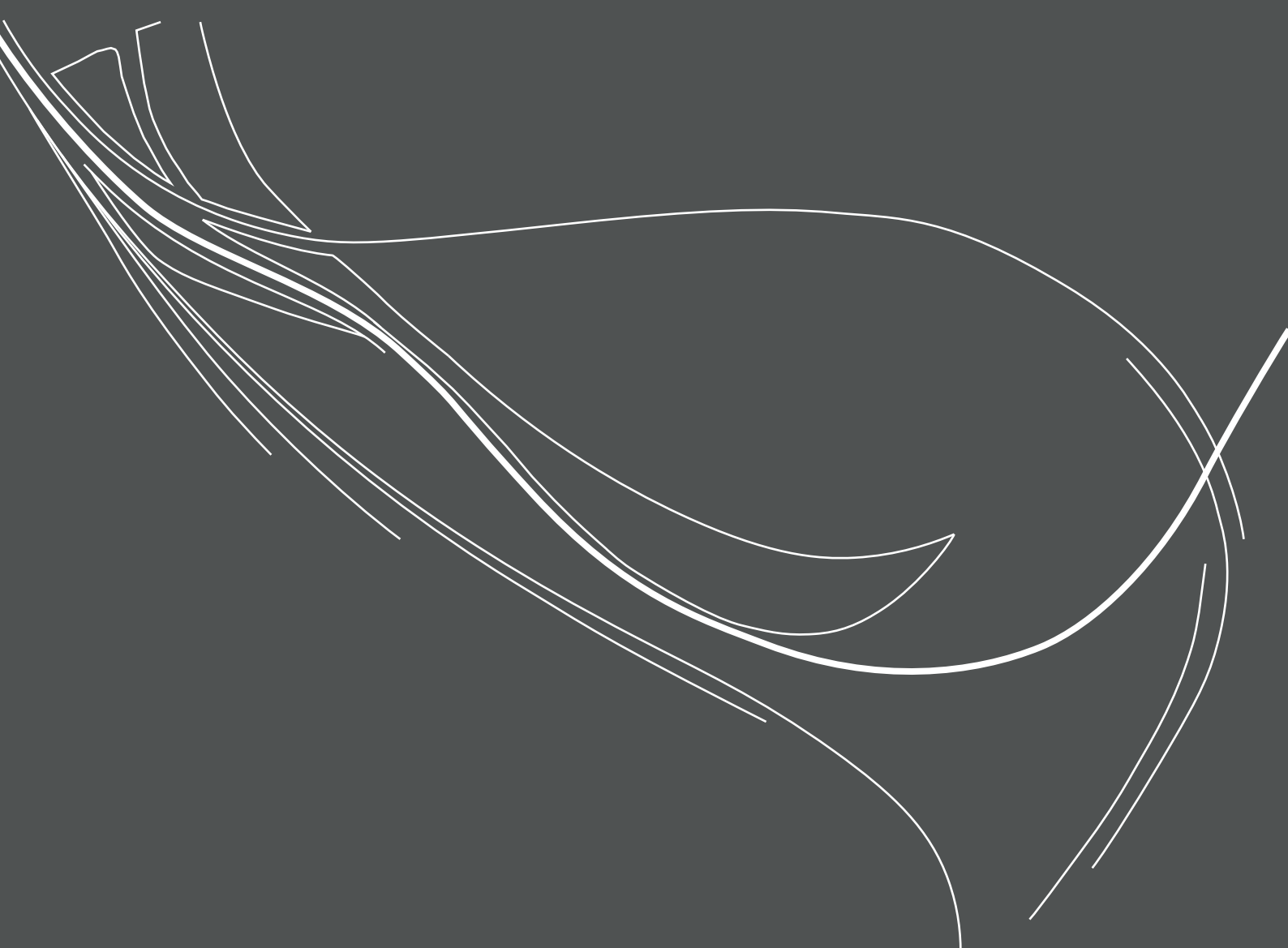


Statement of Community Involvement

YCL-AM-RM1-XX-RP-YP-0002



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1 Introduction

1.1 Project Overview

Introduction

York Central is the most significant urban expansion in the ancient city of York's modern history and currently one of the largest development projects in the UK. The proposals presented here relate only to the infrastructure and associated landscaping works required to create a new east-west route from Station Rise to Water End.

A Phase 1 Infrastructure Reserved Matters Application (RMA) will be submitted in March 2020 following the Outline Planning Permission for York Central granted in December 2019.

York Central Partnership (YCP)

The development is being facilitated by a collaborative approach between the members of the York Central Partnership (YCP) – Network Rail, Homes England, City of York Council (CYC) and the

National Railway Museum (NRM). As the scheme proceeds each party will take a different role in delivering the site focused on unlocking the site's potential and realising a long-held ambition for York.

Network Rail and Homes England,

as the majority landowners, will lead on the delivery of development on the site in conjunction with future development partners. This will lead to future planning applications to deal with housing, employment, infrastructure and parkland.

The **National Railway Museum** is investing £50m to provide a world-class cultural cornerstone for the site.

City of York Council is delivering the significant initial elements of the site infrastructure to create the paths, cycleways and highways shown on the

drawings throughout this report.

The applicant for the Phase 1 Infrastructure RMA is Homes England, Network Rail Infrastructure Limited & City of York Council.

This is the first part of the site's regeneration and these proposals will form the Phase 1 Infrastructure Reserved Matters Application (RMA).

Consultant team

The consultant team for the Phase 1 Infrastructure RMA comprises:

- Arup - movement, highways and environment
- Gustafson Porter + Bowman - landscape design
- Knight Architects - bridge design
- Avison Young - planning agent
- Allies and Morrison - masterplan compliance and engagement



Phase 1 Infrastructure RMA proposals

1.2 Overview of the scheme

Description of the Development

Outline planning permission (OPP) has been granted for the redevelopment of York Central, Leeman Road to provide a mixed-use development of up to 379,729 m² of floorspace Gross External Area (GEA) primarily comprising up to 2,500 homes (Class C3), between 70,000 m² and 87,693 m² of office use (Class B1a), up to 11,991 m² GEA of retail and leisure uses (Classes A1-A5 or D2), hotel with up to 400 bedrooms (Class C1), up to 12,120 m² GEA of non-residential institutions (Class D1) for expansion of the National Railway Museum, multi-storey car parks and provision of community uses all with associated works including new open space, ancillary car parking, demolition of and alterations to existing buildings and associated vehicular, rail, cycle and pedestrian access improvements.

The full application can be found at the City of York's planning website by visiting <https://planningaccess.york.gov.uk/online-applications/> and entering the reference number 18/01884/OUTM into the search box.

Description of the Phase 1 Infrastructure RMA

Set out below is a description of the first Reserved Matters Application (RMA), referred to as Phase 1 Infrastructure RMA, with reference to the application parameters (as set out in Condition 6 on 18/01884/OUTM), to aid the Local Planning Authority (City of York Council) with understanding of the proposed RMA.

- New site access at Water End;
- Associated pedestrian, cycle, rail and vehicular access routes and improvements;
- Infrastructure and engineering works associated with the proposed RMA;
- Alterations to Severus Bridge with a new pedestrian and cycle bridge to the east of the Severus Road Bridge (known as Severus Pedestrian and Cycle Bridge) and creation of a new bridge over the East Coast Main Line (ECML); and
- Provision of landscaping along the highway corridor

For a more detailed description of the works, please refer to the Planning Statement.

Note on nomenclature:

Please note that the names of proposed streets and spaces are indicative, intended to aid the characterisation of the proposals and wayfinding around the material.

Please also note that the road referred to as 'Leeman Road Link' in this document had previously been referred to as 'Leeman Road Spur' in the consultation material. There may therefore be references to this road using its previous name in comments received from those who participated in the consultation process.

1.3 YCP approach to engagement

Hearing the views of stakeholders and the community is really important to York Central Partnership (YCP). YCP is committed to an ongoing conversation about the emerging masterplan with local residents, workers and visitors.

Our approach to engagement has been guided by key principles, developed and shaped with the help of the community, and which are vital to achieving a successful scheme.

Overarching engagement strategy

The planning application engagement strategy has been developed in the context of an Engagement Framework for the York Central project as a whole, which has the potential to guide all engagement related to the project for the next 15 – 20 years.

Principles for engagement

York Central Partnership have developed a set of principles for engagement for the project as a whole. These are set out below:

Establish trust in the process and the project:

- Transparency, clarity and sensitivity form the basis of rapport and trust.

Transparency as a default:

- Sharing current and technical information as soon as possible.
- Comprehensive reports from the engagement process.
- Clear summary for easy access.
- Full transcripts where appropriate.
- Clear audit trail from engagement to outcome.
- Integrated approach with the design team.
- Collation of demographic background of participants.

Sensitivity in building relationships and providing consistency:

- The proposals relate to homes and people, not units.
- It takes time to build relationships through the project.
- Engagement on the outline and detailed planning applications is the first step in a long process of planning and design, and it is important to start on the right footing ahead of reserved matters applications, detailed design work and other initiatives.
- Consistent points of contact should be maintained through the project, fully integrated in the design team.

Clarity on the processes and stages of engagement, what is discussed when and how it informs the design:

- Clear process with stages of engagement.
- How and when will we engage with people?
- What aspects of the project will be debated at each stage?
- How will the engagement inform the design?

Clear communications which are accessible and appropriate:

- Accessible engagement.
- Appropriate language and graphics.
- Creative approach to engagement formats.
- Clear reporting.

Interesting formats to encourage people to participate:

- Tailored, distinctive techniques and tactics.
- Appropriate methods which are flexible and responsive to the needs of stakeholders.
- Contribution to capacity building and general up-skilling where possible.
- Making the process fun, wherever possible.

1.4 Purpose and structure of the report

The preparation of the Statement of Community Involvement (SCI) is not a statutory requirement but is encouraged by the Local Planning Authority (LPA) for major projects as set out in the CYC Statement of Community Involvement.

This Statement of Community Involvement (SCI) provides full details of the community consultation and engagement process undertaken as part of the development of the Phase 1 Infrastructure RMA and has been prepared to support the applications for proposed Development.

The report explains the programme of consultation and engagement which has taken place, and the results findings from each stage. The report also explains the impact feedback has had on the design, and subsequent pre-application engagement.

The report is structured as follows:

- **Previous stages of engagement** (chapter 2) - summary of previous stages of engagement and outcomes relating to the Phase 1 Infrastructure proposals.
- **Summary of RMA engagement** (chapter 3) - purpose of the RMA engagement, materials, events and activities, ways of responding and stakeholders involved.
- **Summary of feedback and outcomes** (chapter 4) - key topics arising and feedback of outcomes.
- **Conclusion** (chapter 5) - summary of outcomes and overview of future phases of activity and engagement.

Relevant materials including the exhibition and workshop presentation are provided for reference in the Appendix.

2 Previous stages of engagement

2.1 Previous stages of engagement

Stages of engagement

The Phase 1 Infrastructure RMA proposals build on extensive public engagement which has been undertaken throughout the project since 2016:

- **Seeking Your Views** - January to February 2016 - to inform initial principles and proposals.
- **Access Options** - August to September 2017 - in relation to the creation of a new strategic connection into the site.
- **Masterplan engagement** - December 2017 to July 2018 - series of stages which enabled the test and review of the evolving masterplan as noted below.
- **Millennium Green Trust (MGT)** - road alignment and landscaping (February - August 2018)
- **MGT community consultation** (July 2018)

The masterplan engagement process entailed the following:

- **Stage 1** - Consolidation and emerging principles (December 2017 to February 2018)
- **Stage 2** - Emerging masterplan (February 2018)
- **Stage 3** - Festival of York Central (March to April 2018)
- **Stage 4** - Project update (June to July 2018)

The Festival of York Central saw nearly 6,000 comments and contributions left both online and at the 43 events held over six weeks.

2.2 Outcomes relating to the phase 1 infrastructure proposals

The Phase 1 Infrastructure RMA proposals build on extensive public engagement which has been undertaken throughout the project since 2016, including the Festival of York Central (June–July 2018). The Festival of York Central saw nearly 6,000 comments and contributions left both online and at the 43 events held over six weeks.

There was an intensive period of consultation with the Millennium Green Trust (MGT) (February – August 2018) on the road alignment and landscaping. MGT also held its own consultation in July 2018 to share proposals with the local community. The National Railway Museum has also undertaken targeted engagement in relation to access and the proposed Central Hall which has also been subject to a design competition.

The SCI for the Outline Planning Application identifies responses to feedback received during the masterplanning process. A number of themes identified through the engagement process assisted in refining and developing the masterplan, including the approved elements such as the parameter plans and Design Guide.

A range of views was identified in relation to movement strategy at York Central. These included a significant interest in achieving sustainable patterns of movement to and through the site. 45% of responses online indicated support for the movement and access proposals, with only 14% expressing negative views.

The online feedback highlighted a relatively high proportion of neutral feedback (41%) for access and movement. The My York Central

engagement during Stage 3 helped to interrogate views on movement in more detail. Key responses relating to the RMA proposals are identified below:

Movement strategy

The OPA embraced a commitment to the adopted hierarchy of movement, promoting cycling, walking and public transport ahead of vehicles. In some cases, participants expressed desire to restrict vehicular access so that through traffic would not pass through York Central into the city. The Phase 1 Infrastructure RMA is consistent with the OPA approach as assessed through the Transport Assessment for the OPA which allows traffic to enter the city via Leeman Road tunnel. CYC has also now required that £5m will be set aside to promote sustainable travel. It is also acknowledged that the RMA proposals are flexible, so can accommodate changes to policy and the ways road networks are managed.

Walking and cycling

The OPA proposals incorporated the segregation of cycle ways and footways adjacent to the park and main access street. The detail of this element has been expanded through the RMA.

Station access

The OPA proposals set the context for enhanced western access to the station. The RMA incorporates the first key moves in delivering better access to the station from the west.

Bus services

The OPA proposed that Park and Ride and Local and Park and Ride bus routes through the site are fully integrated, including a new hub adjacent to the new square, and provide enhanced

western access to the station and future commercial area. The RMA is consistent with the OPA. In addition, a dedicated bus lane will be delivered on Cinder Street earlier in the phasing sequence than originally anticipated.

Access through NRM

A significant number of responses at the OPA stage requested 24 hour access for pedestrians (and cyclists in some cases). The OPA scheme identified alternative routes which will be delivered through the RMA. It is important to note that the current proposals do not relate to the detailed design of the NRM proposals.

Leeman Road Tunnel

At the OPA stage, the preferred consultation option for vehicular access through the tunnel (notwithstanding the responses which objected to through traffic in principle) was option B (reduction to a single carriageway for vehicles with a one-way working system controlled by traffic signals, with a dedicated segregated cycle route provided in the tunnel and a dedicated pedestrian route in Marble Arch). This is now confirmed as the approach in the RMA.

Air pollution

This has been identified as a key concern throughout the engagement process. Although the OPA Environment Assessment demonstrates that the proposals are appropriate in this regard, CYC has recently confirmed that the council is working with bus operators to see if York Central can be added to the city's clean air bus zone.



Photos from the Festival of York Central OPA engagement process

3 Summary of RMA engagement

3.1 Purpose

Overview

The purpose of the engagement on the Phase 1 Infrastructure was to provide information about the following RMA submission.

The proposals build on the material which was submitted as part of the outline planning application and draws on the previous rounds of engagement feedback and activities.



Photos from the stakeholder workshops undertaken as part of the RMA engagement process

3.2 Events and activities

Programme of events

The engagement on the Phase 1 Infrastructure RMA lasted from Monday 24 February 2020 until Friday 6 March 2020.

Four ways of providing feedback were provided as follows:

- On-line;
- Exhibitions;
- Drop-ins; or
- Stakeholder workshop.

On-line

Participants could view the engagement material online at www.yorkcentral.info

Exhibition

The engagement material was available to view at the following dates and locations:

- City of York Council West Offices, Station Rise YO1 6GA in the foyer – Monday 24th February to Friday 6th March, Monday to Friday 8am to 6pm
- York Explore, Library Square, Museum Street, YO1 7DS – Monday 24th February to Sunday 1st March. Monday to Thursday 9am to 8pm, Friday 10am to 6pm; Saturday 9am to 5pm; Sunday 11am to 4pm.
- Railway Institute Sports Club, 22 Queen Street YO24 1AD – Monday 2nd March to Friday 6th March from 7am to 10 pm

Drop-ins

Members of the project team were available to answer questions about the RMA proposals at these drop-in events:

- Tuesday 25th February at City of York Council West Offices, Station Rise YO1 6GA from 9am to 1pm
- Thursday 27th February at St Barnabas Church, Jubilee Terrace YO26 4YZ from 1pm to 5pm
- Saturday 29th February at York Explore, Library Square, Museum Street, YO1 7DS from 10am to 1pm
- Wednesday 4th March at York Explore, Library Square, Museum Street, YO1 7DS from 10am to 1pm and from 6:30pm to 7:30pm

Stakeholder workshop

Key stakeholder groups and individuals who had asked to be kept informed of York Central developments (as identified during the masterplan process) were invited to attend a workshop session during the second week of the engagement process. The groups which attended are listed as follows:

- York Bridge Club
- York Environment Forum
- York Older People's Assembly
- Ward Councillor
- York Bus Forum
- Individuals
- Placemaker
- York Cycle Campaign
- Millennium Green Trust
- York Central Action Group
- York Civic Trust Transport Advisory Group

Providing feedback

Four ways of providing feedback were identified for participants as follows:

1. Online

Participants were invited to provide written feedback on-line. Participants were encouraged to select the topic (or topics) which the feedback related to. These related to the headings on boards 4 to 9. Any other comments relating to the phase 1 infrastructure RMA could also be submitted. People also emailed their feedback and queries to the York Central mailbox.

2. At a drop-in

Attendees at drop-in events were encouraged to provide comments and feedback using one of the following methods:

- Communicate thoughts and feedback to a member of the team who will record the feedback; or
- Use one of the simple forms to write down thoughts – identifying the topic which is most relevant to your feedback; or
- Use a post-it to make a comment on one of the boards.

3. At the unstaffed exhibition

Attendees were encouraged to use one of the simple forms to write down their thoughts, or to use a post-it to make your comment on one of the boards.

4. At the stakeholder workshops

Attendees fed back verbally to facilitators who noted the responses. Where possible, members of the professional consultant team or CYC officers responded to the feedback. Two workshops were undertaken on Wednesday 4 March 2020.

Publicity

A range of tools was used to publicise the exhibitions, drop-in sessions and stakeholder workshops, this included:

- Distribution of 5,500 leaflets in the local area (using the MGT area of benefit which is defined as anywhere within a 20 minute walking distance from the Millennium Green)
- Media-release of exhibition and event details to all local media outlets ahead of the start date
- Advertising the events on social media
- Briefing CYC members
- Hosting the information on the York Central website
- Emailing and reminding York stakeholder groups about the workshops and other events
- Emailing and reminding individuals who are registered on the York Central 'keep in touch' list about the workshops and other events

In addition, the exhibitions were held in three city-centre locations that have significant footfall in order to catch people who might not be made aware by other means.

Participants

The drop-in sessions were attended by 95 people and 18 people attended the two workshops.

Materials

The following materials were made available during the course of the engagement activities:

Exhibition

The exhibition contains the following information, arranged as ten A1 boards which is reproduced in the Appendix to this document:

- How we responded to engagement (Board 2)
- What does this application include? (Board 3)
- Summary of the proposals (Board 4)
- Millennium Green and Water End (Board 5)
- New bridges (Board 6)
- Other key character areas (Boards 7 and 8)
- Other infrastructure, planting and construction (Board 9)
- How to comment (Board 10)

During the course of the exhibition, it was evident that attendees were interested in the impact that the Stopping Up Order (SuO) would have on movement routes around York Central. Although this is a separate legal process to the RMA application, supplementary plans were prepared to assist in communicating this to the attendees.

On-line summary

An on-line summary version of the exhibition was provided to allow comment at: <http://www.yorkcentral.info/rma/>.

Presentation

The exhibition was translated into a presentation format for use at the stakeholder workshops. In some instances, supplementary information was included. The slides are included in the Appendix.

A short fly-through of the scheme was also displayed at the workshop events which communicated the new connection for pedestrians and cyclists from Leeman Road via Foundry Way and Hudson Boulevard into the city. This is available to view at: <https://www.youtube.com/watch?v=JlufF3a0uFo>.

