

APPENDIX 9

SUMMARY REPORT OF WORKSHOP EVENTS

York Northwest Area Action Plan Issues and Options

Summary Report of Workshops

Introduction

1. The following report provides an overall summary that brings together the findings of the four workshops which were held as part of the consultation on York Northwest Issues and Options in November and December 2007. Workshops themed around 'Transport', 'Business and Commerce' and 'Design and the Environment' were externally facilitated by a public engagement company, 'Icarus'. A further workshop held for the 'York Central Task Group'. The methodology used for the preparation of this report is outlined below. A list of organisations which were represented at the workshops is attached at Annex 1.

Methodology

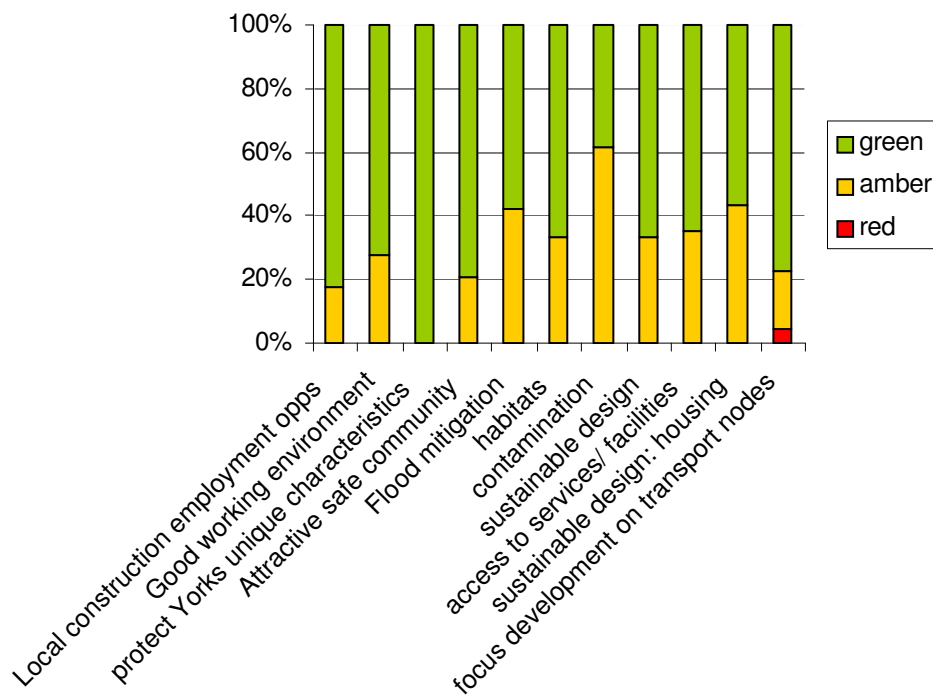
2. The summary report follows the same key theme headings as in the main Issues and Options report. Charts 1-16 illustrate the combined level of agreement for the various issues, or support for options, for each key theme. The traffic light system of voting used at the workshops is depicted by green; agreement/support, amber; some agreement/support subject to amendment, and red; no support for the issues/option being pursued.
3. A large number of specific and detailed comments covering a wide range of both issues and options were made. The full range of comments will be used to inform the Preferred Options stage of work. For the purpose of this report, however, a combined summary of headline or frequently made comments is outlined for each theme area under the heading 'Key Points'.

Theme 1: Sustainable Community

Issues Response (See Chart 1)

4. Approximately two thirds (60%) of participants agreed with eight of the eleven issues presented. 40% or more participants agreed that issues in relation to flood mitigation, design/housing and contamination needed further comment/qualification. A small number of people disagreed with the inclusion of focusing development on transport nodes as an issue. All participants were in full agreement that York's unique characteristics should be protected.

Chart 1 Sustainable Community Issues Response



Key Points

Ecological/open space

5. Key suggestions included incorporation of a green network/infrastructure within the design of any scheme, and the opportunity for a wildlife river corridor between the sites and wetland habitat creation. The need to provide people friendly green open space, which includes play areas for children and quiet areas for adults was also raised. A number of references were made to the high risk of flooding. Designs for the area should take account of this and allowance made for some areas not to be built on, with sufficient areas of flooding capacity provided with ecological and landscape benefits. Land adjacent to the River Ouse and Holgate Beck were seen as providing significant opportunities for open space provision/learning resource and storage areas. Reference was also made to provision of living roofs on buildings and the importance of adequate provision for habitat maintenance.

Environmental issues

6. Comment was made that movement of waste should be minimised when carrying out remediation works for the contaminated area. Renewable energy sources using sustainable fuel sources, rather than grid energy should be used. Low carbon targets should apply to all development not just housing.

Uses within the area

7. Priorities included ensuring that there are opportunities for all types of employment including vocational and creative jobs, and that a community centre is provided, which is accessible to all. Comment was made that housing should be concentrated on the British Sugar site and that amenities for local residents needs to be taken into account when designing new accesses into York Northwest. The need to provide family homes, as well as single/starter accommodation or for commuters, was emphasised.

Transport

8. There was overall agreement for the development of new transport nodes but this should be part of a citywide strategy for public transport. Opportunities for river and train movement being utilised were also raised.

