

## Annex 1 Comparison of Sites and Options

**Table 1 Comparison of Sites**

<b>Askham Bar</b>	<b>A59 Poppleton Bar</b>	<b>Clifton Moor</b>
1100 Spaces (phase 1)	600 Spaces (phase 1)	500 spaces (phase 1)
Potential to increase to 1250	Potential to increase to 1200	Potential to increase to 600
<b>Advantages</b>		
<ul style="list-style-type: none"> <li>• Existing Route - Gateway site to city from main trunk road network and population centres to West and South of city via A1/A64</li> <li>• Known suppressed demand</li> <li>• Part of existing contract – variation required.</li> <li>• Increased Patronage expected with York Central Development</li> <li>• Over 10% contribution (up to approx. £1m) from sale of existing site and value of Sim Hills.</li> <li>• High Benefit to Cost Ratio</li> </ul>	<ul style="list-style-type: none"> <li>• New corridor and market for travellers from Harrogate and North/North West via A1.</li> <li>• Includes upgrade of most congested roundabout on busiest section of ORR.</li> <li>• Reduces number of trips on ORR to Rawcliffe Bar.</li> <li>• Provides improved access and new public transport service to Northminster Business Park.</li> <li>• Facilitates development at British Sugar and York Central</li> <li>• High potential patronage growth with future York Central Development</li> </ul>	<ul style="list-style-type: none"> <li>• New route serving hospital and new area of city centre (Monkgate - Goodramgate)</li> <li>• New express service out from City Centre to Clifton Moor business/retail park</li> <li>• Good Benefit to Cost Ratio (lowest of 3 sites)</li> </ul>

	<ul style="list-style-type: none"> <li>• Provides bus priority for public transport on Boroughbridge Road</li> <li>• Highest Benefit to Cost Ratio of 3 sites</li> <li>• Funding contributions available from developments in area</li> </ul>	
<b>Disadvantages</b>		
<ul style="list-style-type: none"> <li>• Higher construction cost and risk due to former tip site</li> <li>• Existing Corridor – New market not targeted</li> </ul>	<ul style="list-style-type: none"> <li>• Additional revenue cost to operate new service – market may take time to develop but expected to operate without subsidy</li> <li>• Spare Park &amp; Ride capacity (except at peak times) already available at Rawcliffe Bar to north of city..</li> </ul>	<ul style="list-style-type: none"> <li>• Operational subsidy expected to be required due to limited potential market, high concessionary passenger numbers and small car park size.</li> <li>• Spare Park &amp; Ride capacity available at Rawcliffe Bar (except at peak times) and Monks Cross to north and east of city</li> <li>• Limited potential for bus priority measures</li> <li>• No direct external funding contributions available</li> </ul>

**Table 2 – Broad Comparison of Site Options**

	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
	All 3 Sites	Poppleton & Askham	Poppleton & Clifton Moor
BCR (Benefit Cost Ratio)	4.3	4.7	Lower than 4.5 Additional evaluation required.
Pros	<ul style="list-style-type: none"> <li>Keeps strategic approach</li> <li>Completes the P&amp;R network – covers all key radials</li> <li>Needed for ‘baseline’ transport improvements</li> <li>All 3 sites are fundamental to addressing York’s congestion issues</li> <li>Provides greater scope/support for other more radical measures</li> </ul>	<ul style="list-style-type: none"> <li>Targets ‘full’ site at Askham</li> <li>Links to A64/Leeds corridor</li> <li>Best BCR’s</li> <li>Most viable routes for operators</li> <li>More scope to fund Clifton from NHB &amp; CIL</li> <li>Could be progressed as a phased approach (2 sites first)</li> </ul>	<ul style="list-style-type: none"> <li>Targets missing northern radial route</li> <li>Links in hospital &amp; YSJ</li> <li>Creates 2 completely new sites</li> <li>Scope for 2 way links to Clifton Moor</li> <li>Ties in with LSTF focus</li> <li>Could be progressed as a phased approach (2 sites first)</li> </ul>
Cons	<ul style="list-style-type: none"> <li>Needs greater local contributions to make scheme attractive</li> <li>Includes weaker BCR of Clifton Moor Site</li> <li>Doesn’t offer up a reduction in scope to DfT</li> </ul>	<ul style="list-style-type: none"> <li>Already provision at Askham Bar</li> <li>No link to hospital</li> </ul>	<ul style="list-style-type: none"> <li>Clifton least viable for operators</li> <li>There is significant spare capacity at other ‘northern’ Monks Cross &amp; Rawcliffe Bar P&amp;R sites (at peak times 300 from 750 spaces are free at Monks Cross and over 550 free from 1000 at Rawcliffe)</li> </ul>

			Bar) • Doesn't address 'full to capacity' issue at Askham Bar
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