4 Summary of feedback and outcomes

4.1 Key topics arising

Overview

The purpose of chapter 4 is to summarise the feedback received in relation to the Phase 1 Infrastructure RMA exhibition, online material and workshops.

Feedback from exhibitions, drop-ins and online

101 hard copy feedback forms and post-it comments were received.

Feedback from workshops

The key topics arising at the workshops are identified as part of the following list under “Response to feedback”.

All feedback

216 comments were received which related directly to the RMA, and 38 comments covered issues outside the RMA. Of the RMA-related comments, the following pie chart illustrates the topics people spoke about most frequently.

Response to feedback

Section 4.2 provides a combined summary of the engagement feedback from all events and activities.

The feedback has been grouped by theme as follows:

- A. Millennium Green
- B. Water End junction
- C. Severus Pedestrian and Cycle Bridge
- D. East Coast Mainline Bridge
- E. Park Street
- F. Foundry Way
- G. Museum Square
- H. Leeman Road tunnel and Marble Arch
- I. Railway spur to National Railway Museum
- J. Drainage and infrastructure
- K. Tree planting
- L. Construction and delivery
- M. Sustainable movement policy
- N. Other comments on RMA
- O. Comments on issues outside of the RMA

For each theme, a comments and responses table has been created with the following headings:

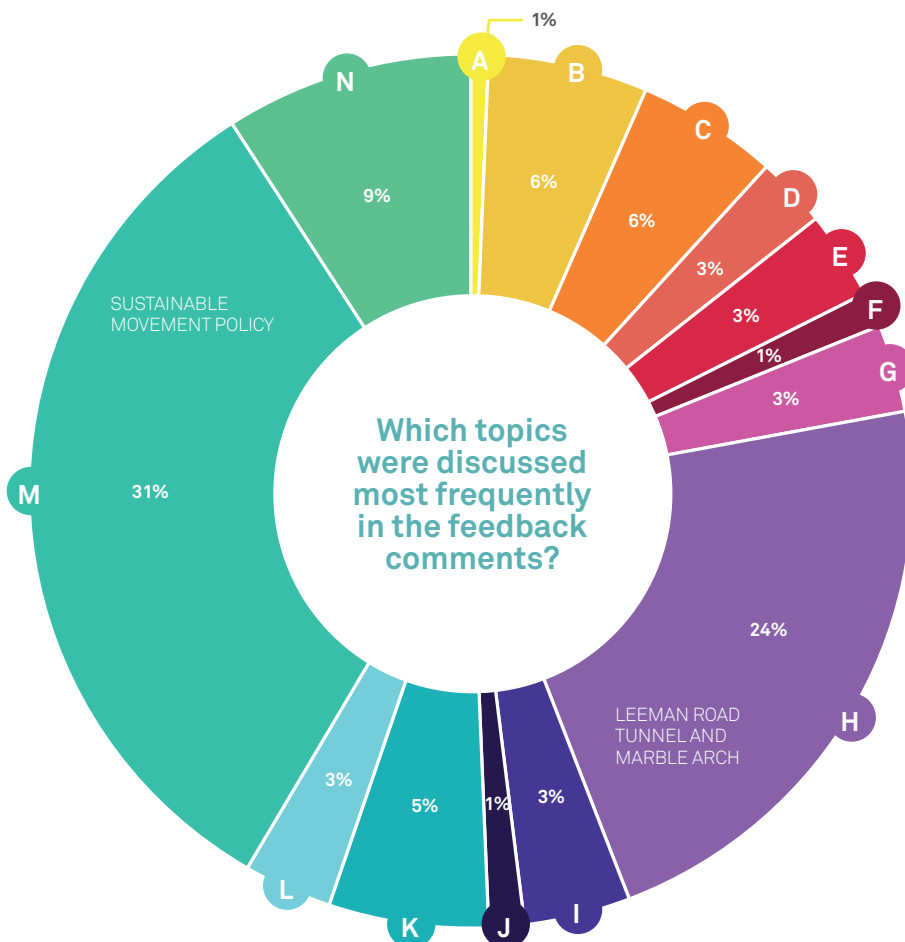
- Comment identification number for ease of reference;
- Summary of comment (noting whether the comment arose at the workshops, and identifying the number of times the comment arose online / at the exhibition);
- Response to the comment explaining how it is addressed or otherwise.
- Sign-posting to relevant information within the submission.

Guidance on sign-posting

The signposting indicates where the relevant information on that particular topic is discussed. This may include documents outside the RMA, such as the OPA, or documents to be submitted at a later stage as part of the RMA.

A summary of the documents referred to, and how they are referred to, is provided below. Details of when these were submitted and where they can be found are also provided for ease of reference:

- Submitted in the RMA
- Submitted in Discharge of Condition (DoC) apps linked to Phase 1 Infrastructure Works
- Submitted in the OPA
- Submitted in advance of commencement of Phase 1 Infrastructure works (e.g. Construction management plans)



- A. MILLENNIUM GREEN (2 responses)
- B. WATER END JUNCTION (11 responses)
- C. SEVERUS PEDESTRIAN AND CYCLE BRIDGE (10 responses)
- D. EAST COAST MAINLINE BRIDGE (5 responses)
- E. PARK STREET (6 responses)
- F. FOUNDRY WAY (2 responses)
- G. MUSEUM SQUARE (6 responses)
- H. LEEMAN ROAD TUNNEL AND MARBLE ARCH (42 responses)
- I. RAILWAY SPUR TO NATIONAL RAILWAY MUSEUM (6 responses)
- J. DRAINAGE AND INFRASTRUCTURE (2 responses)
- K. TREE PLANTING (9 responses)
- L. CONSTRUCTION AND DELIVERY (5 responses)
- M. SUSTAINABLE MOVEMENT POLICY (56 responses)
- N. OTHER COMMENTS ON RMA (16 responses)

4.2 Feedback and outcomes

A. Millennium Green

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
A1	<p>A workshop attendee asked whether there was an intention to de-culvert the northern part of Holgate Beck, as this had been implied early in the process.</p> <p><u>Source:</u> Workshop</p>	<p>The section of Holgate Beck which is culverted is within the main part of the teardrop site, rather than Millennium Green. Although beyond the boundary of this RMA, the watercourse is too far beneath the surface to be de-culverted as it would result in a very steep-sided feature, detached from the public realm and landscape.</p>	<p>Treatment of Holgate Beck in Millennium Green is defined in the Design Report (RMA)</p> <p>Reference to the treatment of Holgate Beck within the rest of York Central is identified in the OPA material</p>
A2	<p>A representation from York Civic Trust mentions their approval of the treatment of Millennium Green.</p> <p><u>Source:</u> Letter of representation</p>	<p>This is noted.</p>	<p>See further information in the Design Report (RMA)</p>

B. Water End junction

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
B1	<p>A workshop attendee asked how residents around Water End would know how they will be impacted by the construction works?</p> <p><u>Source:</u> Workshop</p>	<p>Work will not commence on site until a management plan had been agreed, and that this would be submitted as part of a separate discharge of condition planning application. It is anticipated that there would be a requirement for communication with local residents as part of the management plan.</p>	<p>See Construction Environmental Management Plan and Construction Management Plan</p>
B2	<p>An attendee raised particular concerns about the RSPCA facility based near the Water End Junction, particularly in relation to rescue dogs and puppies who might be distressed by loud noises taking place in relation to construction.</p> <p><u>Source:</u> Workshop</p>	<p>Potential impact to neighbours will be considered as part of the Construction Management Plans. These will be submitted before any construction takes place.</p>	<p>See Construction Environmental Management Plan and Construction Management Plan</p>
B3	<p>An attendee asked whether it was possible to predict future cycle movements?</p> <p><u>Source:</u> Workshop</p>	<p>The proposals place significant emphasis on cycling as key mode of transport. Modal share targets are established as part of the OPA material. Cycling was a key priority within the RMA design process and is fully integrated within proposals for key routes and junctions. The ambition is to maximise cycling journeys by cycle (estimated as 15% of residents and 12% of working staff). Section 7.2 of the Transport Assessment identifies estimated cycling flows in relation to the completed masterplan.</p>	<p>See Travel Plan Framework and Transport Assessment (OPA)</p> <p>Also, Design Report and Transport Update Report (RMA)</p>
B4	<p>An attendee noted that predictions with the OPA suggested that there would be a 50% increase in delay caused, meaning that the junction will be congested. They asked if provision was therefore being made for bus movement? They suggested analysis should be undertaken to understand the impact that congestion might have on bus journey times.</p> <p><u>Source:</u> Workshop</p>	<p>The proposals reflect the assumptions and assessments which were undertaken as part of the consented OPA. Detailed are provided in the Transport Assessment and Update Report.</p>	<p>See Transport Assessment (OPA) and Transport Update Report (RMA)</p>

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
B5	A suggestion was made for dedicated bus lanes on Water End Road. <u>Source:</u> 1 comment in response to exhibition / online	It not feasible to include a bus lane on Water End without taking additional land outside the public highway and this is not incorporated within the proposals.	N/a
B6	A suggestion was made for walkways and cycleways (segregated from traffic) in both directions. <u>Source:</u> 1 comment in response to exhibition / online	See response to C1	See response to C1
B7	A respondent felt that pedestrians and cyclists should have right of way at junctions. <u>Source:</u> 1 comment in response to exhibition / online	The proposals place a significant emphasis in prioritising pedestrian and cycle movements and accessibility.	See Design Report and Transport Update Report (RMA)
B8	Concern was raised about the potential congestion an additional junction would cause. <u>Source:</u> 1 comment in response to exhibition / online	The proposals are consistent with the OPP which included assessment of traffic impact.	See Transport Assessment (OPA)
B9	Concern that some of this land belongs to the RSPCA. <u>Source:</u> 1 comment in response to exhibition / online	The land required for the development is not understood to include RSPCA ownership.	N/a
B10	A representation from York Bus Forum noted that the Water End/Access Road junction, predicted to be congested, needs priority provision for buses, and the delays which would be caused to buses without such priority should be analysed. <u>Source:</u> Letter of representation	See response B11	See B11

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
B11	<p>A representation from York Civic Trust noted that the junction with Water End is predicted to be significantly more congested following the completion of York Central and therefore it is important to protect buses from delays both accessing York Central from the A59 and the A19, and exiting into Water End. They noted that the junction needs to include appropriate bus priorities on all arms.</p> <p><u>Source:</u> Letter of representation</p>	<p>It should be noted that in addition to the bus lane on Cinder Street the Section 106 agreement incorporates a range of off-site measures associated with the improvement of sustainable transport under the approved OPP. These off-site measures do not form part of this Phase 1 Infrastructure RMA and will be delivered in line with the agreed Section 106 conditions however in summary these include:</p> <ul style="list-style-type: none"> • Sustainable Transportation contributions to measures including Pedestrian and Cycle Infrastructure, Public Transport Infrastructure, Bus Service Enhancements, Network Capacity Enhancements, Framework Travel Plan Coordinator, Residential Parking Measures and City Car Club Facilities. • Network Capacity Enhancements to improve journey time reliability including: • 4 network capacity enhancement schemes for junctions on Water End or adjacent routes • Junction and signal improvements at A19/ Water End/Lane; and/or • Junction and signal improvements at A59/ Water End. <p>The s106 identifies Public Transport Infrastructure as comprising one or more of the following:</p> <ul style="list-style-type: none"> • A59 South-eastbound bus lane – approx 200m length of inbound bus lane from approx Carr Lane • Water End south-westbound bus lane – approx 375m of bus lane from Water End Bridge • Bus gate facility controlling access to Leeman Road from Kingsland Terrace (see below comment on Leeman Road Underpass) 	<p>See Transport Assessment (OPA) and Transport Update Report (RMA)</p> <p>Also, see S106 agreement (OPP)</p>

C. Severus Pedestrian and Cycle Bridge

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
C1	<p>An attendee questioned whether a 3m wide path would be wide enough to accommodate cyclists travelling in both directions in addition to pedestrians.</p> <p>Comments from the workshop echoed the need for wider cycle lanes, and noted the use of child trailers and trikes requiring this.</p> <p><u>Source:</u> Workshop 3 comments in response to exhibition / online</p>	<p>The provision for walking and cycling at the Water Lane junction and proposed Severus Pedestrian and Cycle Bridge has been carefully considered to respond to anticipated movement patterns into York Central and across the new junction (on both north and south side of Water End). The width has been agreed with CYC Highways and therefore is deemed acceptable. Shared provision on the northern side needs to be considered collectively with the new foot and cycle bridge and associated crossing facilities adjacent at the junction.</p>	<p>See Design Report and submitted drawings (RMA)</p>
C2	<p>Support for the bridge design, particularly the segregated cycleways and walkways.</p> <p><u>Source:</u> 4 comments in response to exhibition / online</p>	<p>This is noted</p>	<p>See Design Report and submitted drawings (RMA) for further information</p>
C3	<p>Suggestion that there should be foot and cycle ways, segregated from vehicular traffic, in both directions. Therefore, a foot and cycle bridge should also be provided on the west side of Water End Road.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>See C1</p>	<p>See C1</p>
C4	<p>A representation from York Civic Trust mentions their approval of the proposed design of the bridge.</p> <p><u>Source:</u> Letter of representation</p>	<p>This is noted.</p>	<p>See Design Report and submitted drawings (RMA) for further information</p>

D. East Coast Mainline Bridge

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
D1	<p>Concern was raised about the maintenance of the glass and the potential for people to graffiti. A suggestion was also raised for use of York stone as an alternative.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>The proposed materials have been carefully selected through a process of design development. This includes consideration of maintenance, and also the relationship with the townscape character and appearance of other bridges in York.</p>	<p>See Design Report (RMA)</p>
D2	<p>Support for the new bridge design.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>This is noted.</p>	<p>See Design Report and submitted drawings (RMA) for further information</p>
D3	<p>Suggestion to make the East Coast Main Line (ECML) bridge more of a landmark and wayfinder.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>The bridge will create new views across the site towards the city. This will establish an appropriate sense of arrival for all users. The design of the bridge is distinctive and unique to context. It is also important that it responds to the sensitive landscape and townscape setting of the city.</p>	<p>See Design Report (RMA)</p>
D4	<p>Somebody felt that, if the scheme is intended to be “low car or traffic-light” the bridge is not necessary.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>Although York Central is intended to be a low car development, it is believed a connection to the city centre is still required to ensure accessibility of the OPA site, and ease of access to key locations. A number of design measures have been employed to ensure this route encourages the use of sustainable modes of transport, such as cycling and walking.</p>	<p>See Transport Assessment (OPA) and Transport Update Report (RMA)</p>
D5	<p>A representation from York Civic Trust mentions their approval of the proposed design of the bridge.</p> <p><u>Source:</u> Letter of representation</p>	<p>This is noted.</p>	<p>See Design Report and submitted drawings (RMA) for further information</p>

E. Park Street

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
E1	<p>An attendee enquired about the type of pedestrian crossings that would be provided on this road.</p> <p>The attendee noted their concern at the lack of signalised crossings, mentioning that cars would be moving quickly along Park Street, and pedestrians would therefore require more protection / safer ways of crossing the road.</p> <p><u>Source:</u> Workshop</p>	<p>A series of pedestrian crossings will be provided across Park Street. The exact nature of these will depend on the context. Typical crossings adjacent to the park will be unprotected junctions, considered appropriate in the context of the provision of a generous central refuge, single lane carriageways and the 20 m.p.h. limit. In other locations, e.g. at the new square close to Leeman Road tunnel, the crossings will be signalised. A wide signalised crossing point is proposed at the confluence of Hudson Boulevard and Cinder Street on axis with the future station connection.</p>	<p>See Design Report, Transport Update Report and Highways drawings (RMA)</p>
E2	<p>An attendee asked what the anticipated flow of traffic would be like on Park Street?</p> <p><u>Source:</u> Workshop</p>	<p>Details on traffic flow are set out in the OPA and subsequent RMA traffic reports.</p>	<p>See Transport Update Report (RMA) and Transport Assessment (OPA)</p>
E3	<p>Respondents mentioned that a Park Street already existed in York and suggested this name should be changed.</p> <p><u>Source:</u> 2 comments in response to exhibition / online</p>	<p>All names in the exhibition and submitted material are indicative. Future naming conventions are still under review.</p>	<p>N/A</p>
E4	<p>Concern that Park Street will become a short rat run for drivers coming off the A59 and going on to the ring road, suggesting that calming measures should be put in place to prevent this.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>Traffic calming measures will be in place including a 20mph limit.</p>	<p>See Transport Update Report (RMA) and Transport Assessment (OPA)</p>

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
E5	<p>A representation from York Civic Trust mentions its support for the new, purpose-built road to service the new development. It also noted that it welcomed the commitment to making Park Street a 20mph route with separate cycle and pedestrian paths and appropriate planting. They felt that further consideration, however, needs to be given to its design. They do not consider it safe to provide only courtesy crossings or appropriate to provide on street parking here. They noted that, while working with the York Central partners, one of the prime ambitions for the whole York Central development is that it should be as car free as possible, with any parking provided off street.</p> <p><u>Source:</u> Letter of representation</p>	<p>These positive comments on the transport elements of the masterplan are noted.</p> <p>The Phase 1 Infrastructure RMA has been designed in accordance with the principles set out in the OPP. The design of the highway proposed street network is sufficiently flexible to cope with shifting transport policy and modal shift over time.</p> <p>The design includes three signalised crossing points within the Station Quarter where the density of people will be greatest. On Park Street, a further 7 courtesy crossings have been provided at regular intervals in line with Manual for Streets Design Guidance and in agreement with CYC.</p> <p>The crossings have been designed with a different surfacing material to indicate the crossing point and to encourage slow moving traffic to give way to pedestrians.</p>	<p>See Transport Update Report (RMA) and Transport Assessment (OPA)</p>

F. Foundry Way

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
F1	<p>An attendee asked whether Foundry Way would just be for pedestrians and cyclists?</p> <p><u>Source:</u> Workshop</p>	<p>For the purpose of the Phase 1 Infrastructure RMA, Foundry Way will provide local vehicular access to the rear of the NRM only. Cyclists and pedestrians will be able to reach Hudson Boulevard using on-street provision and footways on Foundry Way respectively.</p> <p>In the long-term, Foundry Way will connect into the local residential street network around the proposed veneer of development to the north of the park and south of St Peter's Quarter back to the new Leeman Road Link off Park Street.</p>	<p>See Design Report, Transport Update Report and Highways drawings (RMA)</p> <p>Also see Design and Access Statement (OPA)</p>
F2	<p>Residents of St Peter's Quarter asked if there would be a route from St Peter's Quarter onto Foundry Way to prevent the need for them to go through homes to get to the train station.</p> <p><u>Source:</u> Workshop</p>	<p>A walking connection from St Peter's Quarter had been proposed during the masterplan but had received mixed feedback during previous consultations due to safety concerns. There is the potential for a direct connection to be established between the St Peters Quarter and Foundry Way through the development plot within the illustrative masterplan. The Phase 1 Infrastructure works support this potential but does not provide this connection.</p>	<p>See Design Report (RMA)</p>

G. Museum Square

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
G1	An attendee asked whether there would be public access through Museum Square? <u>Source:</u> Workshop	Yes, this will be a route for pedestrians and cyclists and is a requirement of the OPP.	See Design Report (RMA)
G2	Respondents suggested that it would be good to have a tourist information centre in Museum Square, with suggestions for the inclusion of a cafe, public WCs and a viewing platform. <u>Source:</u> 2 comments in response to exhibition / online	Noted - Museum Square is initially established in the Phase 1 Infrastructure RMA, but will evolve alongside subsequent phases of development as buildings begin to come forward and the redevelopment of Museum Square will come forward as part of a separate RMA.	See Design and Access Statement (OPA)
G3	A respondent noted that they supported the new pedestrian approach to the National Railway Museum through Museum Square. <u>Source:</u> 1 comment in response to exhibition / online	This is noted.	See Design Report (RMA) for further information
G4	Query about whether Museum Square has been assessed, mainly environmentally? <u>Source:</u> 1 comment in response to exhibition / online	The OPA included extensive environmental assessment. An Environmental Compliance Statement is submitted alongside this Phase 1 Infrastructure RMA.	See Environmental Statement (OPA)
G5	A representation from York Civic Trust mentions their approval of the creation of a new Museum Square, but they noted their desire to see a section elevation to help them understand the links between the station and the NRM. <u>Source:</u> Letter of representation	This is noted. Sections will be submitted as separate plans and within the Design Report.	See Design Report (RMA)

