

**Executive**

**29 November 2018**

Report of the Assistant Director, Transport Highways & Environment

Portfolio of the Executive Member for Transport & Planning

## **York Station Front Proposed Improvements – Report on Public Engagements**

### **Summary**

1. This report sets out scheme progress to date and seeks the approval to submit a full planning application and proceed to work with partners on the detailed scheme design in spring 2019. This report also seeks permission for the following:
  - to enter into land acquisition negotiations with stakeholders and third party landowners;
  - approval to incorporate design changes to the Masterplan informed by public and stakeholder consultation;
  - approval to proceed with the relocation of statutory undertakers' apparatus affected by the proposed scheme.

### **Recommendations**

2. The Executive will be asked to:
  - 1) Confirm that the public and stakeholder engagement process has been carried out appropriately and endorse the Statement of Community Involvement (SOCl).

Reason: To enable the submission of a full planning application and to proceed to detailed design.

- 2) Approve an instruction to the design team to incorporate design changes informed by responses received in the public consultation.

Reason: To enable the design team to submit a full planning application and proceed to detailed scheme design.

- 3) Approve the submission of a full planning application based on the amended masterplan informed by the SOCI.

Reason: Gain planning permission.

- 4) Approve the project team to pursue land acquisition negotiations with partners, stakeholder and third party landowners.

Reason: To enable Queen Street Bridge to be demolished and the scheme to be constructed as designed.

- 5) Approve funds to continue engagement with statutory undertakers to design and deliver a detailed scheme of utility diversionary work.

Reason: To enable the removal of Queen Street Bridge and the construction of the scheme.

## **Background**

3. York Rail Station is one of the principal gateways into York and currently accommodates over 12m people per year using it with forecasted growth to 38m by 2050. However, the existing transport interchange is fraught with vehicular and pedestrian conflict and the station environment aesthetically poor. Therefore, City of York Council (CYC), in collaboration with Network Rail (NR) and London North East Railway (LNER), has developed a masterplan that proposes to reorganise highway and public realm areas to the front of York Station through:
  - the removal of the Queen Street Road Bridge and rebuilding the Inner Ring Road at grade;
  - the removal of the Parcel Square buildings to create space to re-locate the proposed taxi rank, passenger drop-off and short stay car park. The buildings currently comprise Cycle Heaven and train operating company accommodation;
  - the removal of the York RI band room to provide space for a gyratory road around the York RI gymnasium;
  - the separation of pedestrian, bicycles and motorised transport to provide a safer and more efficient station transport interchange;

- The removal of taxis and passenger pick-up and drop-off from the station porte-cochere to a dedicated area in order to take most traffic out of Tea Room Square and improve air quality in the station;
  - the redevelopment of the areas to the front of the station to diffuse the current congestion and create a new bus interchange, relocated vehicle parking, drop-off and taxi rank and a more attractive public realm arrival experience; and
  - the redevelopment of Tea Room Square to create a safer and more attractive shared space.
4. In November 2016, City of York Council Executive was asked to decide whether to formally join the West Yorkshire Transport Fund in order to fund the major investment required to deliver the York Central and York Station Front Improvements. The Council's decision was to formally join the West Yorkshire Transport Fund to ensure the delivery of the York Central Access Road and Station Gateway scheme.
  5. As a result of City of York Council's Executive decision, the scheme is being granted funding from the West Yorkshire + Transport Fund. The fund is administered by the West Yorkshire Combined Authority (WYCA) and is governed through a programme management process (see Annex 1). An Outline Business Case for York Central Access and York Station Front was submitted and approved by WYCA in late 2016. The scheme proposals are now at 'Activity 4 – Full Business Case' in the governance process.

## **Consultation**

6. The York Station Front masterplan public and stakeholder engagement process took place between 11<sup>th</sup> June and 8<sup>th</sup> July 2018, and lasted one month. The masterplan consultation process and events comprised public exhibitions, drop-in sessions, heritage walks, targeted stakeholder meetings and an online consultation. The engagement methods were designed to span both traditional forms and contemporary social media platforms.
7. A detailed analysis of the public and stakeholder consultation is presented in the SOCI that will be submitted with the full planning application.
8. The aim of the consultation was to raise awareness and promote the station front masterplan proposals, build trust in decisions already made

about the project and receive and integrate responses on the proposed changes. The following approaches were designed to make the process as effective and transparent as possible:

- involve as many people and identified stakeholders as possible;
- include those who many not normally be involved or feel able to do so;
- provide information that is accessible to all cognitive abilities;
- do the utmost to encourage people to take part in the consultation;
- use traditional and contemporary technology to reach as wide an audience as possible;
- to welcome and value all responses received.

9. For the purposes of the consultation process, stakeholders were defined as follows:

- a) Partners: including Network Rail, LNER, the West Yorkshire Combined Authority (WYCA) and Canada Life;
- b) Internal Stakeholders: including elected members, internal CYC departments, community committees and service providers; and
- c) External Stakeholders: including station users, local communities and community groups, local residents, road and transport users, local businesses, bus and taxi operators, local media, visitors to the city and interest groups.

