

Local Plan Pre- Publication Draft 2018 Summary of Consultation Responses

ID	Policy	Obj/Supp/ Comm	Summary	Respondent (name of individuals removed)
Policy T1				
45	T1	Comm	No mention of Green Infrastructure strategy and plans for cyclists/ walkers.	YEF
386	T1	Comm	<p>Support overall aims. We welcome the LSTF funded 'i-Travel York' programme (not referred to in T1) which seeks to influence travel behaviour in favour of more sustainable and active forms of travel and thereby reduce levels of use of the private car. However, this has focused mainly on the north-east sector of York and there is no indication how this might be extended more widely. Furthermore the current version of the plan does not appear to contain any evidence of the measurable outcomes of the programme and the most effective measures that might be more widely deployed during the plan period. Such data should form part of the evidence base to demonstrate the most effective local strategies to mitigate the likely car trips that may be generated by new developments in the city. Specific support for provision of public transport from first occupation for a period of 10 years is welcome. However there should be a 'master plan' to give certainty to developers, potential businesses and future residents as to the long term infrastructure that will serve the site. The suggestion that this could be 'relaxed' is too weak and should be removed since all conditions will inevitably be open to some negotiation in the light of exceptional circumstances. The Sustainable Transport for Development SPD should provide examples of good practice from other European locations and funding solutions for innovative approaches to creating 21st century public transport options. Developments such as car clubs, electric bike hubs, driverless vehicles, uber style taxi minibus services and 'on demand' trip services such as Vamooz should all be factored in ensure new developments capitalise on emerging new transport options. More specifically a business case model should be considered for orbital bus services, shuttle bus services such as UB1 operating between the two university campuses, light rail/ tram/ trolley bus/ guided bus routes etc.</p>	York Green Party

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1466	T1	Comm	It would be beneficial for the policy to highlight the need for applications to be supported by appropriate transport statements or assessments and that funding to support increased connectivity necessary to support the principle of the development will be sought via developer contributions	Network Rail
4819	T1	Comm	No mention of Green Infrastructure strategy and plans for cyclists/ walkers.	Treemendous
5826iii	T1	Comm	The 'Sustainable Transport for Development' Supplementary Planning Document should be consulted on. It should encourage reliable public transport options throughout the day and into the evening, services which close in the early evening are detrimental to some employment, culture and leisure uses.	
10379	T1	Comm	Towthorpe - A64 flyover dual carriageway is needed to dissipate traffic.	
12659	T1	Comm	The policy states 'developers will be required to ensure the provision of such services from first occupation of the development for a period of 10 years, or five years after occupation whichever comes sooner' Clarity is sought on whether this applies to sites with long build out periods for example the York Central site.	Arup on behalf of the York Central Partnership

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386	T1	Obj	<p>Support overall aims. We welcome the LSTF funded 'i-Travel York' programme (not referred to in T1) which seeks to influence travel behaviour in favour of more sustainable and active forms of travel and thereby reduce levels of use of the private car. However, this has focused mainly on the north-east sector of York and there is no indication how this might be extended more widely. Furthermore the current version of the plan does not appear to contain any evidence of the measurable outcomes of the programme and the most effective measures that might be more widely deployed during the plan period. Such data should form part of the evidence base to demonstrate the most effective local strategies to mitigate the likely car trips that may be generated by new developments in the city. Specific support for provision of public transport from first occupation for a period of 10 years is welcome. However there should be a 'master plan' to give certainty to developers, potential businesses and future residents as to the long term infrastructure that will serve the site. The suggestion that this could be 'relaxed' is too weak and should be removed since all conditions will inevitably be open to some negotiation in the light of exceptional circumstances. The Sustainable Transport for Development SPD should provide examples of good practice from other European locations and funding solutions for innovative approaches to creating 21st century public transport options. Developments such as car clubs, electric bike hubs, driverless vehicles, uber style taxi minibus services and 'on demand' trip services such as Vamooz should all be factored in ensure new developments capitalise on emerging new transport options. More specifically a business case model should be considered for orbital bus services, shuttle bus services such as UB1 operating between the two university campuses, light rail/ tram/ trolley bus/ guided bus routes etc.</p>	York Green Party

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434	T1	Obj	The policy must be clear that the contributions in accordance with CIL Regulation 122 are directly related to the development and fair and reasonably related in scale and kind to the proposal. In particular it should be clear that contributions will be required to ensure the provision of such new services as are proven and demonstrated to be necessary to support the development in question. New wording suggested.	Rapleys LLP on behalf of British Sugar PLC
1675i	T1	Obj	The policy as drafted lacks the flexibility suggested in para 14.10. It may be a bus enhancement scheme can become viable over a shorter period. The policy needs amending to allow a developer to submit a proposal where it can be demonstrated a service is viable without subsidy over a shorter period.	Johnson Mowat on behalf of Taylor Wimpey
12343	T1	Obj	Comment raises a number of general issues; If the responsibility for transport is with the developer what powers do the council have to enforce this? Concern over car parking in Haxby.	
13003	T1	Obj	Car electric charging points should be built into all new developments where cars are on site. Elderly and disabled people should not have to face barriers to travel, since this further entrenches restrictive social mobility.	Rachael Maskell MP
13043i	T1	Obj	Charging points should be made available for every parking space a development creates, on and off street. Minimum power of 7KW should be established.	
13103	T1	Obj	Policy lacks flexibility suggested in para 14.10. It may be that a bus enhancement scheme can become viable over a shorter period.	Johnson Mowat on behalf of Redrow Homes, K Hudson and G M Ward Trustees