Design

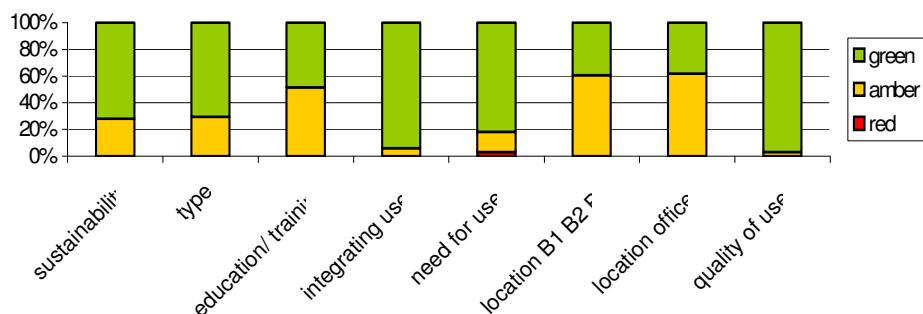
9. Contemporary design for new development, which complements the historic core, was supported. The accessibility and attractiveness of the western/NRM side of the station should be emphasised.

Theme 2: Employment

Issues response (See Chart 2)

10. There was a high level of agreement on the issues relating to quality, need and integration of uses. Reservations were expressed on the issue of location of uses, although the reasons for this are not clear from the comments, which relate to the occupancy of existing offices, the need for start up units and the emphasis given to sustainable forms of transport. Approximately two thirds (65%) of participants agreed with the issues relating to the provision of a Central Business District (see Theme 4, Social Infrastructure).

Chart 2: Employment Issues Response



Key points

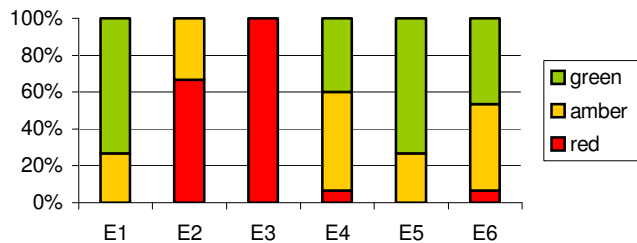
11. The importance of providing for the overall employment needs of the City, and not just office and knowledge sectors of the economy was highlighted. Employment provision should be based on the outcomes of the council's employment land review, or the market. Other important sectors were noted as tourism and business tourism. Flexibility between uses may also be required due to the lifespan of the Area Action Plan. The importance of providing start up units and mixing types of business use was also noted. Realistic uses in terms of viability were seen to be important. There was support for provision of local facilities, including shopping, but not for large convenience stores. The need to consider education and training facilities in a citywide context was also mentioned.
12. The location of different types of employment uses was influenced by sustainability and amenity issues: York Central was seen as a high quality, high density, mixed use development area, although there are constraints in terms of highway capacity and infrastructure. Office uses and research and development at York Central were supported, but not light & general industrial uses or storage & distribution. Linkages between office uses and promotion of the tourism offer were made. The area behind the station was seen as a potential area for office, hotel and leisure use.

13. The British Sugar site was seen as more accessible to the local highway network, and, therefore, a more appropriate location for a range of employment uses, including provision of sites for small scale employers in “incubator” units and ‘niche’ manufacturing. Heavy industry was not seen as an appropriate use for the British Sugar site. The importance of reconciling employment and residential uses was emphasised. The British Sugar site was seen as less appropriate for the provision of offices than York Central, with any significant office provision at British Sugar having a potential impact on the viability of York Central.

Options response (See Chart 3)

14. Almost three quarters (73%) of participants fully supported the provision of Offices and Light Industry at York Central (Option E1) and General Industry at British Sugar (Option E5). Approximately two fifths (40%) of participants felt that Office and Light Industry uses (Option E4) and Storage and Distribution uses (Option E6) should be located at British Sugar. There was strong opposition to options E2 (general industry at York Central) and E3 (Storage & Distribution at York Central).

Chart 3: Employment Options Response

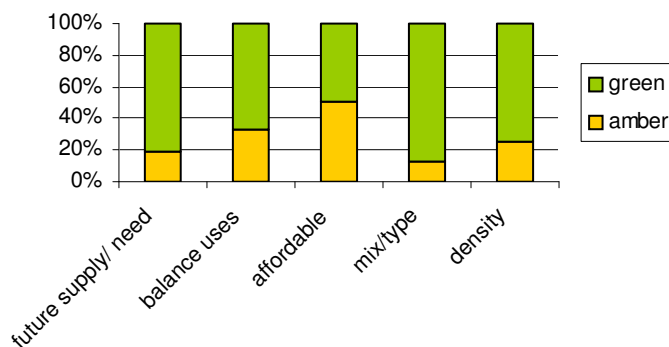


Theme 3: Housing

Issues response (See Chart 4)

15. There was a high level of agreement overall with the housing issues outlined. Half of participants had some reservations about affordable housing issues. This is reflected in the wide range of comments given on this issue. Some were very supportive of the provision with high priority given to this, emphasising its role as part of social infrastructure, whilst others raised concerns regarding flexibility, viability and phasing.