H. Leeman Road tunnel and Marble Arch

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
H1	<p>Concern was raised about the impact the one-way traffic control system would have on Leeman Road.</p> <p><u>Source:</u> Workshop</p>	<p>The submitted TA (Jan 2019) presented results of the York Station VISSIM modelling and included potential queuing on approach to Leeman Road Tunnel. In particular the interaction between the signals at Leeman Road Tunnel and Lendal Arch Gyratory was observed and adjustments made to include queue detection and better coordinate the signals. The potential for queue at Lendal Gyratory was discussed and reviewed with CYC prior to the resolution to grant outline planning permission. To address these instances of blocking back along Leeman Road into the tunnel were observed, which leads to queuing back into Lendal Arch Gyratory. Marble Arch signals have been better coordinated with the Lendal Arch Gyratory signals to improve flow through the tunnel and prevent occurrences of blocking back.</p>	<p>See Travel Plan Framework and Transport Assessment (OPA)</p> <p>Also, Design Report and Transport Update Report (RMA)</p>
H2	<p>An attendee questioned whether traffic would need to be restricted in relation to the impact of 2023 car free policy.</p> <p><u>Source:</u> Workshop</p>	<p>The proposed design allows vehicles to move between York Central and the city via Leeman Road tunnel. There is potential to restrict vehicles using a bus gate but this would be a future network management decision. A “rejection loop” for high sided vehicles has been incorporated at the bottom of Park Street which enables adaptability.</p>	<p>See Transport Update Report and Highways Drawings (RMA)</p>
H3	<p>An attendee enquired about bus stop provision and where this would be, and if it would be well placed for the train station.</p> <p><u>Source:</u> Workshop</p>	<p>Bus stop set downs would be provided on either side of Cinder Street next to the signalised crossing near the York Station West Entrance. Two bus stops would also be provided on Park Street.</p>	<p>See Design Report, Transport Update Report and Highways drawings (RMA)</p>

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
H4	<p>An attendee noted that 900 vehicles an hour would pass through Leeman Road Tunnel, and it would therefore be operations at capacity (1000 vehicles an hour is full capacity), therefore queues would be likely to form on the road which passes alongside Museum Square, with the potential for queues back into the gyratory.</p> <p><u>Source:</u> Workshop 1 comment in response to exhibition / online</p>	<p>The submitted TA (Jan 2019) presented results of the York Station VISSIM modelling and included potential queuing on approach to Leeman Road Tunnel. In particular the interaction between the signals at Leeman Road Tunnel and Lendal Arch Gyratory was observed and adjustments made to include queue detection and better coordinate the signals. The potential for queue at Lendal Gyratory was discussed and reviewed with CYC prior to the resolution to grant outline planning permission. To address these instances of blocking back along Leeman Road into the tunnel were observed, which leads to queuing back into Lendal Arch Gyratory. Marble Arch signals have been better coordinated with the Lendal Arch Gyratory signals to improve flow through the tunnel and prevent occurrences of blocking back.</p>	<p>See Transport Update Report (RMA) and Transport Assessment (OPA)</p>
H5	<p>An attendee explained that they thought it made no sense to have a new development with through traffic and suggested that it could be restricted to buses and taxis, promoting sustainable travel, reducing traffic through Museum Square with no delay to buses.</p> <p>A respondent also raised this suggestion, suggesting that, if this took place “part of the existing Leeman Road (near the War Memorial) can be made green. With appropriate foot ways the Millennium Green can be linked with the existing grass lands to the immediate north of Leeman Road at the junction.”</p> <p><u>Source:</u> Workshop 1 comment in response to exhibition / online</p>	<p>The proposals are consistent with the OPA transport strategy which is the basis of the OPP. The proposals seek to promote sustainable movement by maximising cycling and pedestrian accessibility and limiting car use / traffic calming. There is flexibility to introduce other management methods in the future to respond to any broader shifts in the city transport policy, in the event that through traffic is no longer deemed appropriate.</p>	<p>See Travel Plan Framework and Transport Assessment (OPA)</p>
H6	<p>An attendee noted that if York wanted to promote sustainable travel, limiting access to taxis should be explored.</p> <p><u>Source:</u> Workshop</p>	<p>A member of the team noted that modelling had been carried out which looked at installing a bus gate and there is scope for this to be implemented in the future but the currently proposed plans are for cars. It was highlighted again that flexibility and adaptability had been built into the proposals for York Central.</p>	<p>See Travel Plan Framework and Transport Assessment (OPA)</p>

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
H7	Residents of St Peter's Quarter and Leeman Road expressed concern about safety along Leeman Road when cars are no longer allowed to travel this way during construction works, and having no surveillance at night when construction isn't taking place. <u>Source:</u> Workshop	The environment along Leeman Road will be improved for pedestrians and cyclists before the stopping up process happens, with additional lighting to improve the feeling of safety and discourage antisocial behaviour.	See Design Report and Planning Statement (RMA)
H8	Concerns were raised about pedestrian and cyclist movement before and after Leeman Road, and the need for these to cross over one another, and traffic, in order to get into the correct lane. <u>Source:</u> 2 comments in response to exhibition / online	This has been assessed and will be managed through surface treatments and markings.	See Design Report (RMA)
H9	Support was raised for the segregated walking and cycling provision, showing prioritisation for these, in Leeman Road tunnel and Marble Arch. <u>Source:</u> 2 comments in response to exhibition / online	This is noted	See Design Report, and Highways drawings (RMA) for further information
H10	Concern was raised about the impact the one-way traffic control system would have on traffic and congestion in the development and the wider road network. <u>Source:</u> 14 comments in response to exhibition / online	This was assessed as part of the OPP and is considered to be appropriate.	See Transport Assessment (OPA)
H11	Suggestion that cycleways should go either side of Leeman Road tunnel. <u>Source:</u> 2 comments in response to exhibition / online	The proposals provide a two-way cycle lane on the north side of the tunnel. This will link with the existing shared cycle lane on the east side of the tunnel taking users up to the new Scarborough Bridge and riverside footpath and cycle lanes. This was considered to be an appropriate solution and was the favoured option when tested with respondents during the OPA engagement process.	See Design Report, and Highways drawings (RMA)
H12	Respondent felt that not enough cyclists used Marble Arch to justify a dedicated cycleway. <u>Source:</u> 2 comments in response to exhibition / online	The volume of cycling movements is likely to be considerably higher in future.	See Travel Plan Framework and Transport Assessment (OPA)

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
H13	<p>A respondent supported the one-way traffic control system.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	This is noted.	N/a
H14	<p>Suggestion for a new bridge to be constructed linking with "Cinder Road", Scarborough Bridge and the Esplanade to deal with access issues in Leeman Road tunnel, and awkward manoeuvre for cyclists coming off Scarborough bridge into Leeman Road tunnel.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	This is not part of the current proposals. The proposed approach is considered appropriate for cycling.	See Design Report , and Highways drawings (RMA)
H15	<p>Suggestion that the bridge should be restructured/reconstructed to allow two-way traffic for cars, cyclists and pedestrians.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	This is not understood to be a viable proposition.	N/a
H16	<p>A representation from York Bus Forum noted that the capacity of the Marble Arch tunnel would be around 900 vehicles per hour, the predicted flow. This therefore is very likely to create lengthy queues approaching the tunnel from the Lendal Gyration, which would result in extensive delays for buses, for which no bus lane would be possible.</p> <p><u>Source:</u> Letter of representation</p>	See response to H4	See H4
H17	<p>A representation received from York Bus Forum suggested the tunnel should be restricted to buses and taxis only (with an improved cycle and pedestrian path) by creating a bus gate, enabling buses to pass through without any delays.</p> <p><u>Source:</u> Letter of representation</p>	See response to H5.	

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
H18	<p>A representation from York Civic Trust expressed their approval for the commitment to providing a two way cycle route through Leeman Road Tunnel and an enhanced pedestrian only route through Marble Arch.</p> <p>However, they note their concern regarding the Leeman Road tunnel proposals which allows all traffic to use the tunnel, which has a predicted two way peak flow of 1045 veh/h on Park St and Cinder St and 900 veh/h through the Tunnel. They believe this to be unsustainable for the following reasons (in their own words):</p>	<p>Responses to each reason are set out below and are numbered accordingly in response to each point:</p>	<p>See below.</p>
	<p>1. It is incompatible with the Council's own policy, as set out in the draft Local Plan, that "new roads and accesses through [a new] development [should] restrict access for, or otherwise discourage, general motor traffic".</p>	<p>1. The OPP Transport Assessment and Travel Plan identify how vehicle access is restricted and discouraged. These include 20 mph speed limits on the main access road, reduced capacity through Leeman Road tunnel, excellent provision of segregated walking and cycling routes.</p>	<p>See Travel Plan Framework and Transport Assessment (OPA)</p>
	<p>2. A flow of this magnitude on Park Street will cause undue noise for adjacent residential properties, intrude into the enjoyment of the Great Park, and impose severance for those wishing to cross. The proposal that pedestrian crossings should be solely courtesy crossings is unsafe; these flows are at least double the safe maximum for courtesy crossings.</p>	<p>2. The design of the highway has been designed to encourage active travel modes through the scheme. The access road has been designed to minimise vehicle speeds to 20 mph throughout the development and to prioritise cyclists and pedestrians. The access road width has been deliberately narrowed to further reduce and discourage exceedance of the speed limit and to reduce crossing times for pedestrians.</p> <p>The design includes three signalised crossing points within the Station Quarter where the density of people will be greatest. On Park Street, a further 7 courtesy crossings have been provided at regular intervals in line with Manual for Streets Design Guidance and in agreement with CYC.</p> <p>The crossings have been designed with a different surfacing material to indicate the crossing point and to encourage slow moving traffic to give way to pedestrians.</p>	<p>See Transport Update Report (RMA) and Transport Assessment (OPA)</p>
	<p>3. A flow of this magnitude would also be deleterious to the enjoyment of shops and restaurants in Cinder Street.</p>	<p>3. There are a number of active control features which will control the speed of the vehicles including the bus priority signals, the one-way working signalisation of Leeman Road Tunnel, 3 signalised crossings and 1 uncontrolled crossing. These features will slow the progress of vehicle.</p>	<p>See Transport Update Report (RMA) and Transport Assessment (OPA)</p>

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
H18 (cont'd)	<p>4. The proposed one way section through Leeman Road Tunnel has a clearance time of some 20s, which implies that, even with a long signal cycle of 120s, the two way capacity would only be 900 passenger car units per hour. Thus Arup's predictions imply that the Tunnel would be operating at capacity throughout the two peak periods, creating long queues in both directions, which are likely in particular to disrupt the Lendal Gyratory and Inner Ring Road.</p>	<p>4. The submitted TA (Jan 2019) presented results of the York Station VISSIM modelling and included potential queuing on approach to Leeman Road Tunnel. In particular the interaction between the signals at Leeman Road Tunnel and Lendal Arch Gyratory was observed and adjustments made to include queue detection and better coordinate the signals. The potential for queue at Lendal Gyratory was discussed and reviewed with CYC prior to the resolution to grant outline planning permission. To address these instances of blocking back along Leeman Road into the tunnel were observed, which leads to queuing back into f Arch Gyratory. Marble Arch signals have been better coordinated with the Lendal Arch Gyratory signals to improve flow through the tunnel and prevent occurrences of blocking back</p>	<p>See Transport Update Report (RMA) and Transport Assessment (OPA)</p>
	<p>5. The impact on buses, which are key to the Application's focus on promoting sustainable travel, would be severe. Arup's predict a peak delay of 3 minutes, and the design now includes a 500m bus lane along Cinder Street to overcome this in the inbound direction, which adds further to the imbalance between vehicle space and pedestrian space in Cinder Street. No such provision is feasible for outbound buses, which would thus experience the full predicted delays.</p>	<p>The modelling undertaken in support of the OPP and refined as part of the Phase 1 Infrastructure RMA assesses the impact on buses. The inclusion of the bus lane reduces the journey time for buses. The results are presented for both inbound and outbound journeys. Delays for outbound traffic is less than for inbound.</p> <p>The AM peak Phase 1 Infrastructure RMA results reveal a journey time increase of around 1.5 minutes travelling inbound when compared with the Do Minimum Outline. This is due to the additional delay along the site access road, caused by the signals either side of Leeman Road tunnel, and the pedestrian crossing outside the western station entrance. The proposed bus lane and bus priority signals as part of the Phase 1 Infrastructure RMA scheme lead to a journey time reduction of 35 seconds</p> <p>Travelling outbound, the average bus journey time increases by approx. 40 seconds in the Phase 1 Infrastructure RMA when compared with the Do Minimum model submitted with the OPP.</p> <p>The PM peak Phase 1 Infrastructure RMA results reveal a journey time increase of approx. 50 seconds travelling inbound when compared with the Do Minimum model submitted with the OPP. This due to the additional delay along the site access road, caused by the signals either side of Leeman Road tunnel, and the pedestrian crossing outside the western station entrance. The proposed bus lane and bus priority signals as part of the Phase 1 Infrastructure RMA lead to a slight journey time reduction (15sec) when compared with the Do Something Updated submitted prior to the resolution to grant OPP.</p> <p>Travelling outbound, the average bus journey time increases by around 35 seconds in the Phase 1 Infrastructure RMA, compared with the Do Minimum Outline. Compared with the submitted prior to the resolution to grant OPP, the increase is by 30 seconds.</p>	<p>See Transport Update Report (RMA) and Transport Assessment (OPA)</p>

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
H18 (cont'd)	<p>6. The existence of queues through the middle of the new Museum Square throughout the peaks and to a lesser extent during the working day will detract significantly from the attraction of this new area of public realm and will impose severance between the station and the newly revamped NRM. It will be equivalent in scale to the severance which now exists between Exhibition Square and Bootham Bar, and will not provide the welcome to York Central and the NRM which is intended. We note in particular that the “fly-through” presentation is grossly misleading in this regard. It shows the occasional vehicle passing through an area dominated by pedestrians, whereas the reverse is likely to be the case.</p>	<p>The fly-through was intended to illustrate the alternative route from the retained Leeman Road area through the site towards Leeman Road tunnel – it was not intended to illustrate a realistic flow of traffic – it is noted that there would be a more significant volume of traffic passing at certain times, particularly during peak hours</p>	<p>See Transport Update Report (RMA) and Transport Assessment (OPA)</p>
	<p>7. Queuing traffic in Museum Square and heavy traffic flows through the Tunnel will add to air pollution, the effect of which will be particularly adverse for pedestrians enjoying the Square and cyclists using the Tunnel.</p>	<p>The Air Quality Assessment submitted in support of the OPP concluded that there were no significant impacts to air quality as a result of the proposed Development. The proposals set out in this first Infrastructure RMA is compliant with this assessment.</p>	<p>See Environmental Assessment (OPA)</p>
	<p>The Trust is committed to offering positive, alternative solutions to issues identified as unresolved in the York Central scheme, and we will do so on this matter in forthcoming York Central Strategy Board meetings. We therefore argue that it should be possible to ban general traffic through the Leeman Road Tunnel and make it available solely for buses and taxis. We accept that this will add, in the short term, to traffic delays elsewhere, but know from experience elsewhere that such delays are dissipated over time. It will at a stroke overcome all of the disadvantages listed above. It will fulfil important green credentials of York Central and improve users' wellbeing.</p> <p>It will in any case be necessary to close Leeman Road Tunnel while the two-way cycle route is installed. This offers an opportunity to demonstrate that the route is not critical for general traffic. Reopening as a bus and taxi route from the outset would send the appropriate signals to those developing in and moving to York Central that the Tunnel is for use by sustainable modes. We have previously advocated testing the impacts, on opening in 2022, of limiting use of the Tunnel in this way, using the Council's SATURN model, and would be happy to assist in such an analysis.</p> <p><u>Source:</u> Letter of representation</p>	<p>The masterplan identifies a proposed street network which is sufficiently flexible to cope with shifting transport policy and modal shift over time. The current proposals are considered appropriate based on the current policy position as set out in the Transport Assessment and Travel Plan (OPP) and the Transport Note (RMA). However, if it was considered desirable to introduce measures to restrict general traffic it would be possible to do so through future management measures such as the introduction of a bus gate or controlled access gate.</p>	<p>See Transport Update Report (RMA) and Transport Assessment (OPA)</p>

I. Railway spur to National Railway Museum

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
11	<p>Concern was raised from an attendee about the potential popularity of the steam train attraction, querying the quantum of visitors expected to come and watch or photograph the locomotive.</p> <p><u>Source:</u> Workshop</p>	<p>The RMA creates the new infrastructure for the NRM steam train attraction. An uplift in visitor numbers is anticipated to relate to the realisation of the Central Gallery proposals which will be part of a later phase of development. Pedestrian spaces around Hudson Boulevard and the Foundry Square area west of South Yard would provide informal areas to watch the steam train.</p>	Text
12	<p>A concern was raised about whether the running of the steam train would impact pedestrian movement.</p> <p><u>Source:</u> Workshop</p>	<p>The intention is for NRM staff to move the steam train. It will take approx 5 minutes to move the locomotive on the railway spur from the South Yard area prior to opening of the museum each day. The train would return at the end of the day. This would entail the pedestrian route being closed for a very short period (c. 5 minutes) at the beginning and end of the day.</p>	See Design Report (RMA)
13	<p>A question was raised about the operation times and frequency of the train rides.</p> <p><u>Source:</u> Workshop</p>	<p>The train rides will operate in the same way it does just now, although there is an ambition at the National Railway Museum to increase the frequency to enhance visitor experience. Currently the steam train ride attraction is in operation at weekends and during school holidays between the hours of 11.30 and 16.00.</p>	See Design Report (RMA)
14	<p>A concern was raised about the proximity of the NRM Railway Spur to existing and proposed housing, and the potential impact the smoke and noise generated by the steam train would have on local residents. One respondent suggested re-routing this through a commercial area of the scheme as this would be less populated during times when the steam train was running.</p> <p><u>Source:</u> Workshop 2 comments in response to exhibition / online</p>	<p>The NRM currently operate a Rail Steam Ride from the South Yard through the York Central site. As part of the Phase 1 Infrastructure RMA this Steam Ride will be relocated onto the new NRM spur which is parallel to the existing track to the south of the St Peters Quarter.</p>	See Design Report (RMA)

J. Drainage and infrastructure

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
J1	<p>Concern was raised about the intentions to drain water from the park into Holgate Beck. It was noted that the Beck was already at capacity during wet periods and would therefore be unable to take any additional water drainage.</p> <p><u>Source:</u> Workshop</p>	<p>The drainage strategy for the OPA Site will use Holgate Beck to drain excess water into, but Holgate Beck will not actually be used to store water. It was also noted that the status quo in terms of water flowing through the Beck would be maintained, and that this was a condition of the Outline Planning Permission (OPP) – there would be no net disbenefit in terms of flooding. Modelling has been undertaken to test this. The swales created in the park will slow and regulate the draining of water into the Beck. The Holgate Beck forms part of a wider drainage strategy which incorporates five different catchment zones in the OPA site, each intended to drain into particular place.</p>	<p>See Drainage Strategy (OPA) and Design Report (RMA)</p>
J2	<p>Concern was raised about the possibility of contaminants and pollutants running into Holgate Beck from the site.</p> <p><u>Source:</u> Workshop</p>	<p>The swales will remove pollutants before they enter the Beck. Remediation works will take place as part of the project to remove contamination on the OPA Site. It is also part of the OPA that SUDS will remove sediment from the highway. The road will reduce infiltration of pollutants into the ground, and any infiltration that does occur will be contained within that area.</p>	<p>See Design Report (RMA)</p>

K. Tree planting

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
K1	<p>Respondents felt that even more trees should be planted, with one respondent suggesting that fruit trees should be maximised.</p> <p><u>Source:</u> 3 comments in response to exhibition / online</p>	<p>Additional planting will take place during subsequent phases including the new park.</p>	<p>See Design and Access Statement (OPA)</p>
K2	<p>Respondents noted that trees planted should avoid interfering with the street lights, as this prevents the street lights illuminating the streets and creating a sense of safety.</p> <p><u>Source:</u> 2 comments in response to exhibition / online</p>	<p>Noted - trees have been carefully considered in relation to their practicality as street trees.</p>	<p>See Design Report (RMA)</p>
K3	<p>A respondent felt cynical that there would be mature trees from day one.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>Trees will be planted as established trees to enable their long term survival, and will not be planted as saplings.</p>	<p>See Design Report and Site Wide Landscape and Ecological Management Plan (RMA)</p>
K4	<p>Respondents noted their support for the provision of greener streets.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>Noted - full details are provided in the submission.</p>	<p>See Design Report (RMA)</p>
K5	<p>A respondent felt that bushes and hedges should be utilised to separate seating areas from roads and traffic.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>The indicative sections illustrate how seating areas will be separated from roads.</p>	<p>See Design Report (RMA)</p>
K6	<p>A respondent noted the need for trees to be connected by soil underground to allow for a community.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>Details of planting are provided in the submission - there is variation depending on species and location.</p>	<p>See Design Report and Site Wide Landscape and Ecological Management Plan (RMA)</p>