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13104	T1	Obj	Policy lacks flexibility suggested in para 14.10. It may be that a bus enhancement scheme can become viable over a shorter period.	Johnson Mowat on behalf of Redrow Homes and Linden Homes.
4	T1	Supp	Supports Policy T1	Highways England
99	T1	Supp	Pleased to see cyclists considered and included in the Sustainable Development Plans for York (DP2) and in the Sustainable Access plans (T1)	York Cycle Campaign
198	T1	Supp	Supportive of the approach to transport and connectivity, particularly those set out in Policy T1. York Central is critical to the success of this policy.	National Railway Museum
12659	T1	Supp	Supportive in principle of this policy	Arup on behalf of the York Central Partnership
13520	T1	Supp	Policy is supported as it should ensure that any developments provide safe and suitable transport to future occupants of the development	Strensall with Towthorpe Neighbourhood Plan Steering Group

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Policy T2				
4	T2	Comm	Although HE welcomes the expansion of Park & Ride in principle, the proposal to expand Askham Bar Park & Ride will increase traffic using the A1036/A64 junction and HE will need to understand the impact on the operation of the A1036/A64 junction.	Highways England
9	T2	Comm	Requests further information regarding the potential relocation of the Park & Ride facility at the York Designer Outlet Centre, as identified on the draft Proposals Map. Selby District Council support the provision of this facility, but need confirmation of why it may be relocated within the site. If this is due to anticipated further expansion to the Designer Outlet Centre, this would be of concern, as it would be of concern as it may have implications relating to traffic congestion on the A19/A64, as well as having an impact on the health of Selby town Centre.	Selby District Council
1466	T2	Comm	Network Rail would welcome being part of the consultation process for any scheme to provide waiting facilities in this area [adjacent to the Memorial Gardens in Leeman Road]	Network Rail
1675i	T2	Comm	Further detail on the extent of developer contributions is required.	Johnson Mowat on behalf of Taylor Wimpey
5826iii	T2	Comm	Long-term additional transport investments should include new railway stations at Strensall (ST5), Wigginton Road (ST17, York Hospital, Bootham Crescent), and adjacent to ST1/2. Asks if there is potential for a people mover between Poppleton Station and Poppleton Bar Park and Ride as an alternative to the current bus.	
13003	T2	Comm	Public transport routes need serious thought and development. Bus routes are too restrictive currently and therefore people opt for their car.	Rachael Maskell MP

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13103	T2	Comm	Further detail on the extent of the developer contributions is required.	Johnson Mowat on behalf of Redrow Homes, K Hudson and G M Ward Trustees
13104	T2	Comm	Further detail on the extent of the developer contributions is required.	Johnson Mowat on behalf of Redrow Homes and Linden Homes.
13378	T2	Comm	Bullet point 3 on page 212 lacks explanation of what 'city-wide improvements to the urban traffic system' are. In long term measures point iv - there is a lack of information on the proposed Haxby station, why no station for new Elvington site? In long term measures point vii - 'Provide highway enhancements to improve public transport reliability' what are these enhancements? If these are new roads or expanding the out ring roads then they are clearly in conflict with the Climate Change section on sustainable transport.	
13520	T2	Comm	Policy is supported but would prefer that the building of a new railway station at Haxby is brought forward to the medium term of the plan.	Strensall with Towthorpe Neighbourho od Plan Steering Group

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62	T2	Obj	Objects to the proposal for “a dedicated public transport/cycle route linking the new settlement (ST15) to a suitable access on York’s highway network in the urban centre of York.” As there are no details of where or how this public transport/cycle route would be created FPC considers that it is premature for such a proposal to be included in the Plan, not least because its impacts cannot be assessed.	Fulford Parish Council
238	T2	Obj	We have concerns about the impact which the following might have upon elements which contribute to the special character and setting of the historic City:- · The expansion of the Park and Ride Sites at Askham Bar and Poppleton Bar · A segregated grade-separated bus route across the 1237.	Historic England
244	T2	Obj	Given York Designer Outlet's commitment to expand on site and expand / relocate the existing park & ride facilities, the following should be inserted in the short-term (2011-22) list: "Further expansion and relocation of the York Designer Outlet Park & Ride facilities on adjacent land south of the York Designer Outlet"	NTR Planning obo McArthur Glen, Aviva Investors & York Designer Outlet

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386	T2	Obj	<p>We believe there should be a comprehensive review of the existing strategy. This should include the development of minimum standards for new services to include early morning, evening and weekend frequencies of no less than hourly services for new developments. Consideration may also be given to whether or not one or more park and ride routes might be superceded in time by a new electric light rail system eg The Monks Cross route between the Stadium/ Vanguard site and the city centre and routes linking both Designer Outlet and Grimston Bar with the new Elvington settlement the University and the city centre, potentially also linking in to Germany Beck/ Imphal Barracks. This would be implemented over the medium- long term and be linked with parallel enhanced strategic pedestrian and cycle routes. It would replace the proposed expansion of Poppleton Bar and Askham Bar as lower priority if a successful tram network and tram train service can be established. The proposed segregated bus route over the A1237, presumably in association with ST14 is welcome but would need to be linked to both Clifton Moor and a dedicated priority route into the city centre, potentially in place of the route 6 service. There also needs to be a bus service review under the auspices of the Quality Bus Partnership to identify new service requirements such as orbital routes reflecting the shift in focus away from the city centre to out of town locations notably Clifton Moor and Monks Cross. Consideration needs to be given to alternative modes of provision eg minibus shuttles to shops, leisure centres and workplaces. We support the long term ambition for a new rail station at Haxby with exploration for options at Strensall, Copmanthorpe, and a tram/train halt at British Sugar.</p>	York Green Party