Chart 4: Housing Issues Response

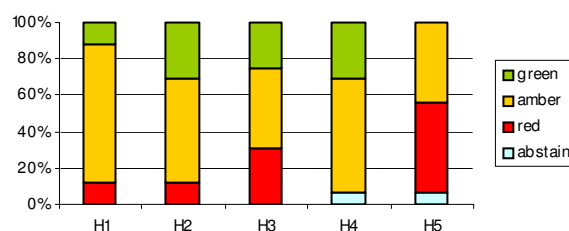


Key Points

16. Creative thinking and flexible policies in the area action plan to enable provision of a range of housing types and densities, which are integrated and balanced with other uses, and able to meet the needs of all members of society, was highlighted. The need for a variety of approaches across both sites in terms of housing densities was stressed. Overall concerns were raised with higher densities, although it was accepted that such housing should be part of a mix of uses adjacent to the station. There was agreement with the broad concept of focussing higher density housing in more sustainable locations with better access to public transport and services. The difficulties in providing more houses than apartments whilst maintaining high levels of density were also recognised.
17. The creation of high quality open space throughout the development for both higher density developments and family housing was seen as important. The need for family homes with high quality public/private space to ensure a spaced out inclusive community was stressed.
18. A number of views were expressed made about affordable housing, including that this should be a high priority and considered as part of the social infrastructure of the area. Others outlined concerns regarding viability, the need for flexibility and to ensure that this was not too prescriptive.
19. It was suggested that the development should be an exemplar for both energy and water conservation. The impacts of providing highly sustainable housing forms were discussed, including the need for provision of an on site sustainable community heating scheme. Low cost, on site renewable heating sources were mentioned as being an important design issue for affordable housing. Concerns relating to locating housing in flood risk areas and around traffic congestion hotspots were raised.

Options response (See Chart 5)

Chart 5: Housing Options Response



20. Support for any of the housing options as shown in chart 5 was limited. A marginal preference was shown for concentrating higher density housing at public transport interchanges (Option H2) as opposed to at York Central (Option H1). 12.5% of participants disagreed with Options H1 and H2. In general options were felt to be too prescriptive and that flexibility in terms of density was needed across both sites.
21. Options H3-H5 related to the split between houses and apartments. A third of participants were opposed to provision of housing in line with the findings of the Housing Market Assessment (Option H3: 64% houses and 36% apartments).

Option H4 had least objection with 31% of participants agreeing that more houses should be provided than the HMA recommendation. There was strong disagreement (50%) that a greater proportion of apartments should be provided than the HMA recommendation.

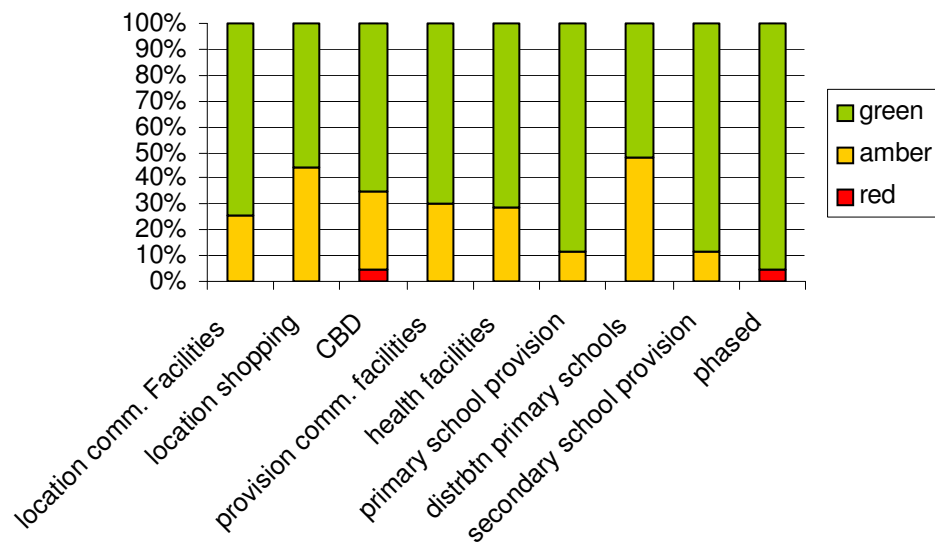
22. A high proportion of participants registered an amber vote for housing options. Detailed comments showed that the options were considered to be too prescriptive, with fixed figures for housing density and type, which may explain this vote. Of the options presented, preference was shown for higher densities across both sites close to public transport interchanges, and for over 64% of houses across both sites.

Theme 4: Social Infrastructure

Issues response (See Chart 6)

23. Overall there was a reasonably high level of agreement with most issues, although almost 50% of participants felt that some qualification was needed in relation to the distribution of primary schools and location of shopping. Shopping issues were mainly concerned with the relationship with the city centre. Consideration of primary school provision from a wider perspective, including wider provision in the surrounding area, was also mentioned as an important area for further discussion. Most participants agreed that phasing was an issue although a small number of people disagreed with this.