L. Construction and delivery

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
L1	<p>An attendee raised concerns about the potential impact of the construction of the new western access road (Park Street) on the surrounding road network and local residents.</p> <p><u>Source:</u> Workshop</p>	<p>The team have been investigating ways in which to limit the impact of construction works on local road networks and residents. It was noted that lots of positive discussions had taken place with Network Rail about using a rail head to deliver the bulk of the materials to the site to remove strain on the road network.</p>	<p>See Design Report (RMA)</p>
L2	<p>The attendee responded to ask how this would work for the northern part of Park Street which connects with Water End.</p> <p><u>Source:</u> Workshop</p>	<p>The team noted that they were exploring the potential of using a part of the new railway sidings to create a rail head by creating a strip of land which enters the site near the northern end of Park Street which could be used for offloading materials for this part of the RMA Site. It was noted that some of the material would still come in using the road network, but the bulk would be brought in by rail. It was highlighted that the contractor was working closely with the client to limit the impact of the construction works on the road. Air quality and noise assessments have been undertaken as part of the RMA. More information about construction, including the proposed phasing, will be available in the construction management plan which will be submitted pre-commencement.</p>	<p>See Construction Travel Plan and Environmental Compliance Statement (pre-commencement document following RMA)</p>
L3	<p>An attendee asked whether it would be possible to start delivering homes now, considering there was funding available for the delivery of housing.</p> <p><u>Source:</u> Workshop</p>	<p>The conditions in the Planning Decision Notice would allow 400 homes to be delivered with the existing infrastructure available. YCP is keen to deliver infrastructure ahead of bringing accommodation forward.</p>	<p>N/a</p>
L4	<p>A respondent expressed concern about the impact on archaeological remains (Roman Graves) in the area</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>This was considered as part of the OPA and RMA.</p>	<p>See Archaeological Remains Management Plan (RMA)</p>
L5	<p>Support for construction materials to be brought in by rail to avoid pressure on the road network.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>Noted.</p>	<p>N/a</p>

M. Sustainable movement policy

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
M1	<p>An attendee noted that some of the cycling infrastructure was amazing, but shared concern that the treatment wasn't consistent across the site – noting that cycleways are only as good as their weakest route. The attendee asked whether segregated cyclist lanes were consistent?</p> <p><u>Source:</u> Workshop</p>	<p>Cycling is not segregated throughout the entire scheme. In residential areas where roads were expected to be less busy and cars would be slower, there is no segregation, as it is deemed to be safer. However, on the primary roads which are busier with more cars, there would be segregated cycle lanes. Ultimately, when the full development proposals are delivered there would be segregated cycle lanes along the route from Kingsland Terrace to Park Street - meaning there are fully segregated options for cyclists looking to traverse the site.</p>	<p>See Design Report, and Highways drawings (RMA)</p>
M2	<p>An attendee, in reference to a diagram in the presentation, explained that it was dangerous to have cycle lanes next to parked cars in case the drivers open their door into the cycle lane – which could prove dangerous for passing cyclists.</p> <p><u>Source:</u> Workshop</p>	<p>Foundry Way will experience a relatively low volume of slow-moving local traffic. In this context, on-street cycling is considered appropriate. As noted in M1, segregated options will exist for cyclists moving across the site once future phases are delivered.</p>	<p>See Design Report, and Highways drawings (RMA)</p>
M3	<p>An attendee mentioned CYC's resolution to reduce all but essential car use in York city centre by 2023 and the target to become Net Carbon Neutral by 2030, and questioned if York Central will achieve those things?</p> <p>Other respondents also queried how the proposals would respond to these policies.</p> <p><u>Source:</u> Workshop 2 comments in response to exhibition / online</p>	<p>The masterplan proposals are sufficiently flexible to accommodate future changes in city transport policy. The OPP identifies priorities and commitments to maximising sustainable modes of transport. Since the OPP, the Council has committed to frontloading the delivery of a bus lane on Cinder Street. The masterplan (and 1st Phase Infrastructure RMA) creates an adaptable street structure. There is flexibility to restrict through traffic through Leeman Road tunnel in the event that this is considered desirable from a broader policy perspective.</p>	<p>See Design Report (RMA)</p>

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
M4	<p>An attendee asked what provision was being made for electric cars and energy.</p> <p><u>Source:</u> Workshop</p>	<p>In terms of electric vehicles, a network of charging points was being provided around the OPA Site – a requirement of the OPP. Two nearby energy substations will be used to provide electricity to the OPA Site. Infrastructure to allow the use of electricity has been incorporated into the design of the new bridge as a way of future-proofing. Assessments were also being carried out looking at ways existing multi-storey car parks could be retrofitted to incorporate electricity charging points.</p>	See Design Report , and Highways drawings (RMA)
M5	<p>Support was noted for the use of segregated cycleways and walkways</p> <p><u>Source:</u> 2 comments in response to exhibition / online</p>	Noted.	N/a
M6	<p>An attendee noted that there was a lot of discussion around vehicles, and this didn't seem to reflect the aspirations to meet the targets for 2023 and 2030. It was suggested that more forward thinking was required.</p> <p><u>Source:</u> Workshop</p>	<p>It was noted that a statement outlining a response to recent policy changes was being considered. It was however noted that the masterplan has been designed to be future-proofed. A member of the team noted that it was hard to anticipate when modal shift would happen and therefore the masterplan had to provide infrastructure for vehicles. The RMA is about opening up the York Central Site to allow development to come forward. Even with electric vehicles, provision for a movement network needs to be provided. See comment M3.</p>	See M3
M7	<p>It was noted by attendee that the 3D fly-through video was very useful in explaining the pedestrian route through the OPA site, in the context of the Leeman Road stopping up.</p> <p><u>Source:</u> Workshop</p>	Noted.	N/a
M8	<p>An attendee highlighted that, despite the introduction of a low emissions zone in York, none of the single-decker buses were electric. Therefore, if only single-decker buses could get through Leeman Road tunnel, then there would be no electric buses running through the site.</p> <p><u>Source:</u> Workshop 1 comment in response to exhibition / online</p>	<p>It is anticipated that all Park and Ride buses will be electric by the end of 2020. It was noted that the single-decker articulated buses were not electric, but that this was because this type of bus was not readily being made as an electric version. It is hoped that all buses will be adapted to become electric as soon as possible.</p>	N/a

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
M9	A respondent expressed concern that segregated cycle and walkways in York don't work, suggesting that pedestrians, cyclists and motorists 'do not consider each other'. <u>Source:</u> 1 comment in response to exhibition / online	The proposed approach is considered to be appropriate if delivered effectively.	See Design Report , and Highways drawings (RMA)
M10	An attendee noted that the OPA discusses minimal bus servicing, can more information be provided? <u>Source:</u> Workshop 1 comment in response to exhibition / online	Further details are provided in the submission	See Design Report , and Transport Update Report (RMA)
M11	A respondent shared concern about the use of shared space and the need for proper kerbs. <u>Source:</u> 1 comment in response to exhibition / online	The proposed approach is considered to be appropriate if delivered effectively.	See Design Report , and Highways drawings (RMA)
M12	In contrast, another respondent requested 'forgiving edges' not kerbs. <u>Source:</u> 1 comment in response to exhibition / online	The proposed approach is considered to be appropriate if delivered effectively.	See Design Report , and Highways drawings (RMA)
M13	A respondent felt that cars and cyclists should be banned, and that trams should be utilised instead. <u>Source:</u> 1 comment in response to exhibition / online	Trams are not currently being considered more widely by the City Council. These could be retrofitted in the future if considered appropriate.	N/a
M14	A request was made to prioritise public transport with a suggestion to make buses free. <u>Source:</u> 1 comment in response to exhibition / online	This is beyond the scope of the application but could be discussed with operators.	N/a
M15	A question was raised about how the 20mph speed limit would be enforced. <u>Source:</u> 1 comment in response to exhibition / online	This will be agreed in discussion with the Highway Authority.	N/a
M16	A respondent noted that they would be opposed to the use of trams. <u>Source:</u> 1 comment in response to exhibition / online	This does not form part of the RMA or the wider York Central scheme.	N/a
M17	Support was noted for the prioritisation of pedestrians and cyclists. <u>Source:</u> 6 comments in response to exhibition / online	Noted.	N/a

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
M18	<p>Encourage/promote the use of the Park and Ride. Respondents made suggestions about increasing the Park and Ride's use, including by increasing its capacity to accommodate more vehicles. Another respondent suggested employing a free shuttle bus to take people between the Park and Ride and local rail stations.</p> <p><u>Source:</u> 3 comments in response to exhibition / online</p>	<p>Future discussions will be undertaken with operators regarding the use of the Park and Ride.</p>	N/a
M19	<p>Respondents felt that public transport should be improved.</p> <p><u>Source:</u> 2 comments in response to exhibition / online</p>	<p>Noted - the proposals are considered to be an improvement on the existing arrangements.</p>	See Design Report (RMA)
M20	<p>Suggestion for the use of traffic calming to prevent a rat run.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>Agreed - this forms part of proposals.</p>	See Design Report and Highways drawings (RMA)
M21	<p>General concern was raised about the implications of the proposals (RMA and OPP) on traffic and congestion (and therefore pollution) in York - requesting further information to be provided on this.</p> <p><u>Source:</u> 5 comments in response to exhibition / online</p>	<p>This has been considered as part of the OPA proposals.</p>	See Environmental Statement (OPA) and Emission Mitigation Statement (RMA)
M22	<p>Suggestion that large delivery vehicles could park in lay-bys at the entry points on the periphery of the masterplan (Water End, Leeman Road tunnel) and decant goods into smaller vehicles to be delivered within the site.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>Consideration will be given to the potential for centralised servicing as the development plots are brought forward in future RMAs.</p>	N/a
M23	<p>Query about whether buses will still run along Salisbury Terrace and Kingsland Terrace?</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>Yes - some local bus services will continue to connect to the Kingsland Terrace area via the new Leeman Road Link.</p>	See Design Report and Highways drawings (RMA)
M24	<p>Concern about lack of provision of pedestrian refuge places between cycleways and roads.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>See more detailed submission materials for more specific information</p>	See Design Report and Highways drawings (RMA)

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
M25	<p>A respondent requested to know more about the Park and Ride services and how these would operate through the site. They felt this should be shown on the plan.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>Future discussions will be undertaken with operators regarding the use of the Park and Ride.</p>	<p>See Design Report and Highways drawings (RMA)</p>
M26	<p>Concern was raised and clarity needed about Concern about Salisbury Terrace and Salisbury Road becoming a through route for traffic entering city centre.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>As illustrated in the outline material, this is unlikely to be a desirable or time saving route.</p>	<p>See Travel Plan Framework and Transport Assessment (OPA)</p>
M27	<p>Request to promote the use of buses and trains.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>Noted - this is a key dimension to the proposals.</p>	<p>See Travel Plan Framework and Transport Assessment (OPA)</p>
M28	<p>A suggestion was made to restrict vehicle access through the site, limiting this to essential vehicles, buses and taxis. Some felt that York Central should be an entirely car free development. This comment is closely related to suggestions to only allow buses and taxis through Leeman Road tunnel, noted in previous section.</p> <p><u>Source:</u> 5 comments in response to exhibition / online</p>	<p>See M3</p>	<p>See M3</p>
M29	<p>Suggestion to reroute pedestrian and cycleway through the park.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>Pedestrian and cycle routes will be available through the park. The park will form part of a future RMA.</p>	<p>See Design and Access Statement (OPA)</p>
M30	<p>Feeling that there are not enough vehicle spaces provided in the new drop-off facility at rear of station. It was suggested that the existing arrangements for drop-off, setting down and short-term parking at the front of the Station are inadequate and that calculations should be made on the basis of significant growth in rail passenger use at the Station. The respondent also suggested that there should be "short term parking (20mins) at the rear of the Station to assist, in particular, elderly, infirm and families with small children with their luggage etc into the station and onto the train platforms." The respondent also noted the need for increased parking altogether - this is mentioned in the section 'Comments on issues outside of the RMA'.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>The OPA material identifies the car parking and drop off strategy for train station users. Future proposals will include detailed plans for the new western concourse for the station and car parking structures, including an integrated approach to accessibility.</p>	<p>See SCI, Design and Access Statement and, Travel Plan, and Transport Assessment (OPA)</p>

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
M31	<p>A representation received from York Bus Forum requested that more than two buses per hour be provided for the 2500 homes proposed in the OPP.</p> <p><u>Source:</u> Letter of representation</p>	<p>The s106 identifies Bus Service Enhancements as provision of financial support for the enhancement of bus services through the site comprising contributions to the running costs of relevant operators of 2 additional services per hour passing through the site to a minimum of 4 non P&R services in both directions per hour.</p>	<p>See S106 Agreement (OPP)</p>
M32	<p>A representation from York Civic Trust questioned the suitability of the proposed use of Park Street, Cinder Street, Museum Square and the Leeman Road Tunnel as a route for through traffic.</p> <p><u>Source:</u> Letter of representation</p>	<p>Please see response to H18.</p>	<p>See H18</p>
M33	<p>A representation from York Civic Trust noted its concern that the Leeman Road underpass appears to be available to general traffic. They mention that they have noted in their previous submissions that Arup predict an increase in traffic passing through Salisbury Terrace between the A19 and York Central of between 35% and 55%. They feel that the predicted increase in delays on Water End is likely to aggravate this. They feel that, thinking of the broader relation of York Central site with neighbouring communities, the streets in the Salisbury Terrace neighbourhood are unsuited to through traffic and, as a good neighbour, York Central should take steps to ameliorate conditions there. York Civic Trust considers that this could readily be achieved by limiting use of the underpass to buses, taxis and local residents.</p> <p><u>Source:</u> Letter of representation</p>	<p>There is a condition set out in the Section 106 Agreement to consider options to address the flow of traffic through Salisbury Terrace and Kingsland Terrace. Options will be developed in consultation with local residents and the York Civic Trust and interested parties to improve the neighbourhood and streets for residents. Formal proposals will be brought forward under a separate RMA.</p>	<p>See S106 Agreement (OPP)</p>

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
M34	<p>A representation from York Civic Trust noted that, while the proposed Application does not determine the bus services at individual stops, they are concerned that the presentation still assumes that Park and Ride services will not serve the 2500 homes in the new residential community. The Trust believe this would leave the new community with only two buses per hour in the outbound direction, which they think is not conducive to promoting sustainable travel. The Trust believe that, in order to achieve a wonderful, working and sustainable community, full integration in the public transport network is what should be sought for York Central. They note that it would be straightforward now to commit to having the park and ride services serve all stops in the residential area.</p> <p><u>Source:</u> Letter of representation</p>	<p>There are approximately 6 existing services stops per hour southbound and 2 per hour northbound. The no. 10 service is the primary service with 2 per hour in both directions. This operates from approximately 6am to 11pm. Other services (19/29/30/31) are less frequent and the hours of operation may be shorter (in addition there is the P&R service no 2 which is 6 per hour southbound along Leeman Road, stopping at NRM and city centre only).</p> <p>The proposed services will divert from Kingsland Road / Salisbury Terrace into the site via Park Street. The existing services will be retained and in addition there is a commitment in s106 to fund additional services through the site so that there are 4 services per hour in each direction. The detail of exact services is subject to finalisation and agreement. This excludes P&R service no 2 and 59 which will divert into the site to stop at the Museum sq for station and NRM).</p>	
M35	<p>A representation from York Civic Trust mentions their approval of the provision of a cycle and pedestrian route in Hudson Boulevard.</p> <p><u>Source:</u> Letter of representation</p>	This is noted.	N/a

N. Other comments on RMA

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
N1	A question was raised about the funding, and whether this had been secured yet. <u>Source:</u> Workshop	The March 2019 Budget confirmed funding for York Central which is critical to delivering the Phase 1 Infrastructure RMA.	N/a
N2	Concern was raised about the timescales indicated for the RMA works, considering the quantum of work which needs to take place. How will people travel into town when the RMA works are taking place if Leeman Road has been stopped up? <u>Source:</u> Workshop	This will be carefully managed and communicated.	See Construction Travel Plan and Construction Environmental Management Plan (pre-commencement following RMA submission)
N3	An attendee asked whether the stopping up process had been applied for yet. <u>Source:</u> Workshop	The stopping up of Leeman Road has been applied for. To view the detailed proposals of the SUO please look out for the on-street and press notices and when these are published you can ask to view full scale plans at City of York Council West Offices Customer Services Reception, Station Rise YO1 6GA.	N/a
N4	A respondent said they liked the referencing to York's railway heritage in the design language. <u>Source:</u> 1 comment in response to exhibition / online	Noted	See Design Report (RMA) for further details.
N5	Respondent felt like consultation feedback hadn't been addressed in the proposals <u>Source:</u> Workshop 2 comments in response to exhibition / online	See OPA SCI for further information about how the engagement fed into the proposals - the current design is a progression of the OPP material.	See SCI (OPA)
N6	A respondent expressed their dislike of the name 'Hudson Boulevard' as it was named after "a crook and embezzler who had to fight his creditors" and suggested it should be renamed. <u>Source:</u> 1 comment in response to exhibition / online	None of the names proposed within the RMA have been confirmed but have been provided names for the purposes of the application and to assist in conveying information about each part of the proposals.	N/a

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
N7	<p>Feeling that road access isn't sufficient for the number of proposed dwellings.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>This has been tested as part of the OPA proposals and accepted.</p>	<p>See Travel Plan Framework and Transport Assessment (OPA)</p>
N8	<p>Clarity sought on whether Leeman Rd (between Foundry Way and Kingsland Terrace) is staying/ being footpath/road - not clear from plan.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>A stopping up order has been requested for this section of Leeman Road which will prevent vehicle access along this route. This will only take place once Park Street has been constructed. The National Railway Museum intend to extend their premises to link up its existing buildings. Until construction on this takes place, pedestrians and cyclists will continue to have access along this route. There will continue to be a footpath / road between Foundry Way and Kingsland Terrace.</p>	<p>See Design Report and Highways Drawings (RMA)</p>
N9	<p>General support for the proposals</p> <p><u>Source:</u> 3 comments in response to exhibition / online</p>	<p>Noted</p>	<p>N/a</p>
N10	<p>Query about how St Peter's Quarter residents will access their homes by car.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>St Peter's residents will be able to access their homes from the north via Kingsland Terrace, and from the west via the Western Access and Leeman Road Link.</p>	<p>See Design Report and Highways Drawings (RMA)</p>
N11	<p>Support for closure of Leeman Road to cars.</p> <p><u>Source:</u> 1 comment in response to exhibition / online</p>	<p>Noted.</p>	<p>N/a</p>
N12	<p>A representation from York Bus Forum expressed their concern about the large amount of on-site parking which is proposed to be provided and thus the encouragement of car use, therefore not prioritising sustainable travel.</p> <p><u>Source:</u> Letter of representation</p>	<p>Please refer to response O28 pt2</p>	<p>See O28 pt 2</p>