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386	T2	Obj	We believe that traffic restraint measures and public transport priority within the city centre are far more urgent than 'long term' and should be introduced incrementally, starting next year with making Coppergate, Fossgate, Tower St, Micklegate etc more pedestrian friendly as part of the Castle Gateway developments. Footstreets changes should include anti-terror measures that physically prevent vehicles entering the footstreets during hours of operation, including closing off the current Monk Bar - Goodramgate – Kings Sq - Colliergate route.	York Green Party
1466	T2	Obj	Whilst supporting the principle of improved facilities [adjacent to the Memorial Gardens in Leeman Road] that are beneficial to public transport Network Rail would like to ensure that proposals give priority to pedestrian and cycle movements from the station and from the York Central development.	Network Rail
2421	T2	Obj	New rail station at Haxby. The placing of the Station is totally wrong. There is no way to get to it other than Station Road, which would not cope with the extra traffic. There is the school to consider and also the loss of allotments.	
2421(i)	T2	Obj	New rail station at Haxby. The placing of the Station is totally wrong. There is no way to get to it other than Station Road, which would not cope with the extra traffic. There is the school to consider and also the loss of allotments.	
13564	T2	Obj	Supports a railway station for Haxby in principle but opposes one at the currently proposed location as it would mean the loss of allotments and the associated health / community benefits. It would also mean an increase in traffic through the village, past Ralph Butterfield Primary and down the residential street Calf Close. Suggests any station is located north of Haxby for easy access from ST9 and Strensall.	
4	T2	Supp	Welcome the long-term proposal to strengthen traffic restraint measures in the city.	Highways England

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187	T2	Supp	Welcomes the commitments to the strategic rail networks outlined in Section 14	York and North Yorkshire Chamber of Commerce
198	T2	Supp	Supportive of the approach to transport and connectivity, particularly those set out in Policy T2. York Central is critical to the success of this policy.	National Railway Museum

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12659	T2	Supp	Supportive in principle of this policy	Arup on behalf of the York Central Partnership

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ID	Policy	Obj/Supp/Comm	Summary	Respondent (name of individuals removed)
Policy T3				
11	T3	Comm	Proposals [at Site ST5] include improvements at York Railway Station. York Railway Station plays an important role in providing connections to parts of North Yorkshire and Beyond. Ensuring that opportunities are taken to maximise benefits from enhancements and connection to HS2 is important for the potential economic growth, not only of the City of York itself, but those areas beyond its boundaries.	North Yorkshire County Council
238	T3	Comm	Suggested alternative wording: Policy T3, Criterion i amend to read:- <i>“Conserves and, where appropriate, enhances those elements which contribute to the significance of the Grade II* station. Improves the setting, the approaches to the station and the experience of those using it”</i>	Historic England
386	T3	Comm	Opportunities should be taken to reduce long stay parking at the station (including by development of appropriate park and ride links and parking in the vicinity of a new Haxby station). Priority for existing space should be given to expanding platforms, services for rail customers etc. Provision would also need to be made for interchange to any new bus, shuttle bus or taxi services and tram train if developed from British Sugar site. We support the development of a more formal western entrance and square linking to the new approach for rail passengers working at or living in York Central. This should be designed to enhance the attractiveness of walking and cycling, accommodating taxis and buses serving the station from the west side.	York Green Party
1466	T3	Comm	[A new] Platform 12 [at York Station] could be built as parallel to Platform 11. It is not clear to Network Rail which land is to be safeguarded as part of sub-clause vii and it would appreciate clarification on this.	Network Rail

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1675i	T3	Comm	Further detail on the extent of developer contributions is required.	Johnson Mowat on behalf of Taylor Wimpey
12640i	T3	Comm	Figure 14.1 - doesn't seem to be many walking access points and none from west/Acomb. Existing bridge and Cinder Lane are popular and should keep this access open.	
13103	T3	Comm	Further detail on the extent of the developer contributions is required.	Johnson Mowat on behalf of Redrow Homes, K Hudson and G M Ward Trustees
13104	T3	Comm	Further detail on the extent of the developer contributions is required.	Johnson Mowat on behalf of Redrow Homes and Linden Homes.

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1466	T3	Obj	Figure 14.1 - York Access Concept Plan shows a Harrogate Chord which is an out of date capacity scheme and conflicts with York Central Masterplan aspirations. This plan should be updated to remove the chord. The reference to HS3 is out of date and should be replaced with northern Powerhouse Rail. Paragraph 14.35 is incorrect in that the existing Siemens depot is just outside the York Central allocation therefore the bracketed reference to York Central should be removed. The operational requirements of the Transpennine Route upgrade may require a new facility within the York Central site; this will not be an expansion or relocation of the Siemens depot which will remain a separate facility.	Network Rail
187	T3	Supp	Welcomes the commitments to the strategic rail networks outlined in Section 14	York and North Yorkshire Chamber of Commerce
198	T3	Supp	Support the provisions in Policy T3 where it relates to York Central.	National Railway Museum
1466	T3	Supp	Supports the principle of the proposals to improve the railway station and appreciates the acknowledgement of the need to improve the environment to support increased capacity and connectivity.	Network Rail
12659	T3	Supp	Support for the principles of Policy T3.	Arup on behalf of the York Central Partnership