Chart 6: Social Infrastructure Issues Response



Key Points

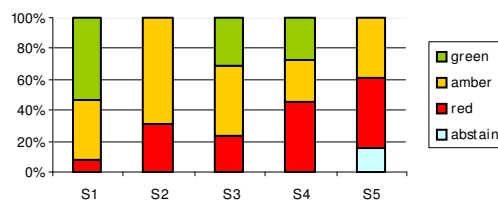
24. The need for community facilities to be easily accessible to surrounding residential/employment areas was supported. A number of comments related to the approach to providing facilities - generally it was felt that provision should reflect the different areas of the sites, with the scale of facilities relating to location. Thus York Central should relate to the city centre and British Sugar to the local community. There was some support for comparison retailing at York Central station area although concerns were raised on the impact of additional facilities in terms of adverse effect on viability and traffic congestion. The need to capture the regional and local markets in the Central Business District was noted.

25. The phasing of education facilities was seen as critical to the development. Education provision should take into account wider provision within the surrounding areas. The need to identify new infrastructure needs and existing constraints (eg. water and energy sources) was noted, together with the need to consider infrastructure requirements within the surrounding communities. It was also suggested that facilities should be sourced locally eg. local produce café's.

Options response (see Chart 7)

26. Support was registered for options S1 (district centre at British Sugar) S3 (2 local centres) & S4 (range of small scale facilities in clusters), though in the latter two options, high levels of objection are also recorded. Majority support is only demonstrated for Option S1. No participants supported either the provision of a district centre in York Central with smaller scale facilities at British Sugar (Option S2) or comparison goods retailing around the station (Option S5), indeed 30% and 46% respectively of participants objected to these options.

Chart 7: Social Infrastructure Options Response

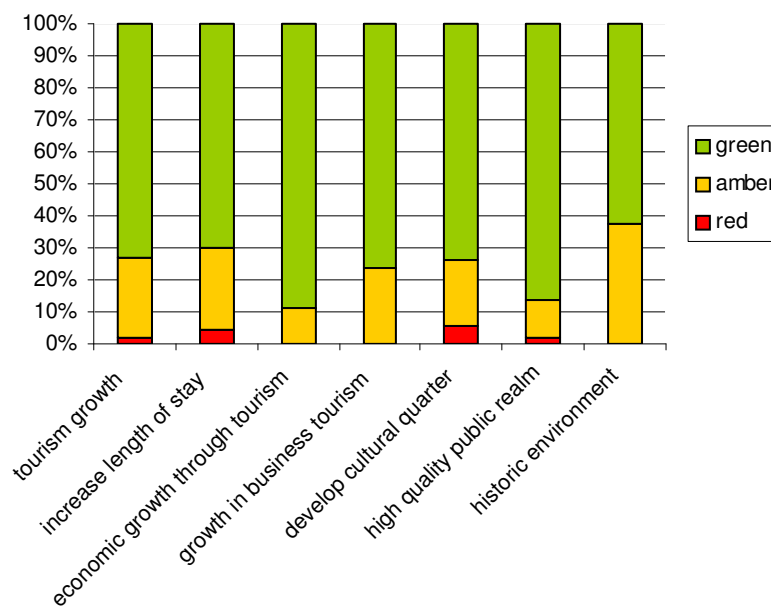


Theme 5: Culture and Tourism

Issues Response (See Chart 8)

27. Over 70% of participants agreed that the issues raised in this theme were relevant, although 40% of participants felt that issues in relation to the historic environment needed further consideration.

Chart 8: Culture & Tourism Issues Response



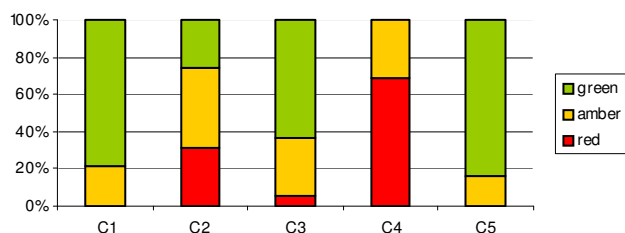
Key Points

28. The inclusion of high quality cultural development at York Northwest was strongly supported although the term “cultural quarter” was thought to be misleading and not representative of the role of the existing cultural offer within the city. The quality of the cultural offer was identified as needing improvement, together with a need to provide a new destination attraction. It was suggested that new provision could be made alongside the NRM and that there is an opportunity to create a ‘place’ as an attraction to tourists and others. The provision of high quality open space was seen to be important and the connections between spaces need to be carefully planned.
29. Accessibility/integration with the city centre was seen to be of critical importance. The concept of a well-designed pedestrian/ cycle bridge linking York Central to the city centre over the Ouse, was strongly supported, with the potential to use platform 4 at the Railway Station as part of a new route. A number of people outlined the need to emphasise the opportunity to develop a ‘riverside corridor’ with links between both the York Central and British Sugar sites and York Northwest and the city centre. The potential for river transport to be provided around the link bridge was mentioned.
30. Provision of a high quality hotel with associated conference facilities close to York Station and existing hotels was supported, although the scale and nature of this provision may be market led. York Central, and in particular the parts of the site near to the railway station, was the favoured location for cultural facilities. The possibility of provision being provided elsewhere in the area for local residents, as well as tourists, was also discussed. The importance of recognising and reinforcing the individual distinctiveness of each of the two sites was highlighted. Protection of existing natural areas within the British Sugar site was also felt to be important.
31. Comment was made that the design of York Central should not seek to copy the historic core but should be bold, whilst respecting the context of the site. The need to consider potential new views/routes and views between York Northwest and the city/cultural quarter were also mentioned.