O. Comments on issues outside of the RMA

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
01	<p>An attendee noted that the masterplan had been designed to be flexible, which was good. However, it was felt that some of the conditions in the OPP relating to the Design Guide removed that flexibility.</p> <p><u>Source:</u> Workshop</p>	<p>The Design Guide identifies a spectrum of guidance. Some elements are mandatory, whilst others embed greater freedom to allow flexibility. Overall, the Design Guide seeks to protect the design intent of the masterplan to maintain quality as the project comes forward. Page 8 of the OPA Design Guide confirms the ability to review the Design Guide and amend with written consent of the LPA.</p>	See Design Guide (OPA)
02	<p>A number of attendees and respondents raised concerns about the closure of pedestrian and cyclists access along Leeman Road outside of the National Railway Museum opening hours, suggesting that an underpass or walkway should be proposed as an alternative to keep pedestrian and cyclist access along Leeman Road 24/7. The use of Leeman Road needs to appeal to those walking and cycling at all times to prevent car use. A lot of older people live in St Peter's Quarter and therefore need this access.</p> <p><u>Source:</u> Workshop 3 comments in response to exhibition / online</p>	<p>This is acknowledged as an important local issue. The Phase 1 Infrastructure RMA does not include any proposals for this area. The proposals do however make provision for alternative pedestrian and cycle connections via Foundry Way and Hudson Boulevard which will benefit existing residents once the construction of the NRM Central Gallery commences in a future phase. Cycling and walking will be maintained along Leeman Road until this point.</p> <p>This issue was considered as part of the OPP. No changes to the consented position are currently envisaged. The design of the Central Gallery (and therefore the detail of access arrangements) will be fixed in a future phase.</p>	See Design and Access Statement and SCI (OPA)
03	<p>An attendee queried whether views of the Minster had been considered, and if these would be maintained from Leeman Road, or if any new views would be created as this was an important view for those visiting and arriving into York.</p> <p><u>Source:</u> Workshop</p>	<p>The team responded that views had been taken into consideration in the design of the masterplan, with building heights and layout reflecting this constraint. Opportunities had also been taken to provide more opportunities for views of the Minster, including a view created from Park Street.</p>	See Environment Statement including townscape / landscape assessments (OPA)
04	<p>Residents of St Peter's Quarter questioned when the development proposed behind their houses would happen?</p> <p><u>Source:</u> Workshop</p>	<p>The precise timing and sequencing of development is not fixed at this point.</p>	See Planning Statement
05	<p>An attendee asked whether York Yard South would be affected?</p> <p><u>Source:</u> Workshop</p>	<p>The existing Freight Avoidance Lines will be retained. The sidings at York Yard South are likely to be part of a later phase of development.</p>	See Design and Access Statement (OPA)

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
06	Suggestion that there should be two new river crossings. <u>Source:</u> 1 comment in response to exhibition / online	There is flexibility to deliver new bridge connections to the River Ouse or the Holgate area north of the enhanced Wilton Way bridge. These are not currently considered to be deliverable.	See Design and Access Statement (OPA)
07	Query about phasing and whether access to the train station and parking will become available before the National Railway Museum closes their car park. <u>Source:</u> 1 comment in response to exhibition / online	A Phasing Strategy has been submitted in line with Conditions 11 and 12 of the OPP which provides clarity on the timing for certain phases of the development.	See Phasing Strategy (RMA)
08	Consultation materials: Respondents felt that the boards were either hard to read, were too wordy, or that diagrams were hard to understand, or there should have been more diagrams. <u>Source:</u> 5 comments in response to exhibition / online	This feedback has been noted and will be reflected in future engagement activities. It was felt that the complexity and extent of the works being proposed as part of the RMA required thorough explanations and technical diagrams in order to present the information appropriately.	See final chapter of SCI (RMA)
09	Respondent felt money would be better spent elsewhere - such as feeding children, or housing the homeless. <u>Source:</u> 1 comment in response to exhibition / online	The proposals will have local economic benefits. Local needs are however, understood.	N/a
010	Opposition to the closure of Leeman Road. <u>Source:</u> 1 comment in response to exhibition / online	Noted - this was a key focus at the OPA stage.	See SCI, Design and Access Statement and Transport Assessment (OPA)
011	A respondent felt that there should be less parking provided on the site. <u>Source:</u> 1 comment in response to exhibition / online	The proposals offer a low car approach - minimising vehicle movements.	See Travel Plan Framework and Transport Assessment (OPA)
012	A respondent noted their desire to keep the Wilton Rise bridge. <u>Source:</u> 1 comment in response to exhibition / online	Noted - this is outside the Phase 1 Infrastructure submission but will form part of a subsequent applications / phases as required by Condition 42 of the OPP. Proposals for this area covered in OPA.	See Design and Access Statement (OPA)
013	Suggestion that the current traffic light systems in York don't work effectively and therefore removal of traffic lights to encourage a smoother flow of traffic should be considered. <u>Source:</u> 1 comment in response to exhibition / online	This is a future traffic management / policy issue outside of RMA scope.	N/a

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
014	A respondent queried what D use means in plot K within this context? Source: 1 comment in response to exhibition / online	The use classes in the OPA parameter plans and development schedules define flexible uses for each site. The exact proportion of uses will be identified in detail in future RMA activities.	See Parameter Plans and development schedules (OPA)
015	Concern that the current Wilton Rise access bridge is not cycle/disabled friendly. Another respondent, an Acomb resident, noted their concern about the southern connection bridge. Source: 2 comments in response to exhibition / online	The improved southern connection bridge will be delivered as part of a subsequent RMA.	See Design and Access Statement (OPA)
016	Desire to make York Central a low emission zone from day 1. (Later a ULEZ) Source: 1 comment in response to exhibition / online	Noted - the Council is considering air quality issues.	N/a
017	A suggestion that one of the buildings in the Station Quarter could have a viewing platform with a café to create an iconic feature to attract people onto the site. Source: 1 comment in response to exhibition / online	Noted - the design of buildings in the Station Quarter will be defined through subsequent RMA proposals.	N/a
018	A respondent noted their opposition to the 400 bed hotel and felt the OPA had been rushed through. Source: 1 comment in response to exhibition / online	The OPA was developed through a lengthy process of stakeholder engagement and design development and this use was tested as part of the Environmental Assessment,	See SCI, Design and Access Statement and Environmental Assessment (OPA)
019	A respondent noted their concern about mature trees being cut down in York, noting that this is where clean air comes from. Source: 1 comment in response to exhibition / online	Noted - this is outside the RMA (but note that the scheme will deliver a large number of new trees)	See Design Report (RMA)
020	A respondent enquired how the plans fit with the House of Lords. Source: 1 comment in response to exhibition / online	Any future proposals would need to adhere to the principles and parameters approved as part of the OPP.	See Design Guide (OPA)
021	A respondent felt that not enough parking had been provided on site for the number of proposed new homes. Source: 1 comment in response to exhibition / online	The rationale for a low parking approach is set out in the OPA material.	See Design and Access Statement and Transport Assessment (OPA)

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
022	<p>A respondent queried whether there will be enough school places, doctors, dentists etc to support the new development.</p> <p>Source: 1 comment in response to exhibition / online</p>	The approach to social infrastructure is set out in the OPA.	See Planning Statement, Design and Access Statement and Environmental Assessment (OPA)
023	<p>A respondent felt that more green space was needed within the masterplan.</p> <p>Source: 1 comment in response to exhibition / online</p>	The OPA material identifies the approach to a hierarchy of public open spaces including green spaces.	See Design and Access Statement (OPA)
024	<p>Respondents felt that better access and more parking should be provided at the train station.</p> <p>One respondent noted that it should be made cheaper. A suggestion was also made for more short term parking at the rear of the Station, and greater capacity within the MSCP.</p> <p>Source: 3 comments in response to exhibition / online</p>	The OPA material identifies the car parking strategy for station and museum users.	See SCI, Design and Access Statement and, Travel Plan, and Transport Assessment (OPA)
025	<p>Respondent noted their opposition to the NRM expansion.</p> <p>Source: 1 comment in response to exhibition / online</p>	Noted - more detailed proposals are yet to be finalised for the NRM and will be subject to a future RMA.	N/a
026	<p>A respondent noted their desire for no cars to be in the city centre.</p> <p>Source: 1 comment in response to exhibition / online</p>	Noted - this is a key area of discussion and debate for the city as a whole in light of the Council's recent announcements.	N/a
027	<p>A representation received from York Bus Forum noted the need for The National Railway Museum to provide a pedestrian route through the site which is open at all times, in order to encourage the use of sustainable travel to and from the site.</p> <p>Source: Letter of representation</p>	Please refer to response 02.	See 02

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
O28	<p>A representation from York Civic Trust mentions that it considers the outline planning application for York Central to offer many benefits to the city. It also welcomes the decision, in principle, to provide high-quality office space in York Central. They also endorse how the use of the site, in principle, offers to alleviate the city’s housing shortage. They also welcome the retention of the vast majority of above ground heritage, which is predominantly associated with railway infrastructure, part of the city’s rich industrial history. The representation also mentions its approval of the proposals for the new park.</p> <p><u>Source:</u> Letter of representation</p>	<p>These positive comments of the scheme in general are noted.</p>	<p>N/a</p>
	<p>The York Civic Trust also issued a position statement on York Central and its transport provision which is set out below:</p> <p>The Trust has long supported the redevelopment of the York Central site, believing it to be a once-in-a-century opportunity, not only to develop the site itself but to provide York with a new quarter with transformational potential for the city. Given this unique opportunity, in our view, the proposals for York Central need to:</p> <ol style="list-style-type: none"> 1. pursue a clear vision of what the project can offer the city; 2. grasp the unique opportunity to improve York as a whole; 3. be ambitious in its aspirations, remarkable in design, and extraordinary to experience; 4. recognise and address transport as a key issue. <p>We were extremely disappointed that the applicants failed to heed this message when we first made it in September 2018, and made at best limited attempts to respond to the consensus emerging from the Trust’s consultations with our members, and the wider and very effective public engagement through MyYorkCentral. We were critical of the outgoing City of York Council administration for failing to address these concerns when it decided to approve the outline planning application, and joined others in asking for the application to be called in. Unfortunately the Secretary of State has decided not to do this. We assume that outline planning permission will now be granted. We hope that the new administration will now consider the steps that it could take to make the scheme more sustainable.</p>	<p>Please see response to detailed points on subsequent pages.</p> <p>(Please note that the position statement referenced in the York Civic Trust response pre-dates the RMA engagement activity and overlaps with the specific Civic Trust comments on the RMA which are dealt with on previous pages - as such these additional background points are summarised here for reference).</p>	<p>See below</p>

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
O28 (cont'd)	<p>This note proposes actions which might be taken on transport aspects of the application, none of which need delay the more detailed work on the scheme. Recommendations are listed below, with cross-references to explanatory text in the annex.</p> <p>1. The Council should carry out an assessment of the Access Road and Leeman Road Tunnel proposals, as they would operate on opening in 2021, with and without a bus gate. We expect this to show that restricting through traffic is feasible. If this is done at the outset it will set the trend for how the site's transport facilities are used. (A.1, B.1, B.2)</p> <p>2a. The Council should negotiate with the applicants to achieve a reduction in the office parking provision to one space per 350 sqm, which is equivalent to similar sites elsewhere. Since the proposed 500 spaces are to be provided in a single multi-storey car park, at the expense of the developers, this should still be feasible. It will be important also to ensure that any resulting car park is operated as a public facility under Council control. (A.2, B.4)</p> <p>2b. The Council should seek a substantial reduction in station parking, and relocation to park and ride sites. While the application envisages a reduction in existing parking adjacent to the station, it still involves a new 830 space multi-storey car park, with 482 spaces for rail users. Together with the 584 spaces to be provided off Queen St, this results in 1066 spaces for cars to drive into the city centre to access the station. By 2021 it should be possible for all six park and ride services to serve the station. (A.2)</p>	<p>This is not part of the RMA submission and is not due to be undertaken. As noted above there is flexibility for these interventions to be incorporated in the future if required.</p> <p>This is outside the terms of reference of the Phase 1 Infrastructure RMA. Future RMAs will focus on the approach to office development and public car parking.</p> <p>The approach to car parking is outside the terms of reference of the Phase 1 Infrastructure RMA. Provision for high quality Park and Ride services will be supported through the current proposals.</p>	<p>See Transport Assessment (OPA)</p> <p>See Planning Statement and Transport Assessment (OPA)</p>
	<p>3. The Council should ensure that the residential community is served by at least 6 buses per hour in each direction. This could be easily achieved by having the park and ride services (#2, #59) stop in the housing area and rerouting the #2 to serve York Central in both directions. (A.3)</p>	<p>Please see response to M34.</p>	<p>See M34</p>

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
O28 (cont'd)	4. The Council should renegotiate the Framework Travel Plan with the applicants to set car mode share targets of 25% for both residential and office use. These are consistent with targets set in similar locations. (A.4, B.4). At the same time much lower targets should be set for flows on the Access Road. (A.1)	4. No new floor space will be provided as part of this RMA. Proposals in the RMA are consistent with the OPA Travel Plan.	See Transport Assessment (OPA)
	5. The Council should provide a bus gate at the Leeman Road underpass, to avoid development traffic being attracted through the Salisbury Terrace community. (A.5)	5. Options for the treatment and enhancement of Kingsland Terrace and Salisbury Terrace will be developed in consultation with the relevant stakeholders and brought forward under a separate RMA.	N/a
	6. The Council should negotiate with the applicants to ensure that transport provision is sustainable in all other ways. We list our main concerns in A.6. The Council should conduct a realistic assessment of the impacts of the development on completion in 2033, both at a network-wide level and for critical junctions, which overcomes the serious weaknesses in analysis which we have identified, and should then ensure that its Section 106 requirements will address in full the adverse effects which the development might otherwise have on the surrounding network. (B.1, B.3, B.4)	6. The transport assessment was undertaken in line with the requirements of the local planning authority and approved as part of the OPP. The modelling was also reviewed independently by Highways England and their technical consultant team. The section 106 agreement has incorporated sustainable transport measures both on-site and off-site to address constraints on the wider network.	See Transport Assessment and S106 Agreement (OPA)

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
O28 (cont'd)	<p>Annex: transport aspects of concern in the application</p> <p>A) The transport proposals The applicants claim that their transport proposals offer a sustainable solution to the site's need. We consider that they fail against this criterion in (at least) the following ways:</p> <p>1) The Access Road and Leeman Road Tunnel The Council's policy is that "new roads and accesses through [a new] development [should] restrict access for, or otherwise discourage, general motor traffic". The application fails to address this by allowing all traffic to use an alternate one-way lane through Leeman Road Tunnel under the station, with a predicted flow on the Access Road of 1045 veh/h in the peak hours, which is roughly equivalent to that on Gillygate today. It is clear from the applicants' analysis that this scheme would impose delays of up to 3 minutes on southbound buses in both peaks, as well as requiring the closure of the bus stop at the sorting office and remedial treatment to the access to the station car park. That traffic flow will also pass through Museum Square, seriously detracting from the sense of place which the applicants promote. Moreover, the design for pedestrians envisages using courtesy crossings at locations in the residential area. These flows are well over double the maximum safe flow for a courtesy crossing, and will put pedestrians at an unacceptable risk. We are clear that a bus gate is needed at the Leeman Road Tunnel so that through traffic is appropriately restricted</p>	A1) Please refer to response H18	See H18

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
O28 (cont'd)	A2) Over-provision and inappropriate location of car parking - The applicants propose a standard for offices of one space per 175 sq m, which results in a requirement for over 500 spaces. This is unduly generous by comparison with developments elsewhere, and will encourage unnecessary car traffic. The standard should be halved, and any remaining need provided for at park and ride sites. At the same time, parking for the station should be reduced, and greater use made of park and ride services to access the station.	A2) Please refer to response O28 pt2	See O28
	3) Inadequate provision of public transport in residential areas - The applicants' Framework Travel Plan states that "additional bus stops will be located to ensure that all building entrances will be within a walking distance of 400m from a bus stop served by a daytime frequency of six buses an hour." Yet their specific proposals envisage at most three buses per hour northbound to serve 2500 dwellings.	3) Please refer to response M34	See M34
	4) Inappropriate targets for modal shares and for motorised trips - The Framework Travel Plan sets targets for car modal shares of 24% for offices and 32% for residential use as the targets. These targets take no account of the applicants' own proposals for sustainable travel. The applicants' own review of relevant data indicates that their assumed car modal shares are around 40% higher than similar developments elsewhere. On this basis the car modal share target for residential use should be reduced to no more than 24%.	4) Please refer to response H18 (last pt)	See H18
	5) The Leeman Road Underpass - The Salisbury Terrace community adjacent to the site is currently seriously disrupted by through traffic. Provision of the Access Road should allow such traffic to be diverted, but requires a bus gate at the Leeman Road Underpass. In its absence, the applicants predict that traffic from Clifton passing through Salisbury Terrace will increase by between 35% and 55%.	Please refer to response M33	See M33

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
O28 (cont'd)	6) Other provisions We also argue that, to be sustainable, the site requires: 6a) centralised servicing, avoiding tertiary roads having to be designed for large vehicles	6a) The Phase 1 infrastructure RMA provides the primary access to the development but does not incorporate any tertiary streets. The Phase 1 Infrastructure RMA does not incorporate any new residential or commercial development. Consideration will be given to the potential for centralised servicing as the development plots are brought forward in future RMAs.	N/a
	6b) a much better network of walking routes away from the Access Road;	6b) The proposals make substantial provision for formal and informal walking routes away from the access road as illustrated in the OPP material.	see Design Report (RMA)
	6c) a matching dedicated cycle path on the west side of the Access Road;	6c) The proposals allow for a two-way segregated cyclepath adjacent to the new park.	see Design Report (RMA)
	6d) three new pedestrian and cycle crossings of the surrounding rail lines to reduce severance;	6d) The Phase 1 Infrastructure RMA proposals create a new pedestrian and cycle crossing of the East Coast mainline at Water End where the new western access road enters the street. A replacement southern walking and cycling connection is allowed for in the OPP. Future potential for further potential connections are safeguarded as described in the Design and Access Statement (OPP – see section 9.12) to the River Ouse and the Holgate Park Drive area.	see Design and Access Statement (OPA) and Design Report (RMA)
	6e) removal of on street parking, speed management measures on the secondary and tertiary roads and much greater provision of play streets;	6e) This is largely outside the terms of reference of the current RMA. A low level on on-street parking is envisaged. The secondary and tertiary streets will incorporate calming measures.	See Design Guide (OPA)
	6f) walking routes designed to meet the needs of pedestrians with disabilities;	6f) This is incorporated in the proposals	see Design Report (RMA)

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
O28 (cont'd)	g) effective priorities for buses over other traffic, particularly on the approaches to the junction of the Access Road and Water End and to the station.	g) This RMA incorporates a bus lane within the Station Quarter on Cinder Street to prioritise inbound buses. Separate off-site schemes will be undertaken under the terms of the Section 106 agreement to improve bus journey time reliability but these do not form part of the Phase 1 Infrastructure RMA.	
	<p>B) The analytical approach The analysis in the Transport Assessment is complex and extensive, and will almost certainly not have been assimilated by most people who have considered the application. We have used our professional expertise to assess it in detail, and have the following concerns.</p> <p>1. The assessment inappropriately based on a comparison with a highly congested 2033 “do-minimum”, which is based on the Council’s own predictions for its draft Local Plan, and extremely unlikely to arise in practice. As a result, the true impacts of the scheme on the surrounding road network are obscured; in practice the impacts of the level of additional traffic which the applicants have assumed would be far more deleterious</p>	<p>See below</p> <p>1. The transport assessment was undertaken in line with the requirements of the local planning authority and approved as part of the OPP. The modelling was also reviewed independently by Highways England and their technical consultant team.</p>	<p>See Transport Assessment (OPA) and Transport Update Report (RMA)</p>

#	Comment	Response	Sign-posting to Phase 1 Infrastructure RMA material
O28 (cont'd)	<p>2a. The Access Road and Leeman Road Tunnel changes are due to be implemented by 2021, and the way in which these are designed will affect all future travel patterns in York Central beyond then. Yet no attempt has been made to assess the alternative options against conditions for that year.</p> <p>2b. The applicants' methodology for assessing impacts on critical junctions is highly suspect. Their revised analysis reveals gross differences from their original application in their modelling of current conditions. To cite two examples, their original application showed the Queen St/Blossom St junction operating at 98% of capacity, whereas it is now estimated at 88%. Conversely the ScarcroftRd/Bishopthorpe Rd junction was shown as operating at 75% of capacity, but is now estimated as 95%. In our experience the earlier results are much closer to reality than the current estimates, calling into question all of the analysis in that chapter. Moreover, the applicants are still failing to accept responsibility for additional congestion caused at these critical junctions</p>	<p>2a. The transport assessment was undertaken in line with the requirements of the local planning authority and approved as part of the OPP. The modelling was also reviewed independently by Highways England and their technical consultant team. The 2021 scenario was not requested as part of this assessment by the LPA.</p> <p>2b. The traffic modelling undertaken for and approved as part of the OPP was reviewed by CYC, Highways England and their consultant team. A number of off-site improvement measures have been identified within the Section 106 agreement to address the impact of the development.</p>	<p>See Transport Assessment (OPA) and Transport Update Report (RMA)</p> <p>Also, see S106 agreement (OPP)</p>
	<p>3. The applicants have persisted in using trip rates for car use which greatly exceed those experienced in similar developments, and which fail to reflect their own stated aspirations for sustainable development. Their own comparisons with relevant data from similar developments indicate that their estimates for generated car travel are around 40% higher than might be expected</p>	<p>3. The transport assessment was undertaken in line with the requirements of the local planning authority and approved as part of the OPP.</p>	<p>See Transport Assessment (OPA) and Transport Update Report (RMA)</p>

5 Conclusion

5.1 Summary of outcomes

The SCI for the Phase 1 Infrastructure RMA summarises the context for the engagement, building on the previous stages of activity and York Central Partnership’s principles of engagement (see chapter 1).