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13204	T3	Supp	The Plan acknowledges that commuting to destinations outside York occurs, with significant outward commuting to Leeds in particular. We welcome that improvements to York Railway Station are included in the plan to accommodate enhancements for the planned electrification of the Trans Pennine Line, Hs2 and Norther Powerhouse Rail aspirations. These improvements will provide an improved gateway for York and help facilitate sustainable travel between York and other districts in LCR as well as cater for likely increased demand for rail services.	Leeds City Region Local Enterprise Partnership
13213	T3	Supp	The HCA is generally supportive of the intent of this policy and its provisions where it relates to York Central, and welcomes its inclusion within the Local Plan.	GVA on behalf of the Homes and Communities Agency (HCA)

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Policy T4				
4	T4	Comm	Policy T4 : Strategic Highway Network Capacity Improvements includes several schemes that impact on the A64 Trunk Road.	Highways England
99	T4	Comm	Note that it is widely recognised by transport professionals that widening and increasing capacity only delivers short term relief, and actually increases the number of motor vehicles, a phenomenon known as induced demand. In 2005 an A1237 York Outer Ring Road transport study concluded that it would not be cost-effective to dual the outer ring road. York Cycle Campaign would like to see full reasoning and justification for the substantial additions and alterations to the to York's strategic road network, the parameters used in the transport model and appropriate economic weighting given to additions and alterations to cycle and pedestrian infrastructure. It is imperative that the council presents a strong economic rationale for making substantial changes to the road network.	York Cycle Campaign
1675i	T4	Comm	Further detail on the extent of developer contributions is required.	Johnson Mowat on behalf of Taylor Wimpey
5826iii	T4	Comm	Upgrades to the A1237 Outer Ring Road (junctions and dualling) are essential to the successful delivery of many sites in the northern half of the city. Haxby Road / A1237 junction needs upgrading to full grade separation as the raised roundabout does not lend itself to enlargement as delivered at other junctions along the outer ring road.	

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10895	T4	Comm	<p>The A64 / A1070 / A166 are already identified as a focal point for traffic from East Yorkshire. The A roads need to be improved to accommodate this traffic flow and B roads such as the B1228 or Common Lane should not be altered as both are in green corridors and contribute to the character leading to both Dunnington and Elvington, and in turn preserve the identity of the settlements and villages. In the TTP neither the N1228 or Common Lane were in tables but referred to in the document. Of particular concern is the anticipated increase in traffic on Common Lane which is a narrow road and meets a difficult intersection on A1079, this is not appropriate to be used as a link road from industrial units in Elvington, Winthorpe and traffic from Selby and East Yorkshire to the A1079.</p>	
13103	T4	Comm	<p>The timings of junction upgrades in this policy need further explanation and linked back into the delivery trajectories of each strategic site. Further detail on the extent of the developer contributions is required.</p>	<p>Johnson Mowat on behalf of Redrow Homes, K Hudson and G M Ward Trustees</p>
13104	T4	Comm	<p>The timings of junction upgrades in this policy need further explanation and linked back into the delivery trajectories of each strategic site. Further detail on the extent of the developer contributions is required.</p>	<p>Johnson Mowat on behalf of Redrow Homes and Linden Homes.</p>

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13520	T4	Comm	The policy includes Strensall Road within the short-term section which is supported to bring improvements to this busy highway. However no mention of improvements to Towthorpe Moor Lane in relation to Highways Agency improvements to A64 east of Hopgrove.	Strensall with Towthorpe Neighbourhood Plan Steering Group
4	T4	Obj	The policy should include a reference to the provision of a new junction on the A64 to provide the main access to strategic housing site ST15 Land West Elvington Lane. Highways Agency needs to be replaced by Highways England in the 'Delivery' boxes following Paras. 14.39 and 14.43.	Highways England
99	T4	Obj	Question the evidence upon which the substantial additions and alterations to the strategic road network, including the enlargement of roundabouts on the outer ring road, junction improvements, and the longer term plan to upgrade the outer ring road to dual carriageway, are based and question the need for such extensive changes to the road infrastructure. Would be very concerned if the infrastructure investments proposed are based on the transport model (that the York Cycle Campaign consider to be flawed) and question whether they represent best value for money. There is a danger that the proposed alterations and additions to York's strategic road network (in particular the dualling of the outer ring road) may ultimately only add to York's traffic congestion. Many of the additions and alterations to the strategic road network directly contradict a number of the objectives in the Sustainability Appraisal; namely objectives 2, 6,7 and 12: Improve the health and wellbeing of York's population; Reduce the need to travel and deliver an integrated transport network; To minimise greenhouse gases that cause climate change and deliver a managed response to its effects; and improve air quality.	York Cycle Campaign