Options response (See Chart 9)

32. The provision of facilities around the NRM linked to facilities across the river was strongly supported (80%). When the level of support for the development of a cultural quarter (Option C1) and a bridge linking to the city centre (Option C5) is taken into account, a clear principle of developing high quality and well integrated cultural facilities at York Northwest is established. There was a low level of support for the provision of facilities around key transport nodes in York Northwest (Option C2), with no support for provision of a high quality hotel at British Sugar (Option C4). Some dissatisfaction was expressed with provision of a high quality hotel at York Central (Option C3), however, this may have been linked to views that the option was overly prescriptive and that the market ought to determine the nature of provision.

Chart 9: Culture & Tourism Options Response

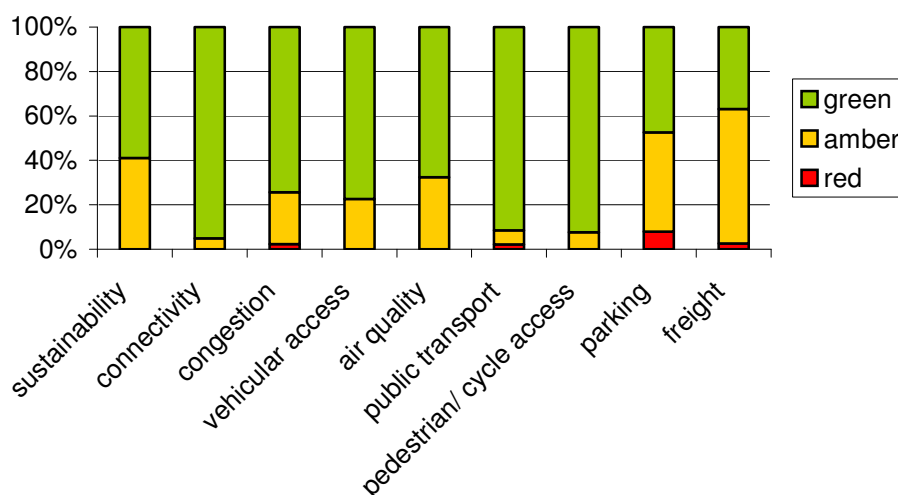


Theme 6: Transport and Accessibility

Issues response (See Chart 10)

33. With the exception of parking, sustainability and freight, participants were in broad agreement with all transport issues. Over 80% of participants agreed with issues in relation to public transport, connectivity and pedestrian/cycle access. From the comments made on issues relating to parking, sustainability and freight, it is clear that there are opposing views as to how these should be addressed with is a need for further debate.

Chart 10: Transport & Accessibility Issues Response



Key points

34. There was general support for increasing the priority of public transport modes over car use. A requirement for car free zones within new housing areas was mentioned together with a need to consider car sharing in both housing and business development. Comments included the need to look at lowest pollution types of vehicle, as well as use of other demand management measures (eg. charging) to control access to the area.
35. It was noted that integration between transport modes would be important and public transport services should be high quality and affordable to users. The viability and market need for sustainable transport was also emphasised and the need to balance this with parking provision. Viability issues relating to the cost of the new accesses and the need for a robust and up to date evidence base were also highlighted.

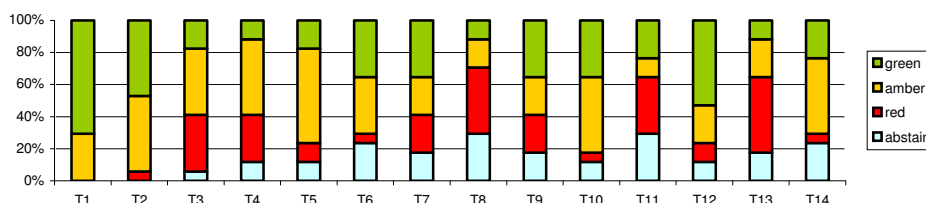
36. A bridge to link York Central with the city was seen as fundamental and key to the vision for the area. Integration, not just connection, with the city centre was also seen to be important, with cross-links provided to open up the sites. Comments were made that cycling should be given more priority with a free cycle scheme provided at the start of the development. It was also noted that the feasibility for tram train provision needs to be established. In relation to freight movement, the area should be considered within a city wide freight strategy, with better use of rail links.

Vehicular Access Options Summary (See Chart 11)

37. Of the 14 vehicular access options presented, all but one received some level of objection. Over 25% of participants objected to Options T3 (Queen Street), T8 (Plantation Drive), T11 (Ouseacres) and T13 (Allotments). A list of vehicular access options is attached for reference at Appendix 2.

38. Access via Water End (Option T1) was the most strongly supported (70%). This option received no objections. Over 25% of participants supported Options T2 (Holgate Business Park), T6 (Millfield Lane), T7 (Civil Service Sports ground), T9 (Great North Way), T10 (Manor School) & T12 (Railway Line). Of these options, less than 10% of participants objected to access via Holgate Business Park (Option T2), Millfield Lane (Option T6) and Manor School (option T10). Around 10% of participants objected to access via Leeman Road (Option T5) and Marble Arch (Option T14), however, they also expressed a high level of reservation with these.