Chapter 2 summarises how engagement from previous stages influenced the relevant parts of the OPA submission and also the subsequent evolution of more detailed design proposals for this RMA (see section 2.2, and SCI for the OPA).

Chapter 3 communicates the engagement activities which were undertaken as part of the Phase 1 Infrastructure RMA proposals. The proposals are a natural progression of the OPA scheme, working within the parameters and principles established in the masterplan for York Central. The two-week engagement process has provided an opportunity to explain the more detailed proposals to stakeholders and the public, with comments being submitted online, at exhibitions and at two stakeholder workshops.

Chapter 4 provides a summary of the comments received. The tables in 4.2 provide responses to comments and sign-posting to the relevant reports in the RMA submission where further information of interest is set out in relation to the particular topic in question.

Feedback was received in relation to the following topics:

- A. Millennium Green
- B. Water End junction
- C. Severus Pedestrian and Cycle Bridge
- D. East Coast Mainline Bridge
- E. Park Street
- F. Foundry Way
- G. Museum Square
- H. Leeman Road tunnel and Marble Arch
- I. Railway spur to National Railway Museum
- J. Drainage and infrastructure
- K. Tree planting
- L. Construction and delivery
- M. Sustainable movement policy
- N. Other comments on RMA

The themes which received the largest number of comments were sustainable movement policy (M) and Leeman Road tunnel and Marble Arch (H). Many of the comments relating to sustainable movement focused on topics which arose as part of the OPA – including the approach to through traffic at York Central.

The responses highlight that the proposed approach in the Phase 1 Infrastructure RMA is consistent with the OPA proposals and assessments which received planning permission in December 2019. As set out in the responses, it is important to note that there is flexibility for the masterplan and Phase 1 Infrastructure RMA proposals to respond to evolving city transport policy in the future as needed through appropriate management activities. Critically, the proposals will create the basic structure of routes and connections between the wider city and York Central.

Several more detailed comments related to specific elements of the proposals which are incorporated in chapter 4.

There were also a number of comments relating to topics which are outside the scope of the Phase 1 Infrastructure RMA. These have been recorded for reference in chapter 4, as many will be relevant for future detailed designs for new neighbourhoods and commercial areas as part of subsequent Reserved Matters Applications.

5.2 Future phases and engagement activities

Formal representations on the Phase 1 Infrastructure RMA

The Phase 1 Infrastructure RMA proposals will be available to view once they have been submitted. The council will publicise and advertise the submission. Interested parties will be able to view the full RMA proposals:

- online at www.york.gov.uk/planning;
- or ask to look at the plans and documents in person at the City of York Council, West Offices, Station Rise, YO1 6GA

Future engagement for development parcels

When future proposals for the detailed design of new neighbourhoods or commercial areas begin to evolve, it is recommended that early engagement activities are undertaken to help shape the brief and detailed design concepts ahead of a more formal exhibition of proposals.

Appendix

Phase 1 Infrastructure RMA Exhibition boards

1 York Central Phase 1 Infrastructure Reserved Matters Application



Welcome

York Central is the most significant urban expansion in the ancient city of York's modern history and currently one of the largest development projects in the UK. The proposals presented here relate only to the infrastructure and associated landscaping works required to create a new east-west route from Water End to Station Rise.

A Phase 1 Infrastructure Reserved Matters Application (RMA) will be submitted from March 2020 following the Outline Planning Permission for York Central granted in December 2019.

The partnership approach

The development is being facilitated by a collaborative approach between the members of the York Central Partnership (YCP) – Network Rail, Homes England, City of York Council and the National Railway Museum. As the scheme proceeds each party will take a different role in delivering the site focused on unlocking the sites potential and realising a long-held ambition for York.

Network Rail and Homes England, as the majority landowners, will lead on the delivery of development on the site in conjunction with future development partners. This will lead to future planning applications to deal with housing, employment, infrastructure and parkland. The National Railway Museum is investing £50m to provide a world-class cultural cornerstone for the site.

City of York Council is delivering the significant initial elements of the site infrastructure to create the paths, cycleways and highways shown on the drawings throughout this exhibition. This is the first part of the site's regeneration that we are sharing with you now and these proposals will form the Phase 1 Infrastructure Reserved Matters Application (RMA).

What has already been agreed?

Homes England and Network Rail, as the majority landowners, received outline planning permission for the masterplan in December 2019. This agrees the principles of the regeneration, with up to 2,500 new homes, approximately 1 million sq ft of new Grade A offices and hotel use with up to 6,500 new jobs created. The stopping up of part of Leeman Road is also approved in principle as part of the outline planning permission. The conditions attached to the planning decision and the associated S106 Planning Agreement provide the basis for development of the site with numerous benefits that will be realised during the course of the site's development. Some will be provided immediately once the Phase 1 Infrastructure has been constructed. The majority will follow as later phases of development are delivered by the Homes England/ Network Rail project team. These key benefits are explained in more detail on **Board 2**.



Illustrative view of the masterplan, looking west

Stopping up order

Homes England and Network Rail have applied to the local authority for a Stopping Up Order (SUD) for part of Leeman Road. This will improve the environment for homes on Leeman Road, simplify the highway layout at Museum Square and facilitate the linking of the NRM buildings. This is an entirely separate legal process to the Reserved Matters Application.

To view the detailed proposals of the SUD please look out for on-street signs and notices and when these are published you can see the full scale plans at City of York Council West Offices Customer Services Reception, Station Rise 101 666.

Wider proposals

In view of these proposals, other related schemes and events of interest are:

- The National Railway Museum is sharing five design concepts for its new Central Hall. You can view them in the Museums Great Hall until 29 March.
- The council, LNER and Network Rail are working together on plans to transform the front entrance to the railway station www.york.gov.uk/stationloop.
- A new phase of My York Central community engagement activity will run throughout 2020. Please sign up for events at www.myyorkcentral.org or follow @MyYorkCentral on twitter and on facebook, @myyorkcentral.

Structure of the exhibition

- The exhibition contains the following information:
 - How we responded to engagement (**Board 2**)
 - What does this application include (**Board 3**)
 - Summary of the proposals (**Board 4**)
 - Millenium Green and Water End (**Board 5**)
 - New bridges (**Board 6**)
 - Other key character areas (**Board 7 & 8**)
 - Other air architecture, planting and construction (**Board 9**)
 - How to comment (**Board 10**)

2 York Central Phase 1 Infrastructure Reserved Matters Application



How we responded to engagement

Extensive public engagement is central to securing regeneration which works for York's residents and businesses. This makes sure that proposals for the site can respond to York's needs and aspirations around sustainability, the city's unique heritage, quality design and providing the housing and jobs the city needs.

Overview

The Phase 1 Infrastructure RMA proposals built on extensive public engagement which has been undertaken throughout the project since 2017 including the Festival of York Central (June-July 2018), the Festival of York Central saw nearly 6,000 comments and contributions left both online and at the 43 events held over six weeks. There was an intensive period of consultation with the Millennium Green Trust (MGT) (February - August 2018) on the road alignment and landscaping. MGT also held its own consultation in July 2018 to share proposals with the local community. The National Railway Museum has also undertaken targeted engagement in relation to access and the proposed Central Hall which has also been subject to a design competition.

Going beyond the planning consent

The outline planning permission and Design Guide secure a range of benefits for York residents and businesses, and high standards of design and sustainability. YCP is committed to delivering those benefits for the city and in addition are actively exploring several potential ways which York Central might be even better. A bus lane will be delivered at the start of the regeneration rather than later in the programme. Other elements which could form part of future planning applications are listed below:

• YCP is exploring how to get the largest possible amount of affordable housing and deliver community-led housing, on the development.

• YCP is looking to learn from other cities to identify if any methods of making sure homes are lived in and not used for holiday lets would work in York.

The council is working with bus operators to see if York can be added to the city's clean air bus zone, and talking to partners about increasing sustainability even further.

• YCP is also considering options to bring the bulk of construction materials in by rail rather than road.

Benefits secured through the planning permission

1. Prioritising sustainable travel
York Central is designed as a place for people not cars. Overall £5m will be set aside to promote sustainable travel. Park Street is designed for a speed of 20mph in order to create a safer environment for pedestrians. A network of segregated pedestrian paths and a new segregated cycle path network will run through the site (detailed on Board 4).

A new bus lane will be incorporated into part of the highway through the site. Buses will be provided along the main roads and next to the new west entrance to the railway station that will be built as part of the new site infrastructure. The permission specifies cycle parking standards for new developments and for the provision of 300 new cycle spaces to the west of the railway station.

On-site parking will be limited to the numbers contained in the planning permission with multi-storey car parks to replace existing surface level parking for uses such as the railway station, NRM and new offices. Electric vehicle charging points will be provided for on street and commercial parking. Parking places throughout the site will support cycle parking to the maximum standards set out in planning policy. Other measures to promote non car use include employment of a site-wide travel coordinator, a city car club and sustainable travel pack for all new residents.

The proposals are flexible, so can accommodate in changes to policy and the way road networks are managed.

The southern connection into York Central from the Holgate area for pedestrians and cyclists will also be improved as a future phase prior to new residents moving in.

2. Creating a green lung in the city centre

More than 300 mature trees will be planted during the phase one infrastructure work. (See Board 9). The regeneration will also create the largest park in the city for a hundred years, with a variety of different ecological treatments promoting biodiversity and there will be further tree planting in later development phases.

3. Guaranteeing high standards for design and sustainability
Natural methods of drainage and water management will be built into the park to improve the city's resilience to climate change, while all commercial parts of the scheme will be delivered to the BREEM Excellent benchmark for sustainable standards or its equivalent.

4. Affordable housing and community facilities
The planning permission provides for at least 20% of the homes built on site to be available at affordable rent or sale and for provision of 5% of dwellings to be made available for sale as community or self-build schemes.

In addition to the affordable housing commitments, the S106 Agreement provides funding of up to £6.5m for contributions to local education, community sports facilities, improvements to footpaths and highways and other improvements in neighbouring communities. Community and health facilities will also be provided within the scheme.

Note on naming of streets, spaces and areas at York Central

It is important to note that the names of proposed streets and spaces at York Central have not been finalised. They are included on these boards for ease of identification.

3 York Central Phase 1 Infrastructure Reserved Matters Application



What does this application include?

The Phase 1 Infrastructure proposals will open up the site and provide a new network of routes across the site for pedestrians, cyclists and vehicles. The proposals we are sharing with you here have been developed through ongoing engagement with the public, the Local Planning Authority and statutory consultees. We want to share them with you before submitting them to City of York Council (the Local Planning Authority) at the end of March 2020.



- Phase 1 Infrastructure Reserved Matters Application**
- 1 New pedestrian and cycle bridge to ease of Water End Road bridge
 - 2 New East Coast Mainline Bridge
 - 3 Enhancement to Millennium Green beyond the existing boundary
 - 4 Removal of embankments at edge of Millennium Green
 - 5 Park Street
 - 6 Leeman Road
 - 7 Leeman Road Tunnel
 - 8 Leeman Road Spur
- Later phases of development**
- 9 Station Entrance
 - 10 Station Entrance

Overview of Phase 1 RMA and later phases of development

Current and future Reserved Matters Applications (RMA)

All the detailed proposals for what is built on York Central will be dealt with through future applications. The diagram above shows the broad areas these will cover. The purpose of this exhibition is to share detailed proposals for the areas illustrated within the red line site boundary - these are what are referred to as the Phase 1 Infrastructure which will provide access to the site and facilitate the delivery of the masterplan. The proposals within the red line boundary will form part of the Phase 1 Infrastructure RMA.

It is important to remember that all the other parts of the site will also be subject to public engagement and planning applications as schemes are developed by Homes England, Network Rail and their chosen development partners, so you will have your chance to shape them at a later date.

The outline planning permission and S106 agreement set the framework for securing a wide range of community and environmental benefits as future RMA applications come forward.

Progress since planning committee

Since the York Central planning committee, York Central Partners have progressed the scheme as follows:

- **Homes England and Network Rail** have appointed a Project Director and project team to progress delivery of the site's development; completed the S106 Planning Agreement; applied for a Stopping Up Order for part of Leeman Road
- **City of York Council** have developed the detailed design of the Phase 1 Infrastructure proposals in conjunction with partners; appointed construction contractor John Sisk Ltd in September 2019; concluded a design review and developed a Construction Strategy; have also had ongoing discussions with West Yorkshire Combined Authority and made representations to MHCLG in relation to securing grant funding for the proposals.

Partners and funding

The council and partners have put together a £152m funding package including an application for a £77m in grant from the government's Housing Infrastructure Fund. The package also includes £23.5m of this of £7.2m from the West Yorkshire plus Transport Fund and Leeds City Region Growth Deal, which will also fund the ambitious plans to transform the front of the railway station.

The West Yorkshire plus Transport Fund has been part-funded through the Leeds City Region Enterprise Partnership (LEP) Growth Deal, a £1 billion package of Government funding to drive growth and job creation across the Leeds City Region. The aim is to create around 20,000 new jobs and add £2.4 billion a year to the economy by the mid-2020s.

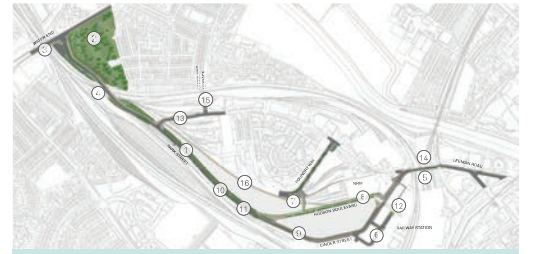
City of York Council has also received a Local Growth Fund contribution of £6m from York, North Yorkshire and East Riding Enterprise Partnership and agreed to borrow £50m to be repaid using retained business rates from the York Central Enterprise Zone.

4 York Central Phase 1 Infrastructure Reserved Matters Application



Summary of the proposals

York Central will create a new network of streets which will connect to existing travel routes and support convenient, safe sustainable travel. This board identifies the key elements and principles which will benefit existing and future residents. Further detail on landscape, planting and spaces is provided on **boards 5 to 9**.



Summary of phase one RMA proposals

- Western access and Park Street**
A landscaped 2m pedestrian footway and a segregated 3.5m wide, two-way cycle lane will extend the length of the new access road from Water End, with mature trees and shading, creating a safe and welcoming street environment from day one. Regular pedestrian crossing points will allow for easy connections between places.
- Millenium Green**
Dedicated footways will be provided linking Millenium Green with adjacent neighbourhoods and into York Central.
- Water End Road Bridge**
Existing footways, cycle ways and crossings on Water End Road Bridge will be improved. A 4m wide shared space for pedestrians and cyclists will be provided on a new footbridge next to the existing bridge. This space will be similar in style to the new Scarborough Bridge.
- East Coast Mainline Bridge**
New road bridge over ECML with segregated paths for pedestrians and cyclists on the eastern pavement and a dedicated pedestrian route on the western one.
- Leeman Road Tunnel and Marble Arch**
A pedestrian only route will be provided through the tunnel and a dedicated cycle lane will be provided through the Leeman Road Tunnel.
- Railway station**
New cycle parking at York Railway Station western entrance will be provided as part of the future scheme to develop the station entrance.
- Pedestrian and cycling improvements next to NRM**
New segregated pedestrian and cycle lanes will be provided to link the NRM to maintain connections from Leeman Road through to Marble Arch and Leeman Road Tunnel.
- Segregated cycle and pedestrian routes along the landscaped Hudson Boulevard**
Leading directly into the rear of the station.
- Priority for public transport**
The access proposals will integrate bus networks across the city and transform access to the rear of the station for all users.
- Bus Lane**
A new 3.5m wide bus lane for city centre bound journeys along Corder Street will provide priority for public transport vehicles.
- Park and Ride**
Two high frequency Park & Ride bus services will be provided to serve the site and new stops will be provided to serve the railway station and National Railway Museum.
- Existing local bus services**
Some buses which currently use Leeman Road will be routed through new roads on the site, with stops to be provided on the new road linking Leeman Road corner to Park Street and on Park Street. Existing residents of St Peter's Church will be able to walk to Park Street via Fourty Way and the new space adjacent to South Yard at the National Railway Museum.
- New delivery spaces for 17 vehicles**
This will deliver spaces for 17 vehicles including taxis that drop passengers off at the station.
- New streets and access**
 - Leeman Road Spur**: This will provide a connection from Park Street to the junction of Kingsland Terrace and Leeman Road.
 - Leeman Road Tunnel**: This will be reduced to a single carriageway for vehicles with a one-way working system controlled by traffic signals, along with a dedicated segregated cycle route. This will be accompanied by improvements to lighting and surfaces.
 - Leeman Road underpass**: This vehicle access to the site will be retained and enhanced at the Leeman Road underpass to the north. Works to the underpass itself are not part of this RMA.
 - Replacement spur line**: This will connect from the East Coast Main Line to the National Railway Museum and include the NRM Visitor Experience Ride.

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Millennium Green and Water End

The Western Access road will bridge the existing East Coast Mainline (ECML) rail corridor and serve as a significant entrance to the development, for pedestrians, cyclists and vehicles.



About Millennium Green
Millennium Green is a public green space and wildlife habitat which lies west of York Central and east of Water End. It is owned by City of York Council (the council) who granted a 99-year lease to the Millennium Green Trust, a group formed by local residents in 1999. The land is held in trust as a natural green space for the benefit of the local community. In drawing up the lease agreement, it was foreseen that part of the land might be required to create a new access road into York Central. The lease includes a provision for part of the land to be transferred back to the council subject to the provision of replacement land of equivalent size. The Trust has reached a legal agreement with the council to do this and also to allow temporary access to part of the Green during construction of the road.

YCP has been meeting with the Millennium Green Trust (MGT) since September 2017 to discuss the Western Access route and its impact on the Green to ensure that this valued natural open space is preserved for future generations. Proposals have been developed through discussions with MGT and in response to environmental surveys. An options exercise was undertaken to refine the design of the road alignment and understand potential impacts. The Trustees participated in several workshops with YCP and the design team to develop the landscaping and planting proposals for the Green. The Trust have also undertaken their own engagement with the local community in July 2019 to ensure the process was open and transparent and maximised the opportunity for local people to give their views.

Design principles and proposals

- A new junction at Water End.
- New pedestrian and cycle crossing facilities and existing segregated cycle provision.
- New pedestrian and cycle bridge to the east of the Water End Road Bridge.
- Creation of a new bridge over the East Coast Main Line.
- New layout of accessible paths linking adjoining areas through the Millennium Green.
- Landscaped embankments will run from the new road towards lower areas of Millennium Green.
- Preservation and extension of existing wetland habitat with further meadow planting.
- Planting including mixed woodlands, meadows and lawns, creating a mix of ecological habitats.
- New maintenance access areas.
- New infrastructure and planting on land being transferred to Millennium Green.



Changing views of landscape - showing how views will change as landscape matures



Planting strategy

6 York Central Phase 1 Infrastructure Reserved Matters Application

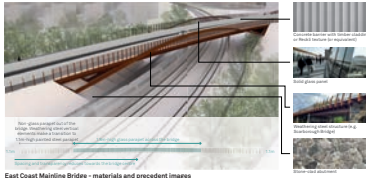


New bridges

Two new bridges are proposed. The East Coast Mainline Bridge will be a statement structure as a gateway to York Central. The other, Water End Foot and Cycle Bridge, will be more modest in character, creating a segregated cycle and pedestrian route adjacent to the existing Water End Road Bridge.

East Coast Mainline Bridge
The ECML bridge will have a main span of 71m and a width of 17m, and host a two lane road, segregated paths for pedestrians and cyclists on the eastern pavement and a dedicated pedestrian route on the western one. A bridge design has been selected that prioritises pedestrians and cyclists and their user experience by giving them separate space and open views. The rejected design contained all users in a single space with no open views. Since previous design stages, the main span and skew of the bridge have been reduced, its height over the railway tracks lowered, and the main material changed from stainless steel to weathering steel (similar to Scarborough Bridge).

