

## Section A: Package Summary

<b>Name of Package:</b>	York Station and City Centre Access Package
<b>Location of Package:</b>	York
<b>PMA Code:</b>	
<b>Lead Organisation:</b>	City of York Council (CYC)
<b>Senior Responsible Officer:</b>	James Gilchrist, City of York Council
<b>Lead Promoter Contact:</b>	Tony Clarke, City of York Council
<b>Combined Authority Lead/ Programme Manager:</b>	Andrew Norman, West Yorkshire Combined Authority
<b>Case Officer:</b>	Alpha Thiam
<b>Applicable Funding Stream(s) – Grant or Loan:</b>	Transforming Cities Fund West Yorkshire Plus Transport Fund
<b>Growth Fund Priority Area (if applicable):</b>	Priority 3 (Clean Energy and Environmental Resilience) Priority 4 (Infrastructure for growth)
<b>Combined Authority approvals to date:</b>	Decision Point 1 (DP1): 09 September 2019
<b>Forecasted Completion Date</b>	28 March 2023
<b>Total Package Cost for the preferred way forward (£):</b>	£14.47 million
<b>WYCA Funding (£):</b>	Transforming Cities Fund (TCF): £14.547million
<b>Total other public sector investment (£):</b>	
<b>Total other private sector investment (£):</b>	

A.1

## Description

The package comprises a series of interventions in and around York Rail Station as follows:

- Short stay and loop road – partly funding the infrastructure to relocate private vehicles from immediately outside the rail station
- Parcel Square - creating space to relocate taxis from immediately outside the station
- Creation of new public spaces at Station and Tea Room Squares and the Portico
- Improving journey times between the rail station and Askham Bar Park and Ride
- Cycle routeway enhancements, with dedicated connections between the rail station and new cycle lanes at Queen Street and Leeman Road
- Improvement of cycle parking at the rail station
- Partly funding a new Western Concourse and increasing the capacity of the overbridge.

The package complements other interventions in and around the station, which, at this stage, are progressing separately as part of the York Central and Station Frontage schemes.

A.2

## Business Case Summary

### Strategic Case

The scheme is strategically aligned with the Leeds City Region (LCR) TCF Vision; it will connect people to economic and education opportunities by providing affordable and sustainable transport connections, including enhanced walking, cycling and Park & Ride infrastructure to York City Centre, York Central and York College (Askham Bar), thereby helping to create cleaner, healthier and happier communities. The scheme will also help to support investment and boost productivity in York by providing a more attractive and accessible location for businesses to locate and supporting the development of York Central. The scheme also aligns to the existing priorities, policies, strategies and targets of the Combined Authority and LCR's Core TCF objectives.

By addressing these drivers, York will be able to support LCR in achieving its targets and ambitions to:

- Make York more attractive for business, particularly knowledge-intensive businesses which tend to agglomerate in close proximity to high-quality rail links
- Boost tourism by improving links to the National Railway Museum and an enhanced gateway experience to York City Centre
- Ensure York is ready for HS2/Northern Powerhouse Rail and able to maximise the opportunities arising from high-speed rail
- Help unlock up to 2,500 homes and support up to 6,500 highly skilled jobs at York Central
- Help achieve York and the city region's carbon, air quality and mode share targets through enabling and encouraging more sustainable travel
- Enable York to achieve its ambitions of going car-free, in which the station and sustainable transport will increase in importance for the city and its residents. Rail is the most sustainable form of transport, therefore enhancing station facilities and the gateway experience is essential to make rail travel more attractive and encourage more users to choose rail as part of their journeys.

### Economic Case

Based on the wider TCF objectives, the scheme draws together multiple components into a single coherent and coordinated scheme to address key drivers for the area of intervention. A series of potential interventions was developed to generate a long list, which has been appraised using the Department for Transport's (DfT) Early Assessment and Sifting Tool (EAST) and the scheme's Critical Success Factors (CSFs) to derive a shortlist of options. Three scenarios were developed for the shortlisted options - Do Minimum (Low Scenario), Preferred Way Forward (Core Scenario), and More Ambitious (High Scenario).

Delivering the Do Minimum (Low Scenario) would have the lowest outturn cost; however, allocating more funds to the scheme would provide greater value for money through the Preferred Way Forward (Core Scenario) and More Ambitious (High Scenario), as these are expected to deliver incrementally greater benefits relative to costs. Further details regarding VfM and BCR will be brought forward at the next decision point for this scheme.

### Commercial Case

York Railway Station is a major gateway to the city centre, the second busiest station in Yorkshire and the 15th busiest outside of London and the South East. Forecasts show that future demand will rise to around 38 million passengers per year by 2050.

CYC's Major Projects Team will be responsible for the project management of the scheme. CYC already has an established professional team engaged to deliver the York Station Gateway scheme, with commissions in place that can be extended to cover the scope of this scheme. The professional team are closely involved in the preparation of this SOC and will support CYC through the scheme development and delivery process.

As a public sector body, CYC has access to the established YorCivil and YorBuild frameworks which provide a ready route to procurement of construction contracts. It is intended that these will be used for procurement of the majority of the construction works.

CYC is responsible for delivering certain aspects of the overall package of improvements to the station estate; however, delivery of the cycle parking and Western Concourse and Overbridge components will rest with LNER and Network Rail. Network Rail will also be responsible for delivery of the Multi Storey Car Park.

### Financial Case

The scheme is funded from the Transforming Cities Fund.

To ensure costs are well understood, a detailed cost plan has been developed for this scheme. The shortlisted options can be delivered within the funding constraints of the Transforming Cities Fund.

The scheme complements other interventions at the western and eastern side of the rail station which currently are part of the separate York Central programme which comprises of three schemes, namely, York Central Access, York Station Frontage and York Western Station Access and Station Frontage schemes, currently funded from West Yorkshire plus Transport Fund (WY+TF).

At the next stage of the assurance framework this package will be merged with the York Central programme and a combined business case will be brought forward.

### Management Case

The scheme's Project Execution Plan includes assessment and mitigation of risks, project controls, project governance, monitoring and reporting. The scheme to date has been informed by extensive engagement activity, both statutory and non-statutory. This approach will continue and is an intrinsic element in achieving the best possible project outcomes and mitigating project risk.

## Location Map

The following location map shows the location of the TCF York Station scheme:



Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-regioninfrastructure-map/>