Chart 11: Vehicular Access Options Response



Key Points

39. Table 1 summarises common points made on the vehicular access options:

Table 1: Points raised on Vehicular Access Options										
Option	Feasibility	Cost	Necessity	Impact on Rail	Impact on public transport	Congestion	Through traffic	Environmental impact	Impact on cyclist /pedestrians	Amenity impact
T1 "Water End					X			X		
T2 Holgate Business Park		X	X	X		X				
T3 Queen Street		X	X		X	X		X		
T4 Holgate Rd/ Acomb Rd		X				X				
T5 Leeman Rd							X			X
T6 Millfield Lane				X	X					X
T7 Civil Service Sports Ground	X					X				
T8 Plantation Drive			X							X
T9 Great North Way		X		X			X			
T10 Manor School	X									
T11 Ouseacres			X							X
T12 Along Rail Line	X	X			X				X	
T13 Allotments						X		X		X
T14 Marble Arch						X		X		

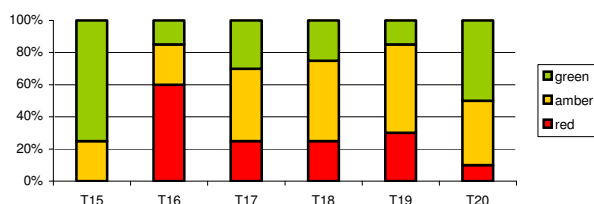
40. More specific points on vehicular access were made in respect of:
- Impact on Millennium Green: T1
 - Impact on Manor School: T6
 - Impact on level crossing at Low Poppleton Lane: T6, T9
 - Benefits if used for public transport: T5, T12, T14
 - Limited area of site possible to serve: T8
 - Potential to allow access to open space (Clifton Ings): T9
41. Workshop participants suggested the following combinations of vehicular access options, and potential alternative options:

Table 2: Interrelationship of Vehicular Access Options													
Option	T1	T2	T3	T4	T6	T7	T8	T9	T10	T11	T12	T13	T14
Seen in combination with	T3 T12 T14	T3 T14	T1 T14 T2		T10 T12	T12			T12 T6		T10 T6 T1 T7		T2 T3 T1
Seen as alternative to	T2	T1 T4	T14	T2	T9 T7 T12	T6 T9 T10	T10	T6 T7 T10	T7 T8 T9 T11 T13	T10	T6	T10	T3

Public Transport Options Summary (See Chart 12)

42. A list of public transport options is attached for reference at Appendix 1. A high level of support (70%) was shown for the tram-train option (Option T15) using the York-Harrogate-Leeds line. There were no objections to this option.
43. Options T16 – T19 related to a range of locations for a public transport interchange around York Station. Of these, an interchange to the east of the railway station (Option T16) was strongly opposed. Support for an interchange at Queen Street Bridge (Option T17) was marginally higher than at Marble Arch/west of railway station (Option T18) or a split interchange to the east and west of the railway station (Option T19). However, between 40-50% of participants expressed reservations about all three of these options
44. Half of participants supported a local interchange at British Sugar (Option T20), with only 10% registering opposition to the option.

Chart 12: Public Transport Options Response



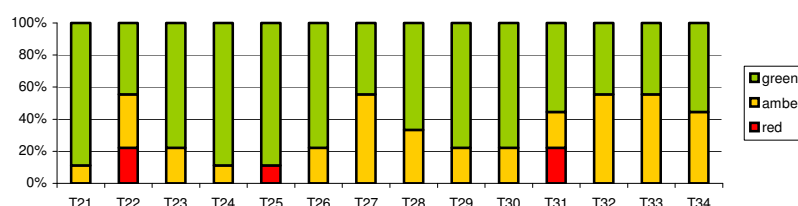
Key Points

45. Whilst the concept of provision of a tram-train link (Option T20) was strongly supported, discussion focused on the feasibility and viability of the scheme. The importance of having an alternative plan in the event that tram-train option does not come forward was emphasised. Provision of a more central route for the line through the middle of the development areas was also discussed.
46. Of the options relating to the public transport interchange, effects on accessibility to the railway station were highlighted in all four cases. New interchanges at Queen Street Bridge (Option T16) and Marble Arch (Option T18) were considered limited in terms of physical availability of land. Concerns were also expressed regarding the closure of Queen Street in Options T16 & T17. Grading issues were raised in respect of Option T17, and issues regarding the integration of tram-train were raised in Options T18 and T19. The implications of dispersing facilities and of allowing access through the rail station under Option T19 were raised. The possibility of utilising the Royal Mail sorting office site under Option T18 was supported.
47. Provision of a local interchange at British Sugar (Option T20) was supported in terms of serving existing and new communities. The possibility of linking a local interchange to a park & ride facility and providing a rail halt, as opposed to an interchange, was discussed. Further viability work and cost-benefit analysis was stated to be necessary.