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386	T4	Obj	<p>The explanation 14.36 is NOT borne out by policy T2 which proposed city centre traffic restraint measures as 'long term' ones (when they need to be short term to achieve this objective). We welcome the stated objective for enhanced capacity on the outer ring road, namely discouraging driving through the city centre. There is nothing in the transport policies as currently presented to indicate action to achieve this. The short and medium term improvements are all focussed on heavily congested routes on the ring road and arterial roads. Given the growth of traffic to new developments and the community stadium, such improvements are likely to do little more than absorb the projected increase in traffic and not provide the incentive suggested here. The long-term ambition to upgrade the ring road to dual carriageway is rather like planning to build more canals long after the coming of the railways!! This ambition should be scrapped now in favour of a regionally funded feasibility study for an appropriate light rail network to serve the largest new development sites within the plan. This is supported by para 4.11.9 of the Sustainability Appraisal Main Report "Co- location of development with sustainable transport is paramount and without policy intervention this may not be achieved... While behavioural change and education can go so far in influencing the population, planning policy and the location of development could dramatically support sustainable development, helping to minimise any impact of new development on existing infrastructure. "</p>	York Green Party

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13350	T4	Obj	Upgrading the A1237 needs to be brought forward to the medium term in order to: firstly alleviate the traffic impacts from the additional housing provision to the north and west of the City; secondly, alleviate the non-local traffic in transit on York's strategic routes (A1237/A64) which does not appear to have been considered within the Plan.	
10	T4	Supp	Welcomes the identification of strategic highways network improvements at Grimston Bar in policy T4 and the need for joint working. The council is committed to working constructively with City of York Council and Highways England to ensure this is fully assessed and appropriate improvements can be identified and delivered.	East Riding of Yorkshire Council

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187	T4	Supp	Welcomes the commitments to the strategic road networks outlined in Section 14	York and North Yorkshire Chamber of Commerce
386	T4	Supp	<p>The explanation 14.36 is NOT borne out by policy T2 which proposed city centre traffic restraint measures as 'long term' ones (when they need to be short term to achieve this objective). We welcome the stated objective for enhanced capacity on the outer ring road, namely discouraging driving through the city centre. There is nothing in the transport policies as currently presented to indicate action to achieve this. The short and medium term improvements are all focussed on heavily congested routes on the ring road and arterial roads. Given the growth of traffic to new developments and the community stadium, such improvements are likely to do little more than absorb the projected increase in traffic and not provide the incentive suggested here. The long-term ambition to upgrade the ring road to dual carriageway is rather like planning to build more canals long after the coming of the railways!! This ambition should be scrapped now in favour of a regionally funded feasibility study for an appropriate light rail network to serve the largest new development sites within the plan. This is supported by para 4.11.9 of the Sustainability Appraisal Main Report "Co- location of development with sustainable transport is paramount and without policy intervention this may not be achieved... While behavioural change and education can go so far in influencing the population, planning policy and the location of development could dramatically support sustainable development, helping to minimise any impact of new development on existing infrastructure. "</p>	York Green Party
13564	T4	Supp	Supports dualling of the outer ring road, suggests a cycle lane all the way round the new dual carriageway would be good.	

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Policy T5				
45	T5	Comm	No mention of Green Infrastructure strategy and plans for cyclists/ walkers. Suggests inclusion of a Rufforth to Acomb cycleway, a segregated grade-separated bus and a pedestrian/cycle route across A1237.	YEF
68	T5	Comm	The following comments are related to the City of York Council Strategic Cycle Route Network Evaluation & Prioritisation Methodology and its consideration in the context of the pre-publication draft Local Plan. Whilst the document is commendable, KPC are acutely aware that Kexby is not served by this policy, as access to the city centre does not include many outlying villages. KPC would urge the enhancement and improvement of this policy to include Kexby and the A1079, including the provision of a dedicated cycle path from Kexby to the Hull Road roundabout.	Kexby Parish Council
99	T5	Comm	York Cycle Campaign would like to see cycling infrastructure in York provided to a technical standard that is higher than the national requirements , targeting best practices such as those set out in the Sustrans Handbook for Cycle Friendly Design, CROW and other evidence based publications.	York Cycle Campaign
4819	T5	Comm	No mention of Green Infrastructure strategy and plans for cyclists/ walkers. Suggests inclusion of a Rufforth to Acomb cycleway, a segregated grade-separated bus and a pedestrian/cycle route across A1237.	Treemendous
6519	T5	Comm	The cycle provision along the A1079 should be extended to include York Road, Dunnington, to allow residents a safe cycling route to and from York. York Road is not wide enough for a bicycle to be overtaken if there is oncoming traffic. This is extremely dangerous, especially in the dark as the road is unlit and cyclists are difficult to see particularly when motorists are faced with approaching headlights.	Osbalwick and Derwent Ward Councillor
10895	T5	Comm	Cycle routes are required to link Dunnington, Elvington, Wheldrake and Kexby to York city centre as well as the examples given in the T5 section.	

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13003	T5	Comm	If York wants to see serious modal shift, it needs to seriously invest in new cycling/walking infrastructure, to enable safe and easy routes through and round the city, including to and from rural areas. New developments should place the importance of cycling and walking above car use, while enabling adequate public transport.	Rachael Maskell MP
13103	T5	Comm	Further detail on the extent of the developer contributions is required.	Johnson Mowat on behalf of Redrow
13104	T5	Comm	Further detail on the extent of the developer contributions is required.	Johnson Mowat on behalf of
13455	T5	Comm	On Poppleton Road, rethink cycle routes and pedestrians. Need for more thought on where cycle routes end, merge and cross traffic. Need for more cycle parking.	

