daytime' hours. Cross town journeys require a change of buses and are very slow.
- The cycle network is incomplete. The only direct way into the City Centre involves using busy Bishopthorpe Road. Many cycle lanes are blocked by parked cars. The routes along Terry Avenue and over the Millennium Bridge cannot be directly accessed from the estate.
- Several of the entrances to the estate involve the use of steps, and are therefore unsuitable for wheelchair access.

### Suggested actions

- Access to live bus information by app and/or shelter signs
- A starter pack for new residents setting out the sustainable options
- Working with landlords and social housing managers to make this information available
- Use of CWRA website to provide information on travel options
- Monitor the impact of the new footpath from the estate onto Bishopthorpe Road
- Support a rambling group and provide sample walks on the CWRA website
- Encourage walking, cycling and running for fitness
- CYC iTravel Team to take part in CWRA activities, e.g. Summer Fayre – to promote cycling and other activities
- CYC to provide Urban Cycle Skills training for children and adults
- CYC to provide information about the Dial a Ride community minibus service
- CWRA to consider a survey to collect key transport facts to support transport planning
- CYC to contact DWH re provision of proper cycle storage

John Stevens  
22<sup>nd</sup> January 2020