Pedestrian & Cycle Access Options Summary (See Chart 13)

48. A list of pedestrian and cycleway access options is attached for reference at Appendix 1. There was a higher level of support for pedestrian and cycle access options than for public transport and vehicular access options. Over 70% of participants supported 7 of the pedestrian and cycleway options, including a new pedestrian cycle bridge across the River Ouse, pedestrian/cycle access at Holgate Business Park and a new pedestrian access through the railway station.
49. Less than 50% of participants supported pedestrian/cycle access either in association with a new interchange east of the railway station (Option T22) or a new bridge link from British Sugar to Clifton Ings (Option T31). Almost a quarter of participants were opposed to these two options. In addition, less than half of participants supported pedestrian/cycleway options at either Marble Arch (Option T27) or at Water End (Option T32).

Chart 13: Pedestrian & Cycle Access Options Response



Key Points

50. Table 3 summarises common points made on the pedestrian and cycle access options:

Option	Important/essential	Well designed	Encourage use of sustainable transport	Local/limited benefit only	Cost implications	Problems reconciling with motor traffic	Security issues	Flooding issues
T21 New pedestrian/cycle bridge nr Scarborough Bridge	X	X						
T22 New interchange east of railway station	X					X		
T23 Pedestrian/cycle access at York Business Park				X	X			
T25 New pedestrian access through railway station	X		X				X	
T26 New pedestrian/cycle access at Cinder Lane/Wilton Rise				X				
T28 New pedestrian /cycle access at Manor School				X				
T30 New pedestrian/cycle access at Plantation Drive				X				
T31 New pedestrian/cycle access bridge (Clifton Ings)								X
T32 New pedestrian/cycle access at Water End		X				X		
T33 New pedestrian/cycle access at Queen Street						X		
T34 New pedestrian/cycle access at Holgate Road						X		

51. Table 4 summarises possible opportunities to extend pedestrian and cycle links to further areas:

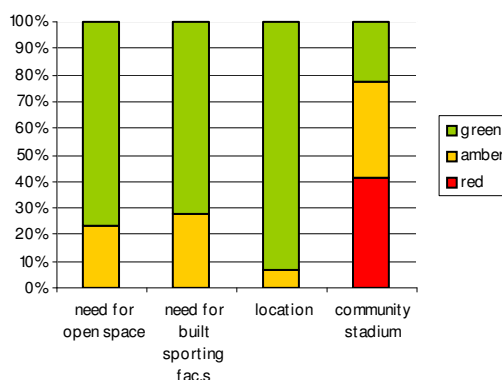
Option	Further link to
T23 Pedestrian/cycle access at York Business Park	Poppleton Outer ring road
T28 New pedestrian /cycle access at Manor School	Acomb
T29 New pedestrian/cycle access at Ouseacres	Area South of British Sugar
T30 New pedestrian/cycle access at Plantation Drive	Clifton Area Shipton Road Park & Ride facility
T31 New pedestrian/cycle access bridge (Clifton Ings)	Clifton Area Shipton Road Park & Ride facility Over natural barrier

Theme 7: Open Space and Built Sporting Facilities

Issues response (See Chart 14)

52. Over 70% of participants were in agreement with the issues raised in terms of the need and location of facilities. However, 40 % of participants disagreed with issues in relation to the community stadium, with only approximately 20% of participants agreeing that this is an appropriate issue for consideration.

Chart 14: Open Space & Built Sporting Facilities Issues Response



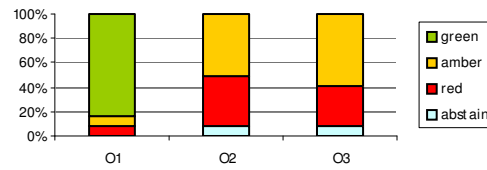
Key Points

53. Comment was made that open space should be located in areas of highest flood risk and should be used for new habitat creation. A number of concerns were raised on the possible impact/loss of bio diversity/wildlife at Millennium Green and views were given that this should be protected/preserved as it forms part of the flood storage system and is an important green area.
54. It was felt that green infrastructure should be maximised. The opportunity to link with existing green spaces on the opposite side of the river, e.g. Ings flood plain, and the opportunity to provide a new bridge were raised. Open space should also include a range of hard surfaced areas as well as 'soft' spaces. The role of public realm as a destination in its own right was also mentioned.
55. Comment was made that opportunities should be taken to refurbish/update the Railway Institute buildings which could also serve the new community. In addition, if any Railway Institute facilities are to be replaced this should be at a high standard, to the same capacity and sited within a school or in the business district.
56. The viability of locating a community stadium at either of the two sites was questioned, as well as detailed issues relating to its ownership and management. The impacts of such a facility on existing and proposed residents were discussed at length. The location of a community stadium adjacent to the railway station (Option O1) was seen to have advantages in terms of sustainable transport links. Implications in terms of traffic congestion were highlighted in all three options. Other comments included the potential for a stadium to provide a wider citywide range of facilities. Opposing views that there are more important uses for these two sites than a stadium were also stated. Concerns were raised over the deliverability and maintenance of a stadium, whether it is the best use of high value land and the drain on scarce resources required to facilitate development of the wider area. Other suggested uses for built sporting facilities included a swimming pool and concert hall. Opportunities for facilities to be shared with schools were suggested.