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386	T5	Obj	<p>The short term projects are welcome, notably the improvement to Scarborough Bridge which has potential to create a major boost in walking and cycling between the west side of York and the city centre/ Minster quarter. Additional work needs to be done to ensure the links and signage at either side are appropriate for increased cycle traffic and movements across Bootham, cycle parking at the edge of the footstreets etc. Other corridor schemes need to be more clearly specified into Phase 1,2,3 if they are to take place incrementally as development progresses. Each phase must have some coherence in its own right for local users. The Pedestrian/Cycle Bridge as part of the Castle Gateway regeneration must be in Short – Medium term, NOT long term to have any beneficial contribution to the development of this area. The University East -West campus link was supposed to be a planning condition funded by S106 and must be included in the Short term provision – it is needed now and funding was made available for this several years ago! Strategic cross centre cycle routes should be implemented in the medium term as changes associated with Castle Gateway and stronger links to the city centre are implemented. The whole Network evaluation and prioritisation should be reviewed in the light of the latest version of the Local Plan so that phasing is adjusted to relate to the anticipated timescales for new development sites.</p>	York Green Party

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ID	Policy	Obj/Supp/ Comm	Summary	Respondent (name of individuals removed)
386	T5	Obj	<p>The review of the city centre inner ring road and the severance caused from surrounding suburbs as proposed by Prof Tony May on behalf of the Civic Trust should inform this section of the local plan. In particular the 'Fishergate North corridor' needs to be in the short term with a high priority to linking Fishergate School directly to Fishergate Bar and George St as a two way route. Reference in this section should be added to the impact of flooding on walking and cycling routes and work with the Environment Agency – riverside routes need to be provided with signed alternatives (as we have on Fulford Rd). Resilience measures need to be given priority for short term action eg Raising the Butcher Terrace approach to Millennium Bridge so that this important East – West route remains passable during flooding.</p>	York Green Party
13326	T5	Obj	<p>Please increase the amount of focus in the plan on making the bicycle the preferred approach to transport in the City. Please also focus on public transport: buses, trams, park and ride and the river as a route into the city. De-incentivise car use in the city by introducing congestion charging.</p>	

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13502	T5	Obj	Objects to how brief the policy is, and that the 'objectives' are suggested measures and have no details or plans. For Haxby Road corridor, the details had 'yet to be determined'. Need planning objectives in a document set for the future.	
197	T5	Supp	Supports the principle of bridges over the Foss, but notes that timescales (2027+) will undermine the potential of the regeneration proposed in this part of the City.	York Museums Trust

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386	T5	Supp	<p>The short term projects are welcome, notably the improvement to Scarborough Bridge which has potential to create a major boost in walking and cycling between the west side of York and the city centre/ Minster quarter. Additional work needs to be done to ensure the links and signage at either side are appropriate for increased cycle traffic and movements across Bootham, cycle parking at the edge of the footstreets etc. Other corridor schemes need to be more clearly specified into Phase 1,2,3 if they are to take place incrementally as development progresses. Each phase must have some coherence in its own right for local users. The Pedestrian/Cycle Bridge as part of the Castle Gateway regeneration must be in Short – Medium term, NOT long term to have any beneficial contribution to the development of this area. The University East -West campus link was supposed to be a planning condition funded by S106 and must be included in the Short term provision – it is needed now and funding was made available for this several years ago! Strategic cross centre cycle routes should be implemented in the medium term as changes associated with Castle Gateway and stronger links to the city centre are implemented. The whole Network evaluation and prioritisation should be reviewed in the light of the latest version of the Local Plan so that phasing is adjusted to relate to the anticipated timescales for new development sites.</p>	York Green Party

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386	T5	Supp	<p>The review of the city centre inner ring road and the severance caused from surrounding suburbs as proposed by Prof Tony May on behalf of the Civic Trust should inform this section of the local plan. In particular the 'Fishergate North corridor' needs to be in the short term with a high priority to linking Fishergate School directly to Fishergate Bar and George St as a two way route. Reference in this section should be added to the impact of flooding on walking and cycling routes and work with the Environment Agency – riverside routes need to be provided with signed alternatives (as we have on Fulford Rd). Resilience measures need to be given priority for short term action eg Raising the Butcher Terrace approach to Millennium Bridge so that this important East – West route remains passable during flooding.</p>	York Green Party

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ID	Policy	Obj/Supp/ Comm	Summary	Respondent (name of individuals removed)
13520	T5	Supp	Policy is supported in respect of improvements of the pedestrian and cycle access along the Strensall Road corridor.	Strensall with Towthorpe Neighbourho od Plan Steering Group

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ID	Policy	Obj/Supp/ Comm	Summary	Respondent (name of individuals removed)
Policy T6				
386	T6	Comm	These corridors and potential corridors eg of former railway lines need to be identified as such on the site allocations plans. Ideally potential extensions into and through new development sites should be identified from the outset and developers required to demonstrate how use of the facility will be maximised. Para 14.46 should also make reference to their value for recreational use and health benefits for residents, with new access points from development being encouraged to facilitate this.	York Green Party

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ID	Policy	Obj/Supp/ Comm	Summary	Respondent (name of individuals removed)
1675i	T6	Comm	Further detail on the extent of developer contributions is required.	Johnson Mowat on behalf of Taylor Wimpey
13103	T6	Comm	Further detail on the extent of the developer contributions is required.	Johnson Mowat on behalf of Redrow Homes, K Hudson and G M Ward Trustees
13104	T6	Comm	Further detail on the extent of the developer contributions is required.	Johnson Mowat on behalf of Redrow Homes and Linden Homes.
1466	T6	Obj	Encourage the inclusion of a policy statement which makes it clear to developers that no new crossings will be permitted, that proposals that increase the use of level crossings will generally be resisted and where development would prejudice the safe use of a level crossing and alternative bridge crossing will be required to be provided at the developers expense.	Network Rail