- Key principles**
- The ECML bridge will set the tone for York Central as one of the first elements to be built, and physically as the main access point to York Central. The bridge will be a statement structure that acts as a gateway to the new development.
 - The bridge design has an elegance which respects the scale, architectural and townscape context of the existing city and the future development. It preserves existing views of York Minster, creates new views across the city and forms a pleasing background for views from the existing nearby neighbourhoods. It will also establish new views of the railway environment.
 - The new bridge will be part of the main street of York Central, Park Street, which will be a high-quality urban environment and experience.



East Coast Mainline Bridge - materials and precedent images



Rejected bridge design showing no segregation



View of Bridge from carriage way

Water End Foot and Cycle Bridge
The Water End Foot and Cycle Bridge will be a weathering steel structure, constructed alongside the existing bridge with a main span of 52m and a shared space 4m wide for use by pedestrians and cyclists kept entirely separate from the traffic. Its main structural element will face the nearby concrete impact barrier of the existing bridge, in order to allow the opposite outward-facing edge to be slender and transparent, giving the opportunity for cyclists and pedestrians to have views of the Minster, the railway environment and the new development. The bridge is sympathetic to the suburban backdrop and will not be a prominent part of the cityscape. Construction will be carefully managed in relation to the East Coast Main Line.

- The bridge has been designed as a natural addition to the family of York bridges, all of them arches, rigid frames or beams. The ECML bridge is a combination of all these types from a geometric and structural point of view. Its form, made up of slender longitudinal elements, pays tribute to the layout of the Grade II listed Ouse Bridge and Skeldergate Bridge, two of the most representative and historically important bridges of York. The bridge will prioritise the experience of pedestrians and cyclists, whilst providing appropriate vehicular access for buses and cars.
- The use of weathering steel references York's railway heritage and similar materials used in the new Scarborough Bridge foot and cycle way.
- The bridge has been designed to be an appropriate solution from a construction and maintenance point of view, acknowledging that it will be located over the East Coast Main Line. Weathering steel requires minimal maintenance and the design allows it to be constructed on-site and then moved into position.



Water End Foot and Cycle Bridge

7 York Central Phase 1 Infrastructure Reserved Matters Application



Other key character areas



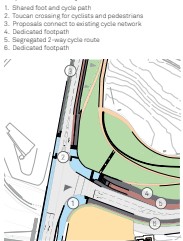
York Central has to reflect York's heritage and feel a part of the city. Boards 7 and 8 provide zoom-ins of the local character areas as you travel through the site from Water End towards the city.

In historic cities like York, conservation planners define character areas which trace history's imprint and outline how it has influenced the world we live in today. It is a vital tool for developers and planners to ensure that a location's historical identity contributes to today's quality of life. The Design Guide which accompanies the outline planning permission reflects how York Central will complement the 24 different character areas identified within York's historic core. These pages show how those ambitions are reflected in the infrastructure proposals.

1. Water End Junction

The proposals for the new western access into the site include a series of integrated improvements for pedestrians and cyclists as part of the new junction with Water End:

- Shared foot and cycle path
- Toucan crossing for cyclists and pedestrians
- Proposals connect to existing cycle network
- Dedicated footpath
- Segregated 2-way cycle route
- Dedicated footpath



Water End Junction

2. Park Street

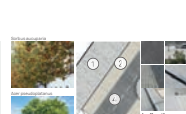
Park Street serves as the main spine of York Central, with segregated pedestrian, cycle and vehicle routes running along its entire length. This street is designed as a safe and accessible focus of the development next to the Great Park. The street will benefit from a natural character which is pleasant for people walking and cycling into the city and around York Central. Park Street will feature generous areas of buffer planting and an avenue of street trees, along with frequent pedestrian crossings. These areas of planting will be established as mature specimens from day one, giving immediate landscape and environmental benefits. Park Street has a designed speed limit of 20 miles per hour which is key to achieving safe and easy crossings.



Typical pedestrian crossing

3. Foundry Way

The Foundry Quarter was originally used for the production of precast concrete rail features, including sleepers and fencing. The proposals will respond to this context in its materiality, with the use of precast concrete within the streetscape surfacing. A small square is proposed adjacent to the NRM South Yard, which will allow public use and service access to the Museum. A key pedestrian/cycle link within the masterplan runs through this area from Leaman Road and then across the NRM's South Yard. It will provide all-hours public access across the proposed museum rail connection, replacing the existing Leaman Road access between St Peter's Quarter and Marble Arch.



Foundry Way section



Section across Park Street



Indicative materials including precast concrete and surfacing

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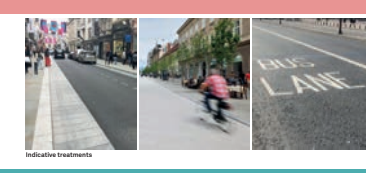


Other key character areas

York Central has to reflect York's heritage and feel a part of the city. Boards 7 and 8 provide zoom-ins of each local character area in addition to Boards 5 and 6 (see Board 4 for all of the proposals in context).

4. Cinder Street

Cinder Street connects Park Street through to Museum Square and Leaman Road Tunnel. This street will eventually be characterised by new commercial buildings and will serve as the main street constructed with high quality materials. This stretch of roadway will feature a dedicated bus lane to give bus priority for journeys towards the city centre. The design will include measures to reduce traffic speeds and encourage safe use for multiple modes of transport. Pedestrian crossing points have been strategically located to link Wilton Rise with the development plots in future phases.



Indicative treatments

5. Hudson Boulevard

Hudson Boulevard is the major pedestrian axis of the commercial area of the site, providing a cycleway and footpath link from Park Street to Museum Square. It will be designed to make a positive transition between these two areas using higher quality materials, a generous landscape strip and active frontages along future building plots.



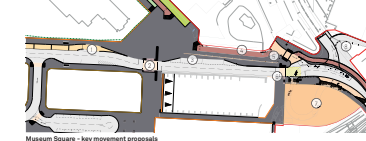
Hudson Boulevard - street section

Illustration of typical street crossing

6. Museum Square

Museum Square occupies a key location between the station, the NRM, Cinder Street and Hudson Boulevard.

- Bus lane priority signals
- New wide pedestrian crossing between the NRM Museum Square, Hudson Boulevard and the York Station West Entrance.
- Two cycle set-down lanes for the NRM
- Continuation of segregated 2-way cycle route through NRM forecourt
- Retention of the Listed gateposts and access to the NRM forecourt
- New pedestrian crossing between NRM, York Station West Entrance and Marble Arch
- Area for NRM rail train access and set-down
- Maintenance Network Rail access



Museum Square - key movement proposals

7. Leaman Road tunnel and Marble Arch

In order to prioritise pedestrian and cycle connections between the site and the city, the Leaman Road Tunnel will be reduced to a single carriageway for vehicles with a one-way working system controlled by traffic signals. A dedicated segregated cycle route will be provided in the tunnel and a dedicated pedestrian route will use Marble Arch. This will be the primary route to the Site, from the east.



Leaman Road and Marble Arch section

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Other infrastructure, planting and construction

The Phase 1 Infrastructure RMA proposals also include the provision of replacement railway infrastructure to allow a connection from the main railway network to the National Railway Museum (NRM).

Railway spur to National Railway Museum

A replacement rail connection will be constructed from the East Coast Mainline Bridge to connect to the NRM South Yard (Board 4). The rail line will be used on limited occasions during the year to transport Museum exhibits to and from the main Galleries.

- The eastern end of the line will provide a new route for the NRM Visitor Experience ride which will cross the foot and cycle path only at the start and end of the day.
- New buffer stops will be constructed at each end of the Visitor Experience line.
- A new road/rail crossing will be constructed on the Leeman Road Spur, again used very occasionally to move exhibits.
- A pedestrian/cycle crossing will be constructed through the NRM south yard to provide connectivity between the Concrete Works / Leeman Road and Hudson Boulevard



Segregated cycleway Places to sit along major pedestrian routes



Pedestrian movement integrated within landscape

Other infrastructure

In addition to the development identified above the Phase 1 Infrastructure Reserved Matters Application will include a range of other key elements including:

- Surface water drainage
- Highways drainage and attenuation,
- Foul drainage networks and necessary diversions and provisions in relation to sewers, utilities and the culvert of the Ingate Beck.

Construction

John Sisk Ltd. has been appointed as the main contractor for this element of the project. The contractor has been involved in providing advice as the designs have developed to benefit the construction phase deliverability. Network Rail, Homes England and the City of York Council are actively investigating the opportunities for the development of a rail head within the site. The rail head would be used for the delivery of materials to reduce the need for on-road transportation and minimise construction disruption. Options are being considered for the construction of the new bridge over the East Coast Mainline to minimise the risk of building over the rail network. The key milestones, subject to funding approval, are summarised below.

Phase 1 Infrastructure milestones

Spring 2020	Final Design
Autumn 2020	Complete detailed topographical, buried and accessible services surveys
Autumn 2020	Construction commencement
Autumn 2021	Brickling works Water End to Leeman Road West
Winter 2021	ECML Bridge installed
Spring 2022	W8R Bus Stop Olden Street
Summer 2022	Water End and Millennium Green improvements
Summer 2022	Complete Works
Autumn 2022	Park Street
Autumn 2022	Water End Footbridge
Autumn 2022	Construction completion

Tree planting

More than 300 established trees will be planted during the phase one infrastructure work. Tree species will be selected to provide seasonal interest, shade, colour, texture and form appropriate to their context. Some indicative examples are illustrated below.

The street tree planting strategy seeks to reinforce the different character areas along Park Street and to work well together across York Central as a whole.

Millennium Green Trees



Foundry Way Gateway Park Street



Foundry Way Gateway Park Street

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How to comment

The purpose of this exhibition material is to provide information about the Phase 1 Infrastructure RMA. These proposals build on the material which was submitted as part of the outline planning application and draws on the previous rounds of engagement feedback and activities.

How to find out about the proposals

This consultation will last from Monday 24 February 2020 until 6 March 2020.

On-line
You can see this information online at www.yorkcentral.info

Exhibition

The exhibition will be available to view at the following dates and locations:

- City of York Council West Offices, Station Rise Y01 6GA in the foyer - Monday 24th February to Friday 6th March, Monday to Friday 8am to 6pm
- York Explore, Library Square, Museum Street, Y01 7DS - Monday 24th February to Sunday 1st March, Monday to Thursday 9am to 5pm
- Railway Institute Sports Club, 22 Queen Street YO24 1AD - Monday 2nd March to Friday 6th March from 7am to 10 pm

Drop-ins

Get answers to your questions about the proposals from the project team at one of these drop-in events:

- Tuesday 25th February at City of York Council, West Offices, Station Rise Y01 6GA from 9am to 1pm
- Thursday 27th February at St Barnabas Church, Jubilee Terrace YO26 4YZ from 1pm to 5pm
- Saturday 29th February at York Explore, Library Square, Museum Street, Y01 7DS from 10am to 1pm
- Wednesday 4th March at York Explore, Library Square, Museum Street, Y01 7DS from 10am to 1pm and from 6.30pm to 7.30pm

Stakeholder workshop

Key stakeholder groups have been invited to attend a workshop session during the second week of the engagement process.

How to provide feedback

Please let us have any thoughts or comments on the proposals – there are three ways you can do this.

If you are at a drop-in:

- Please communicate your thoughts and feedback to a member of the team who will record the feedback, or
- Please use one of the simple forms to write down your thoughts – please identify the topic which is most relevant to your feedback
- Or use a post-it to make your comment on one of the boards

If you are looking at the unstaffed exhibition:

- Please use one of the simple forms to write down your thoughts – please identify the topic which is most relevant to your feedback
- Or use a post-it to make your comment on one of the boards

Alternatively, please visit the website www.yorkcentral.info and complete a feedback form

Or join the York Central mailing list visit <http://www.yorkcentral.info/contact/>

How we will use your feedback

We will use this feedback to finalise the Phase 1 Infrastructure RMA submission.

Next steps for the RMA

The Phase 1 Infrastructure RMA is due to be submitted at the end of March 2020. The full proposals will be available to view once they have been submitted. The council will publicise and advertise the submission.

You will then be able to view the full RMA proposals:

- online at www.york.gov.uk/planning
- or ask to look at the plans and documents in person at the City of York Council, West Offices, Station Rise, YO1 6GA

Workshop presentation

York Central

Phase 1 Infrastructure Reserved Matters Application

Workshop

4 March 2020

Agenda

- Welcome
- Presentation - first phase infrastructure RMA
- Workshop discussions
- Feedback session
- Next steps
- Close

York Central Partnership

York Central Partnership comprises

Supported by:

Roles

- Majority landowners
- Lead on the delivery of development on the site in conjunction with future development partners
- Investing £95m to provide a world-class cultural cornerstone for the site
- Delivering the initial elements of the site infrastructure to create the paths, cycleways, bridges and highways

Phase 1 Infrastructure RMA

RMA led by:

Design team:

- Arup - movement, highways and environment
- Gustafson Porter + Bowman - landscape design
- Knight Architects - bridge design
- Avison Young - planning agent
- Allies and Morrison - masterplan compliance

Outline planning permission

- December 2019
- Secured by Homes England and Network Rail as majority landowners and development partners
- Agrees the principles of regeneration
- Up to 2,500 new homes
- Approximately one million sq ft of Grade A offices and hotel use
- Up to 6,500 new jobs
- 83 conditions and S106 Planning Agreement set the context for benefits to be realised during the development

Previous engagement

- Extensive engagement since 2016
- Seeking Your Views - January to February 2016
- Access Options - August to September 2017

Masterplan (December 2017 to July 2018)

- Stage 1 - Consolidation and emerging principles (December 2017 to February 2018)
- Stage 2 - Emerging masterplan (February 2018)
- Stage 3 - Festival of York Central (March to April 2018)
- Stage 4 - Project update (June to July 2018)
- Millennium Green Trust - road alignment and landscaping (February - August 2018)
- MGT community consultation (July 2018)

Benefits secured through the permission

1. Prioritising **sustainable travel**
2. Creating a **green lung** in the city centre
3. Guaranteeing high standards for **design and sustainability**
4. Providing **affordable housing and community facilities**
5. Delivering significant **new jobs and economic growth** in York
6. Boosting **tourism** in the city with the expanded Railway Museum
7. A major **new city park and a new public square**
8. Enhanced **access to the railway station** from the west

Potential to go beyond the consent

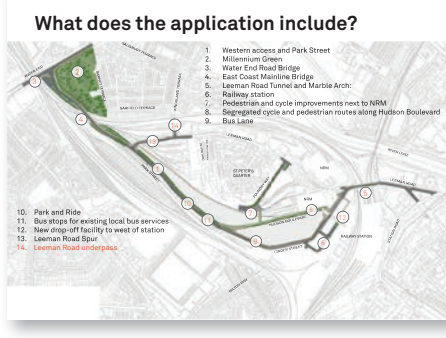
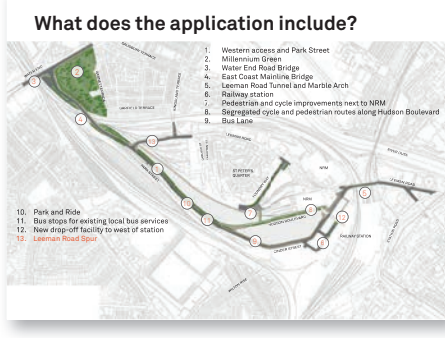
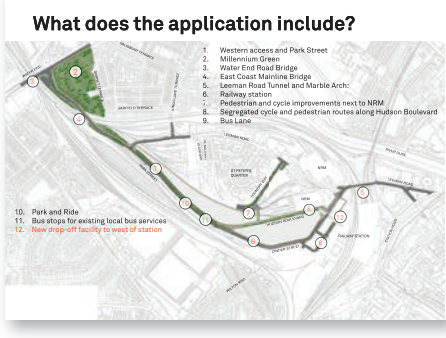
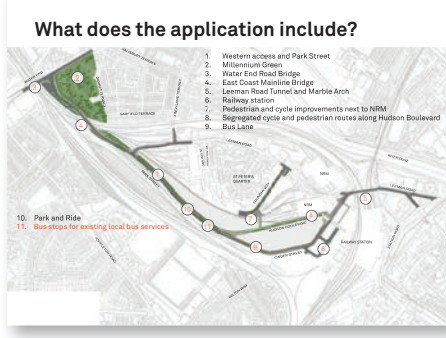
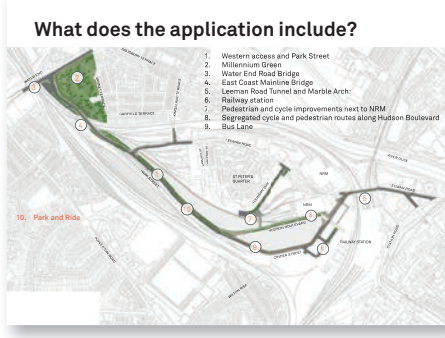
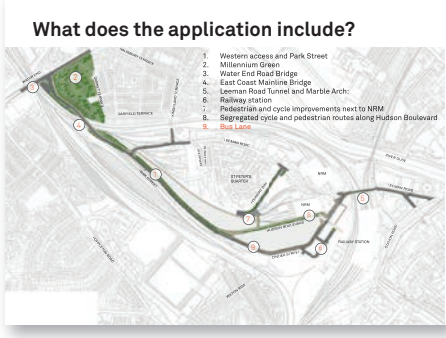
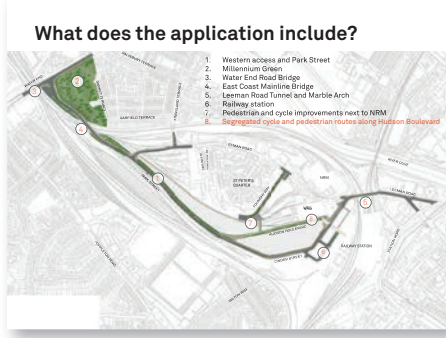
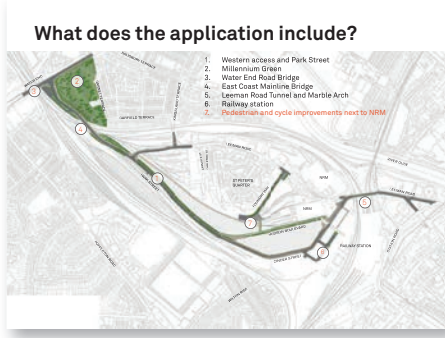
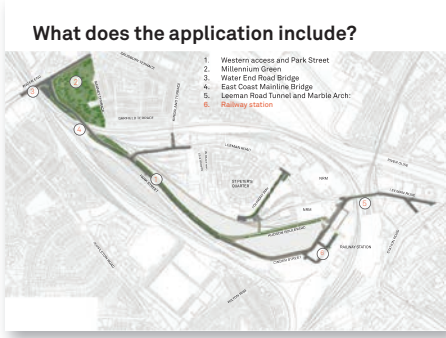
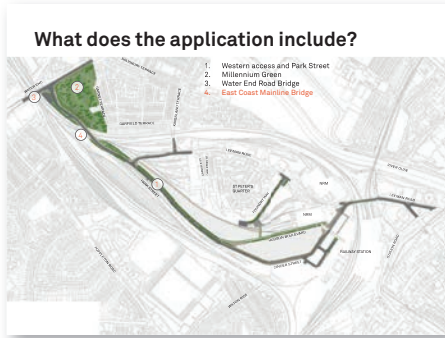
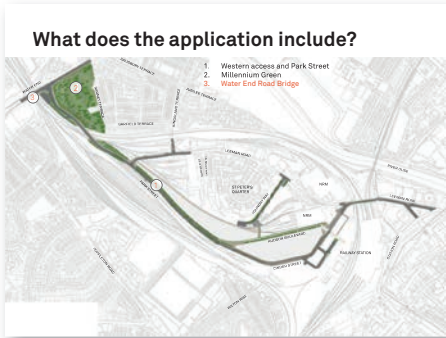
- Delivery of **bus lane** at the start of the process
- YCP is looking to learn from other cities to identify if any methods for **making sure homes are lived in** and not used for holiday rentals would work in York
- The council is working with bus operators to see if York Central can be added to the **city's clean air bus zones**, and talking to partners about increasing sustainability even further
- YCP is also considering options to bring the bulk of **construction materials in by rail** rather than road
- CIC is looking at ways to improve the **riverbank path** including widening, resurfacing and leveling, removal of overgrown shrubs and improved lighting. Part of the path is third-party owned and discussions with that landowner are ongoing

What does the application include?

