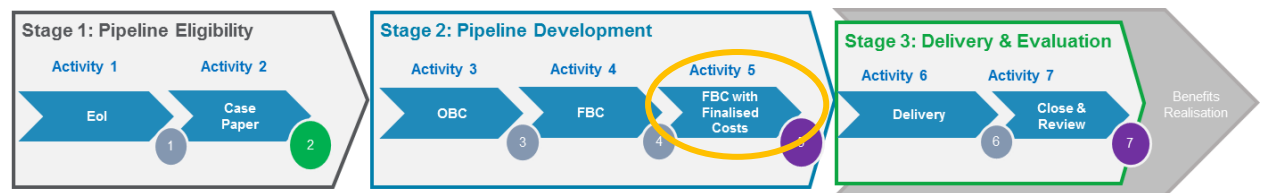


Section A: Scheme Summary

Name of scheme:	York Central Access
Lead organisation:	Homes England and Network Rail
Applicable funding stream(s) – Grant or Loan:	West Yorkshire plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority Area 4 – Infrastructure for Growth
Approvals to date:	Strategic Outline Case March 2016 Full Business Case approved March 2019 with discharge of conditions arising from Full Business Case approved March 2021.
Forecasted full approval date (decision point 5):	April 2022
Forecasted completion date (decision point 6):	March 2025
Total scheme cost (£):	£155,737,000
Combined Authority funding (£):	£24,447,000, of which £21,090,985 is to be allocated as part of this business case and £3,356,015 is allocated to the Compliant Western Station Entrance scheme, which will be subject to a later business case.
Total other public sector investment (£):	Housing Investment Grant: £77,100,000 Other public-sector funding: £54,190,000 (City of York Council and York North Yorkshire & East Riding LEP)
Total other private sector investment (£):	£0m
Is this a standalone project?	Yes
Is this a programme?	No
Is this project part of an agreed programme?	No

Current Assurance Process Activity:



Scheme Description:

The York Central Access scheme supports a larger programme of improvements in and around York Central railway station. This scheme focuses on building new roads and segregated cycle and pedestrian routes to provide the access needed for the wider York Central redevelopment programme.

The York Central redevelopment is a major mixed-use regeneration scheme that is expected to deliver new homes, office space, retail and leisure space, a new hotel and a new urban park.

The York Central Access scheme will construct a new spine road through the centre of the York Central site, including signalised junctions and a new road bridge to cross over the East Coast Main Line railway.

Cycleways and footways will be built alongside the new roads. A new cycle route will be created in the eastern part of the site, along the “Boulevard” which passes on the south side of the National Railway Museum and provides more direct access to the city centre. A new pedestrian and cycle bridge crossing over the East Coast Main Line railway will be built, adjacent to the existing “Severus” road bridge on Water End. An additional road will connect the new highway with Leeman Road to link with the existing community.

The scheme will undertake works to the public spaces connecting the new road to the existing western entrance to the station.

The scheme will also provide a new western station entrance (known as the Compliant Western Station Entrance). This will be subject to a separate business case to be developed at a later date.

Business Case Summary:

Strategic Case

The City of York is a key economic contributor within the region, generating high value economic outputs and supporting key strategic objectives as set out within the Strategic Economic Plan (SEP).