Options response (See Chart 15)

57. Over 80% of participants supported locating the community stadium next to the railway station (Option O1). No support was registered for locating the community stadium at British Sugar (Options O2 and O3) with 41% and 33% respectively of respondents objecting to these options.

Chart 15: Open Space & Built Sporting Facilities Options Response

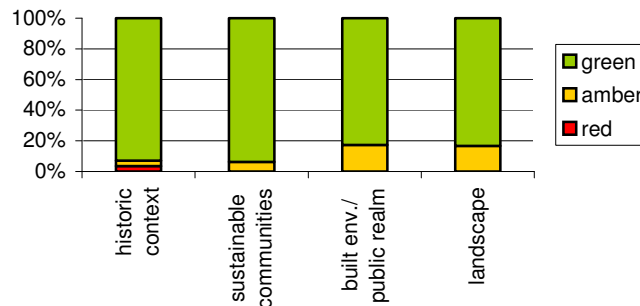


Theme 8: Urban Design

Issues Response (See Chart 16)

58. Over 80% of participants agreed with the urban design issues presented. A small number of people felt the historic context should not be given great emphasis, although overall 90% of participants agreed with this issue.

Chart 16: Urban Design Issues Response



Key Points

59. A number of comments related to the need to recognise the character of differing parts of the area (e.g. between green space and public realm) and the need for design to respond to this. Quality, with bespoke design was raised as an issue, with innovation encouraged and not restricted.
60. The need to build for future requirements was put forward with ideas of using innovative design and sustainable materials, building on existing practice, such as the eco depot. Climate change and increased rain/flood events need to be taken into account. Comment was made that development should be an 'exemplar' of low carbon living and working. The need to identify specific areas of trees and key views, and the need to consider retaining buildings that make a positive contribution to the mix of architecture, such as the Railway Institute, were also highlighted.

No options were presented in respect of Urban Design

Annex 1

List of organisations represented at workshop

Acomb Ward Committee
Adams Hydraulics
Arriva Yorkshire
Arup Rail
Austin-Smith Lord
CB Richard Ellis
Confederation of Passenger Transport
Cyclists Touring Club (York Section)
DWA Architects
EDAW
English Heritage
Environment Agency
Faber Maunsell
Grontmij Ltd
Halcrow
Highways Agency
Holgate Ward Committee
Howarth Timber
Jarvis
Leeman Road Millennium Green Trust
Marston Moor Internal Drainage Board
Metro
Monkhill Confectionary
National Express Group plc
National Railway Museum
National Museum of Science and Industry
Nether Poppleton Parish Council
Network Rail
Northern Rail
Quality Bus Partnership
Royal Mail Property Holdings
Sport England
Top Line Travel
University of York
Ward Associates
Whizzgo
WSP
York Architectural & Archaeological Society
York & North Yorks Chamber of Commerce
York City Knights
York City Football Club
York Civic Trust
York Cycle Campaign
York England
Yorkshire Forward
York Natural Environment Panel
York Museums Trust
York Professional Initiative
York Railway Institute

Annex 2: Transport Option Descriptions

Vehicular Access Options

- T1 Vehicular access at Water End (restricted access)
- T2 Vehicular access at Holgate Business Park (restricted access)
- T3 Vehicular access at Queen Street (restricted access)
- T4 Vehicular access at Holgate Road/ Acomb Road (restricted access)
- T5 Vehicular access at Leeman Road (severed for through traffic) (restricted access)
- T6 Vehicular access at Millfield Lane/ British Sugar HGV access (restricted access)
- T7 Vehicular access at Civil service sports ground
- T8 Vehicular access at Plantation Drive (minor restricted access)
- T9 Vehicular access at Great North Way
- T10 Vehicular access at existing Manor School site
- T11 Vehicular access at Ouseacres (minor restricted access)
- T12 Vehicular access along rail line (restricted access at York Central end)
- T13 Vehicular access at allotments (minor restricted access)
- T14 Vehicular access at marble arch (restricted access)

Public Transport Options

- T15 Tram train using York-Harrogate-Leeds line
- T16 New interchange east of rail station (requires closure of Queen Street)
- T17 New interchange Queen Street Bridge
- T18 New interchange at Marble Arch/ west of rail station
- T19 New interchange split east-west of railway
- T20 New local interchange within British Sugar site

Pedestrian and Cycle Access Options

- T21 New pedestrian/ cycle bridge across River Ouse nr Scarborough Bridge
- T22 New interchange East of rail station (requires closure of Queen Street)
- T23 Pedestrian/ cycle access at York Business Park
- T24 Pedestrian/ cycle access at Holgate Business Park
- T25 New pedestrian access through railway station
- T26 New pedestrian/ cycle access at Cinder Lane/ Wilton Rise
- T27 New pedestrian access at Marble Arch (NB Issues and Options doc states York Business Park in error)
- T28 New pedestrian/ cycle access at Manor School
- T29 New pedestrian/ cycle access at Ouseacres
- T30 New pedestrian/ cycle access at Plantation Drive
- T31 New pedestrian/ cycle bridge across river (Clifton Ings)
- T32 New pedestrian/ cycle access at Water End
- T33 New pedestrian/ cycle access at Queen Street
- T34 New pedestrian/ cycle access at Holgate Road