What does the application include?

What does the application include?

1. Western access and Park Street
2. Millennium Green



What does the application include?



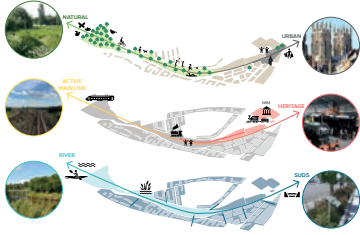
What does the application not include?

- No residential, commercial or community buildings
- Future neighbourhoods and areas which will be subject to separate Reserved Matters Applications
- These are yet to be designed in detail
- Separate engagement will be undertaken as each part of the site comes forward

Future phases



Landscape concepts



Landscape masterplan



Character areas



Millennium Green



Millennium Green



A. A new junction at Water End.

Millennium Green



A. A new junction at Water End.
B. New pedestrian and cycle crossing facilities and existing segregated cycle provision.

Millennium Green



A. A new junction at Water End.
B. New pedestrian and cycle crossing facilities and existing segregated cycle provision.
C. New pedestrian and cycle bridge to the east of the Water End Road Bridge.

Millennium Green

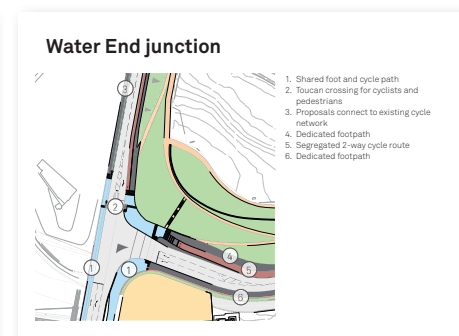
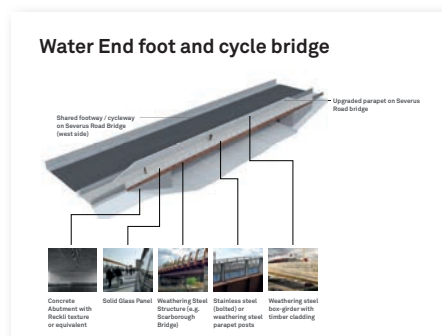
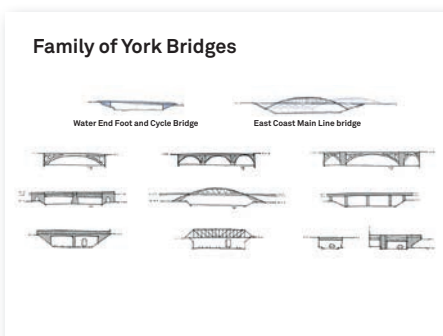
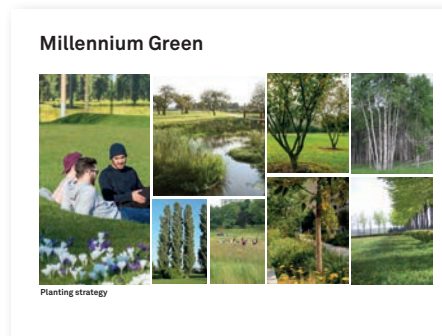
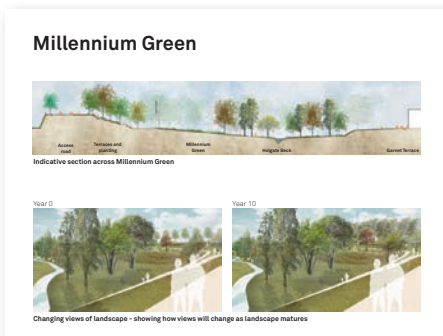
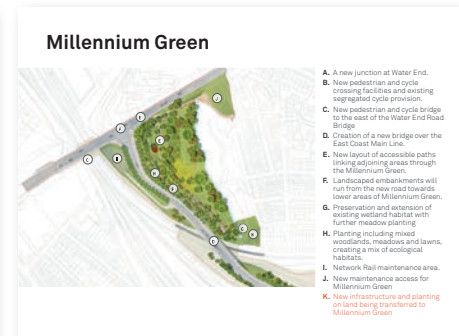
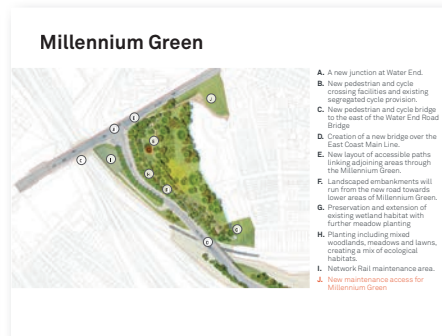
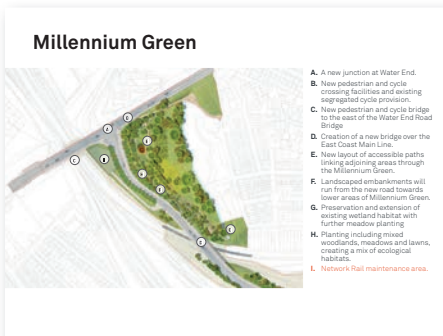
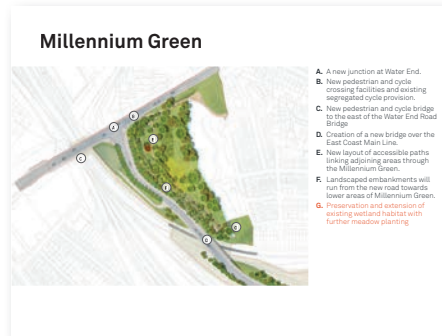


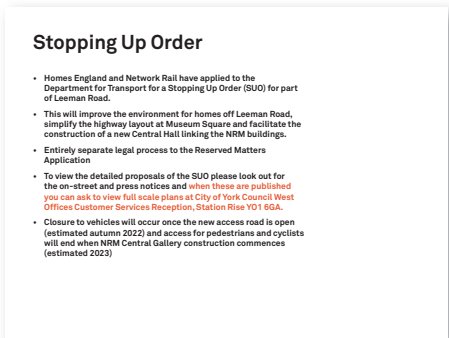
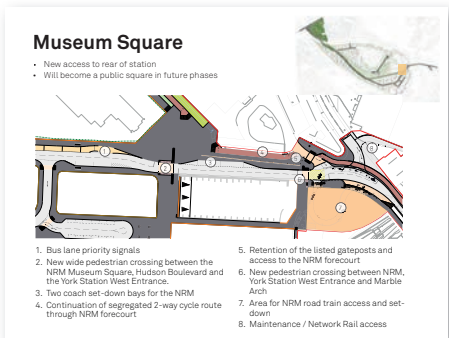
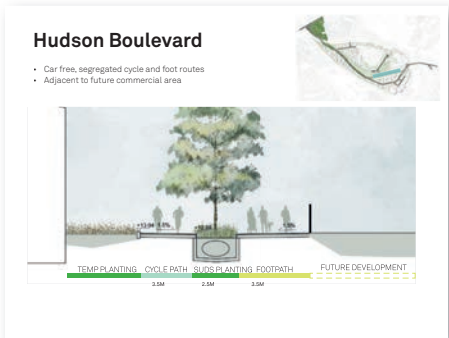
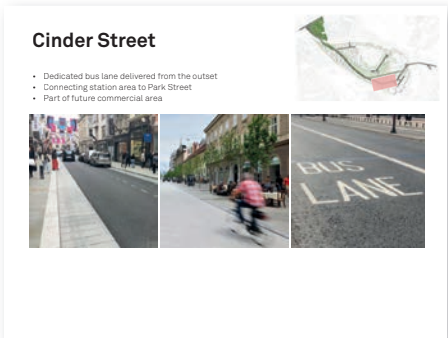
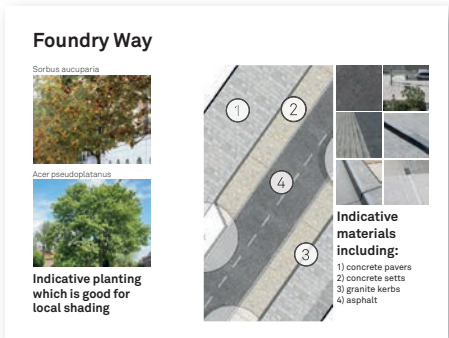
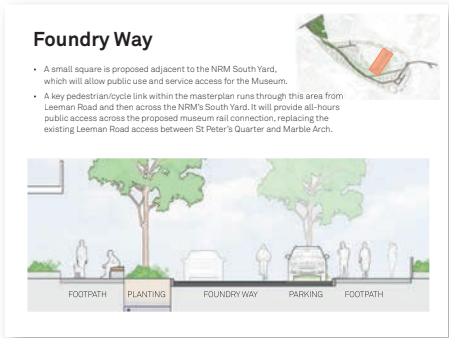
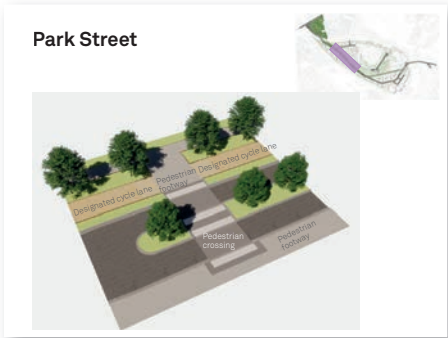
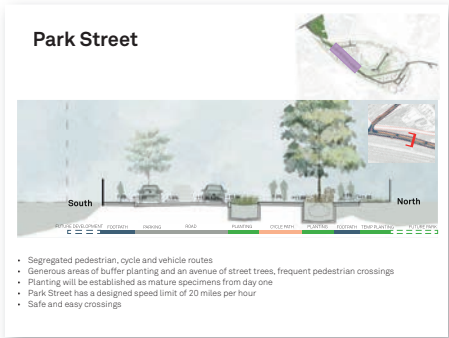
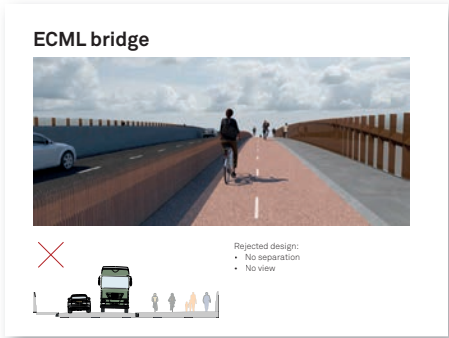
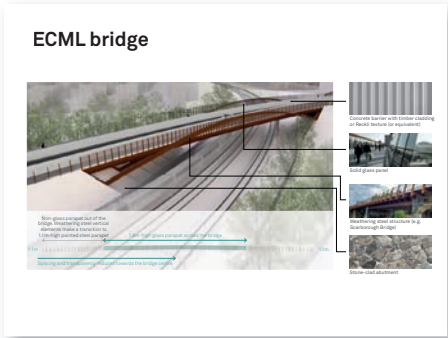
A. A new junction at Water End.
B. New pedestrian and cycle crossing facilities and existing segregated cycle provision.
C. New pedestrian and cycle bridge to the east of the Water End Road Bridge.
D. Creation of a new bridge over the East Coast Main Line.

Millennium Green



A. A new junction at Water End.
B. New pedestrian and cycle crossing facilities and existing segregated cycle provision.
C. New pedestrian and cycle bridge to the east of the Water End Road Bridge.
D. Creation of a new bridge over the East Coast Main Line.
E. New layout of accessible paths linking adjoining areas through the Millennium Green.

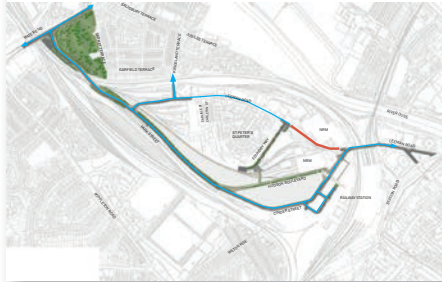




Stopping Up Order



Vehicle routes



Pedestrian and cycle routes

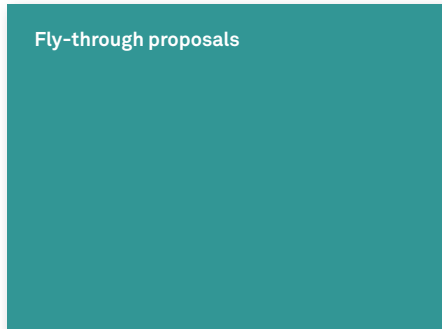


Railway spur

- Replacement rail connection will be constructed from the ECML Bridge to connect to the NRM South Yard
- The rail line will be used on limited occasions during the year to transport Museum exhibits to and from the main Galleries
- The eastern end of the line will provide a new route for the NRM Visitor Experience ride which will cross the foot and cycle path only at the start and end of the day
- New buffer stops will be constructed at each end of the Visitor Experience line.
- A new road/rail crossing will be constructed on the Leeman Road Spur, again used very occasionally to move exhibits.
- A pedestrian/cycle crossing will be constructed through the NRM south yard to provide connectivity between the Concrete Works



Fly-through proposals



Tree planting

- More than 300 established trees will be planted during the phase one infrastructure work.
- Tree species will be selected to provide seasonal interest, shade, colour, texture and form appropriate to their context.
- The street tree planting strategy seeks to reinforce the different character areas along Park Street and to work well together across York Central as a whole

Millennium Green Trees



Other infrastructure

- Surface water drainage
- Highways drainage and attenuation,
- Foul drainage networks and necessary diversions and provisions in relation to sewers, utilities and the culvert of the Holgate Beck



Construction

- John Sisk Ltd, has been appointed as the main contractor for this element of the project
- Network Rail, Homes England and the City of York Council are actively investigating the opportunities for the development of a rail head within the site.
- The rail head would be used for the delivery of materials to reduce the need for on-road transportation and minimise construction disruption.
- Options are being considered for the construction of the new bridge over the East Coast Mainline to minimise the risk of building over the rail network

Phase 1 Infrastructure milestones

Spring 2020	Final Design
Autumn 2020	Complete detailed topographic, buried and demolition services surveys
Autumn 2020	Construction commencement
Autumn 2021	Building works Water End to Leeman Road West
Winter 2021	ECML Bridge installed
Spring 2022	NRM End Spur, Cinder Street
Summer 2022	Water End and Millennium Green improvements
Summer 2022	Concrete works
Autumn 2022	Park Street
Autumn 2022	Water End Footbridge
Autumn 2022	Construction completion

How to comment

- 24 February 2020 to 8 March 2020
- www.yorkcentral.info
- Exhibition and drop-ins
- Comments will be recorded and feed into the RMA application
- Further formal comments can be made once the application has been submitted and published

How to find out about the proposals

Details of the proposed scheme can be found on the website www.yorkcentral.info

Online

Comments will be recorded and feed into the RMA application

Exhibition

Exhibition and drop-ins will be held at the National Railway Museum, York, from 24 February to 8 March 2020. Details of the exhibition can be found on the website www.yorkcentral.info

Drop-ins

Drop-ins will be held at the National Railway Museum, York, from 24 February to 8 March 2020. Details of the drop-ins can be found on the website www.yorkcentral.info

Further formal comments

Further formal comments can be made once the application has been submitted and published

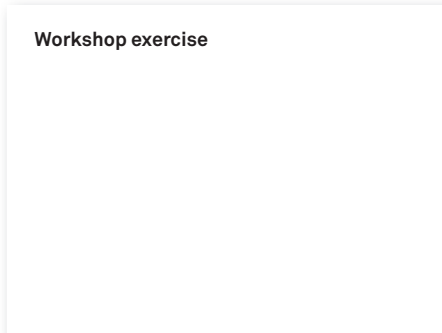
Feedback

Feedback will be used to inform the RMA application

Other engagement activities

- National Railway Museum - New Central Hall
- National Railway Museum is sharing five design concepts for its new Central Hall - You can view them in the museum's Great Hall until 29 March
- Front entrance to the railway station
- The Council, LNER and Network Rail are working together on plans to transform the front entrance to the railway station www.york.gov.uk/stationfront
- My York Central
- A new phase of My York Central community engagement activity will run throughout 2020. Keep an eye out for events at www.myorkcentral.org
- Or follow @MyYorkCentral on twitter and on facebook / myorkcentral

Workshop exercise



Feedback form

York Central
Phase 1 Infrastructure
Reserved Matters Application

York Central Partnership comprises



Supported by:




We are sharing the detailed proposals for key infrastructure and associated landscaping works which will open up the York Central site, ahead of submitting them in a 'Reserved Matters Application' (RMA) for the Phase 1 Infrastructure works to the council – as the Local Planning Authority - in March 2020.

The proposals have been developed to reflect the results of extensive public engagement over the past four years. We have outlined how public opinion has influenced the designs on the consultation material (www.yorkcentral.info/engagement).

You will have the chance to formally comment on all these proposals following the submission of the application. If you do wish to tell us anything about the proposals now, you can fill in this form and we will submit your comments with the application as part of the Statement of Community Involvement. [This form is also available online at the link above.](#)

Which part of the proposals would you like to comment on?
Please tick the boxes which your feedback relates to:

- | | |
|--|---|
| <input type="checkbox"/> Routes into and through the site
(see on Board 4) | <input type="checkbox"/> Hudson Boulevard
(see Board 8) |
| <input type="checkbox"/> Proposals for Millennium Green
(see Board 5) | <input type="checkbox"/> Museum Square
(see Board 8) |
| <input type="checkbox"/> New bridges
(see Board 6) | <input type="checkbox"/> Leeman Road tunnel and Marble Arch
(see Board 8) |
| <input type="checkbox"/> Water End Junction
(see Board 7) | <input type="checkbox"/> Rail infrastructure
(see Board 9) |
| <input type="checkbox"/> Park Street
(see Board 7) | <input type="checkbox"/> Construction
(see Board 9) |
| <input type="checkbox"/> Foundry Way
(see Board 7) | <input type="checkbox"/> Landscaping
(see Board 9) |
| <input type="checkbox"/> Cinder Street
(see Board 8) | <input type="checkbox"/> Anything else about the Phase 1
Infrastructure RMA not listed above |

 **Comments (please continue overleaf)...**

Opening up York Central

Phase 1 Infrastructure Detailed Proposals



York Central Partnership comprises:



Supported by:



Find out what the proposals are

Exhibitions

Visit the information display highlighting the main aspects of the proposals at:

- **CYC West Offices, Station Rise, YO1 6GA** in the foyer
Monday 24 February to Friday 6 March,
Monday to Friday 8am to 6pm
- **York Explore, Library Square, Museum Street, YO1 7DS**
Monday 24 February to Sunday 1 March,
Monday to Thursday 9am to 8pm; Friday 10am to 6pm;
Saturday 9am to 5pm; Sunday 11am to 4pm
- **Railway Institute Sports Club, 22 Queen Street YO24 1AD**
Monday 2 March to Friday 6 March from 7am to 10 pm

Drop-ins

Get answers to your questions from the York Central team at one of these drop-in events:

- **Tuesday 25 February**
CYC West Offices, Station Rise YO1 6GA
9am to 1pm
- **Thursday 27 February**
St Barnabas Church, Jubilee Terrace YO26 4YZ
1pm to 5pm
- **Saturday 29 February**
York Explore, Library Square, Museum Street, YO1 7DS
10am to 1pm and 6:30pm to 7:30pm
- **Wednesday 4 March**
York Explore, Library Square, Museum Street, YO1 7DS
10am to 1pm

For more information about the proposals or to give feedback, visit: www.yorkcentral.info/engagement or email: yorkcentral@york.gov.uk

The ambitious York Central development is being delivered in partnership by City of York Council, Homes England, The National Railway Museum and Network Rail. This means that all the landowners are working together to regenerate the site, creating a new area where York's residents can enjoy living, working and spending time.

Network Rail and Homes England secured Outline Planning permission for the regeneration in December 2019.

City of York Council is leading on the transport routes and movement through the site. This is the part of the regeneration we're sharing with you now. The detailed proposals will be in the York Central Phase 1 Infrastructure Reserved Matters Application, which will be submitted to City of York Council as the local Planning Authority at the end of March 2020.

The map shows the main new features. The proposals also include a new network of cycle and pedestrian routes separated from the road by landscaping. There are no buildings included.



ARUP

Allies and Morrison

Gustafson
Porter +
Bowman