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ID	Policy	Obj/Supp/ Comm	Summary	Respondent (name of individuals removed)
238	T6	Supp	<p>We welcome the requirement that development near public transport corridors should not have an adverse impact upon the historic environment. It is imperative that making the best use of public transport corridors does not harm the elements which make York distinctive. One of the requirements that any development around a public transport corridor should be required to safeguard is the Green Belt. At the moment, this aspect is missing from the Criteria. Add an additional criteria as follows:</p> <p><i>"Compromise the purposes of the Green Belt."</i></p>	Historic England

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ID	Policy	Obj/Supp/ Comm	Summary	Respondent (name of individuals removed)
Policy T7				
4	T7	Comm	This policy is of key interest to HE. There is no reference to the SRN or HE in the Policy or the subsequent explanatory text. A number of the strategic development sites will have a significant individual or cumulative traffic impact on the operation of the A64 and its junctions with York's primary road network. Transport Assessments will need to address this issue.	Highways England
11	T7	Comm	As a neighbouring Local Highway Authority, any traffic impact on NYCC's local highway network that could arise from allocations [need to] be identified and considered . Where it is clear that a development will have a material impact on its local highway network, NYCC request to be included in agreeing the scoping for the Transport Assessment (TA) and Travel Plan (TP) in addition to being formally consulted during the application process.	North Yorkshire County Council
62	T7	Comm	Needs strengthening as follows: 1) Criterion iii) should be reworded so that it incorporates the stricter test for new development set out in the NPPF: That any residual cumulative impacts of development are not severe and would not create safety hazards on the local and strategic highway network. 2) Criterion iv) should be reworded as follows: Appropriate future monitoring arrangements will be put in place to show the effectiveness of mitigation measures, and if it is shown by monitoring that agreed trip generation thresholds set through a travel plan or otherwise are not being achieved, further measures will be taken. The explanation to the policy should make clear that such arrangements will be required as part of a Section 106 Undertaking.	Fulford Parish Council

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ID	Policy	Obj/Supp/ Comm	Summary	Respondent (name of individuals removed)
386	T7	Comm	<p>The Transport Statement or Assessment should be more proactive in demanding evidence of potential for viable public transport, walking and cycling provision regardless of the anticipated car trips and the capacity of local roads. Behaviour change is far more likely to be in response to active marketing of a changed lifestyle supported by appropriate infrastructure than by ‘anti-car’ ‘mitigation’ measures. It support the importance of monitoring – for big sites there should be a requirement for staff resource to be funded as part of the S106 to ensure that this responsibility is effectively carried out. 14.52 Should not say ‘in some cases’ It amend to read: Where developments are in close proximity a joint master travel management plan will be required’ This should also specify that sites of over 100 dwellings will require a proactive examination of sustainable travel options linking in with existing nearby networks before undertaking any assessment of the need to increase highway capacity.</p>	York Green Party
1466	T7	Comm	Transport Assessments which consider rail infrastructure must support all applications near railways	Network Rail
1675i	T7	Comm	Further detail on the extent of developer contributions is required.	Johnson Mowat on behalf of Taylor Wimpey

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ID	Policy	Obj/Supp/ Comm	Summary	Respondent (name of individuals removed)
13103	T7	Comm	Further detail on the extent of the developer contributions is required.	Johnson Mowat on behalf of Redrow Homes, K Hudson and G M Ward Trustees
13104	T7	Comm	Further detail on the extent of the developer contributions is required.	Johnson Mowat on behalf of Redrow Homes and Linden Homes.
4	T7	Obj	The following should be included in Policy T7: 'Transport Assessments for strategic development sites must identify any traffic impacts on the A64 Trunk Road arising from the proposed development individually or in combination with other strategic sites and any mitigation including physical capacity enhancement measures must be agreed with Highways England. Contributions may be required towards the cost of mitigation measures.'	Highways England

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ID	Policy	Obj/Supp/ Comm	Summary	Respondent (name of individuals removed)
Policy T8				
187	T8	Comm	The implementation of demand management must be carefully considered in the York city context. For the foreseeable future , access by car to the City Centre will remain a necessity and parking provision should continue to be provided. The business community should be consulted on proposals to restrict car access beyond the current pedestrianised areas of the city.	York and North Yorkshire Chamber of Commerce
197	T8	Comm	Suggests that not allowing long stay car parking for overnight visitors will damage the visitor economy - perhaps a dispensation or special facilities for overnight guests separate or distinct from general long stay (day) car parking.	York Museums Trust
198	T8	Comm	Flexibility in the wording of T8 required to allow proportionate provision on major sites such as York Central where visitors may wish than more than 4 hours parking.	National Railway Museum

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1675i	T8	Comm	Further detail on the extent of developer contributions is required.	Johnson Mowat on behalf of Taylor Wimpey
12659	T8	Comm	Flexibility in the wording of T8 required to allow proportionate provision on major sites such as York Central where visitors may wish than more than 4 hours parking.	Arup on behalf of the York Central Partnership
13103	T8	Comm	Further detail on the extent of the developer contributions is required.	Johnson Mowat on behalf of Redrow Homes, K Hudson and G M Ward Trustees
13104	T8	Comm	Further detail on the extent of the developer contributions is required.	Johnson Mowat on behalf of Redrow Homes and Linden Homes.