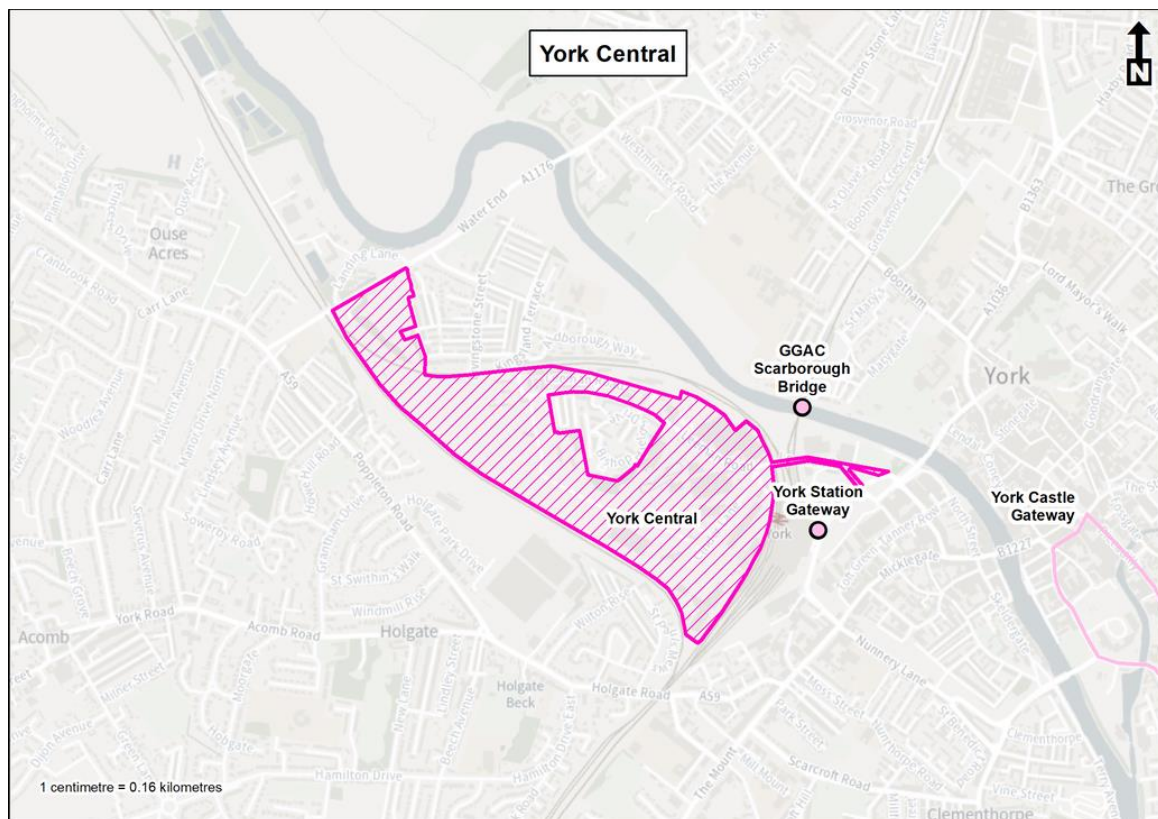
York Central is a centrally located mixed-use development on a brownfield site that will provide much needed Grade A office space. This will be connected regionally by the improved York Railway Station and will be complemented by significant residential development (including 20% affordable housing) and a range of tenures and property types.

This York Central Access scheme will contribute to addressing the access requirements of the site to enable the wider development to be undertaken. Addressing transport and accessibility challenges around the station will also resolve long-standing issues, generate additional wider benefits for the City of York, help improve its transport connections within

	the city and the wider-region, and address key environmental challenges in a sustainable way.
Commercial Case	Whilst York Central has long been sighted as a potential development scheme, there are infrastructure requirements that need to be overcome to unlock the site that currently make the site commercially challenging for developers. The York Central Access scheme will invest in infrastructure for the site, making the scheme commercially viable. Market testing undertaken suggests that there will be strong interest from developers looking to take on individual plots within the wider redevelopment.
Economic Case	<p>The scheme has an adjusted Benefit Cost Ratio (BCR) of -1.06:1, being categorised as offering 'Very Poor' value for money.</p> <p>The BCR is only one of several factors used to determine Value for Money, and recent changes to the HM Treasury guidance place a stronger emphasis on the strategic case and how the strategic objectives and priorities will be met through the delivery of the project. The strategic case for investment remains strong.</p> <p>Specific benefits of the York Central access scheme include improvements to journey times (by car, bus and cycling), increased opportunities for walking and cycling, improvements to bus stops and improvements to public spaces.</p>
Financial Case	<p>The total cost of the full York Central Access scheme is £155,737,000. The Combined Authority is funding £24,447,000, to be funded from the West Yorkshire plus Transport Fund. Of this amount, £3,356,015 is allocated to the Compliant Western Station Entrance scheme, for which a separate business case will be developed in the future. The remaining £21,090,985 will contribute to the remainder of the York Central Access scheme as set out in this business case.</p> <p>The scheme will also receive funding from the Housing Infrastructure Fund (provided by the Department for Levelling Up, Housing and Communities), City of York Council and the York and Northern Yorkshire and East Riding LEP (Local Growth Fund).</p>
Management Case	<p>A decision has been taken by the landowners (Homes England and Network Rail) as promoters of the development site to progress the delivery of the York Central Access directly. As such, Homes England will act as the contracting authority for the design and build of the infrastructure and the recipient of all funding.</p> <p>The wider York Central project will be managed by the main project partners (Homes England, Network Rail, City of York Council and the National Railway Museum) through a Delivery Co-ordination Board. External consultants will support the project team in delivery of the scheme.</p> <p>It is anticipated that the main works on site will commence in April 2022 with completion by June 2025. Commercial development on the wider York Central redevelopment is expected to start in October 2023.</p>

Location Map

The following map shows the location of the York Central Access 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-theeconomy/leeds-city-region-infrastructure-map>