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ID	Policy	Obj/Supp/ Comm	Summary	Respondent (name of individuals removed)
13213	T8	Obj	<p>The policy states that “development that increases the number of long-stay (i.e. more than 4 hours parking) car parking spaces in and around the city centre will not be permitted”. York Central will create a significant number of new jobs associated with the proposed office, retail, hotel and leisure uses. Whilst it is anticipated that much of the travel to the development will be sustainable there will inevitably be some workers who will travel by car and hence will require long-stay parking provision. Therefore, the representor requests that some flexibility to the wording of the policy is made to allow proportionate provision on major strategic sites, such as York Central.</p>	GVA on behalf of the Homes and Communities Agency (HCA)
4	T8	Supp	Support the Policy	Highways England

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ID	Policy	Obj/Supp/ Comm	Summary	Respondent (name of individuals removed)
386	T8	Supp	<p>Support this policy, however there should be a presumption that new developments within the inner ring road will be 'car-free' (except for disability needs) in accordance with the progressive extension of foot streets and reducing traffic in the area. Specifically there should be no new parking provision unless it is replacing existing parking in a more appropriate location away from the footstreets. Conversion of city centre car parking to long stay cycle parking in appropriate locations would be supported. New 'shopmobility' and off street disabled parking would also be supported as compensation for the loss of current on street parking where cars need to be excluded as part of pedestrianisation schemes.</p>	York Green Party

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ID	Policy	Obj/Supp/ Comm	Summary	Respondent (name of individuals removed)
Policy T9				
386	T9	Comm	Support this although have concerns that a suitable location is not identified in the current version of the plan. As set out in the explanation this is yet another stalled element of the council's Low Emission Strategy 2012 and the Air Quality Action Plan 3 Dec 2015. Pump priming funding needs to be identified for this to become a viable option. Frequent damage by vehicles to historic buildings in the city centre and tragic pedestrian accidents are clear evidence of the urgent need to remove HGVs from the city centre, quite apart from the Air quality impact that diesel vehicles are having.	York Green Party
1675i	T9	Comm	Further detail on the extent of developer contributions is required.	Johnson Mowat on behalf of Taylor Wimpey
13103	T9	Comm	Further detail on the extent of the developer contributions is required.	Johnson Mowat on behalf of Redrow Homes, K Hudson and G M Ward Trustees
13104	T9	Comm	Further detail on the extent of the developer contributions is required.	Johnson Mowat on behalf of Redrow Homes and Linden Homes.

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ID	Policy	Obj/Supp/ Comm	Summary	Respondent (name of individuals removed)
187	T9	Obj	The policy should refer to, and make provision for, other Alternative Fuel Fuelling Stations such as hydrogen stations and electric recharging stations.	York and North Yorkshire Chamber of Commerce
13003	T9	Supp	A logistics interchange should be developed, to break down goods, and reduce the flow of goods traffic in York.	Rachael Maskell MP

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ID	Policy	Obj/Supp/ Comm	Summary	Respondent (name of individuals removed)
Policy C1				
11	C1	Comm	Suggests that proposed developments (housing, retail, factory, business parks) should plan for the installation of equipment or suitable provision of ducting at the onset to enable the latest technology to be deployed, and not leave it to be installed by third parties once the development is complete. When development is planned, discussion with mobile operators should be undertaken as part of the initial planning stages, and where additional masts are required , they should be built as part of the infrastructure and not left to be provided later. York's aspirations as a Gigacity and the increasing capacity and use of communications technology can potentially have a significant impact on the way people choose to live and work and play within the city. The Plan may seek to recognise that the boundaries of these activities are becoming increasingly blurred and therefore flexibility and connectivity may become increasingly crucial to ensuring future vitality and use of the City Centre assets.	North Yorkshire County Council
1675i	C1	Comm	Further detail on the extent of developer contributions is required.	Johnson Mowat on behalf of Taylor Wimpey
13103	C1	Comm	Further detail on the extent of the developer contributions is required.	Johnson Mowat on behalf of Redrow Homes, K Hudson and G M Ward Trustees

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13104	C1	Comm	Further detail on the extent of the developer contributions is required.	Johnson Mowat on behalf of Redrow Homes and Linden Homes.
13520	C1	Comm	Policy is supported but any sizable development must include plans to ensure there is sufficient communications infrastructure to meet the demands of modern living	Strensall with Towthorpe Neighbourho od Plan Steering Group
187	C1	Obj	This policy should require refurbishment and new development schemes to be future proofed to facilitate the provision of mobile, broadband and wireless communications infrastructure.	York and North Yorkshire Chamber of Commerce
9208	C1	Obj	The policy is deficient as it fails to include fast broadband internet for all York households. In rural areas internet speeds are slow and should be upgraded. Consider that those without fast speed internet are disadvantaged. This policy should be updated to reflect the required action to enable support for residents and businesses in rural areas. Needs clear commitment in policy.	

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ID	Policy	Obj/Supp/ Comm	Summary	Respondent (name of individuals removed)
238	C1	Supp	We support the statement that proposals for communications infrastructure will only be supported where there will be no demonstrable adverse impacts upon the landscape character, setting, views, heritage assets or Green Belt objectives. This will help to ensure that those elements which contribute to the character of York are retained.	Historic England
386	C1	Supp	Support. Would like to see some control included on the ancillary infrastructure, with a presumption against advertising material on junction boxes when located in conservation areas and the Green Belt.	York Green Party