10. Consultation exhibitions were held in York Railway Station, City of York Council’s West Offices foyer and the York RI gymnasium. These locations were selected owing to their visibility and accessibility. At each event, a series of six display boards were set up to present a user-friendly version of the masterplan and to highlight the main features of the scheme. Meanwhile, a video projection of a flythrough of the proposals was presented throughout the consultation at the Council Office location and online. The events were open to the public throughout the month and were staffed by members of the project team as shown in the table below.

<b>Date</b>	<b>Venue</b>	<b>Time</b>
13 <sup>th</sup> June 2018	York Station	15:00-20:00
20 <sup>th</sup> June 2018	CYC Offices	10:00-15:00

23 <sup>rd</sup> June 2018	York Station	10:30-15:00
5 <sup>th</sup> July 2018	York Station	15:00-20:00

The manned events were advertised on leaflets (see Annex 2) available at the public exhibitions, and through CYC's Facebook and Twitter pages. Visitor comments could be given either directly through post-it notes affixed to the exhibition panels, through discussion with project team staff or on a paper questionnaire or the online version available on project website.

11. The consultation display boards provided comprehensive information on the scheme masterplan and also explained how to access further information presented on the dedicated York Station Frontage webpage ([www.york.gov.uk/stationfront](http://www.york.gov.uk/stationfront)). This webpage was created, advertised and frequently updated throughout the process to provide relevant information. The webpage contains a link to the masterplan, fly-through video of the proposals and the interactive panoramic visualisations. In addition, the webpage included a project email address ([stationfront@york.gov.uk](mailto:stationfront@york.gov.uk)) where members of the public were permitted to send comments directly to the project team. The display boards also provided instruction on how to comment via CYC's Facebook and Twitter accounts using the hashtag #yorkstation.
12. Meanwhile, the CYC Facebook and Twitter accounts posted regular updates advertising the consultation activities and posted information on certain elements of the scheme to create conversation. The consultation display boards also provided information about the questionnaire (See Annex 3) which was available to complete either through an online form on the webpage or in a hard copy. The written version could be submitted by hand or mailed to the Council's West Offices.
13. The project team, in partnership with York Civic Trust, led a series of guided heritage walks around the masterplan site. Tickets for these walks were free and advertised on Eventbrite. Participants were guided around key historic areas of the masterplan site from the Railway Institute to the Victorian arches and then to Tea Room Square. At each location, York Civic Trust gave a short summary of the heritage of the site, then members of the project team provided an overview of how the proposed scheme will benefit the area. Each heritage walk lasted an hour and participants were given prescribed forms (see Annex 4) in

which targeted feedback could be given. Heritage walks were held as shown in the following timetable:

<b>Date</b>	<b>Time</b>	<b>No. of Walks</b>
27 <sup>th</sup> June 2018	17:00-19:00	2
30 <sup>th</sup> June 2018	10:00-14:00	4

14. Emails were sent out to key stakeholders including landowners, directly affected parties, neighbouring businesses, local residents, transport groups and other interest groups with an invitation to meet with the project team or comment on the masterplan proposals. Many stakeholder meetings took place in which the proposals were discussed in detail and thoughts and feedback was recorded.
15. Door to door consultation was carried out by a member of the project team to houses on Queen Street and to businesses that were considered to be directly affected by the proposals. The project team provided a scheme leaflet with and instructions on how to comment on the proposals. In addition, these stakeholders were given the project telephone number and email address to allow ongoing direct contact.
16. Following the launch of the masterplan, proposals and the consultation events were publicised through a number of press releases.

## **Responses**

17. The consultation resulted in almost 1500 responses from stakeholders and members of the public. The responses are summarised in the following table:

<b>Consultation Response</b>	<b>Number of Responses</b>
Post-it notes from the drop-in events and display boards	256
Questionnaire responses	442

Twitter comments	37
Facebook comments	620
Heritage Walk feedback reports	65
Email responses	53
Stakeholder responses	14
<b>Total number of responses</b>	<b>1,486</b>

### **Partner (Network Rail and LNER) Issues**

18. The removal of Parcel Square (formerly the station parcels office) is vital to the delivery of the masterplan. The removal of these buildings permits the construction of the new taxi rank and drop-off area. However, the removal of Parcel Square presents project partners two issues that could significantly impact the delivery of the masterplan. These are:
- a) as Parcel Square currently houses the Cycle Heaven cycle shop and the train operating company crews; both businesses would need to new accommodation before the buildings can be demolished; and
  - b) although these post-war buildings are not necessarily considered to have significant heritage importance in and of themselves, their removal presents complex architectural restoration issues for the treatment of the exposed station facades.

### **Stakeholder Responses**

19. Fourteen key stakeholder group responses were received either through the dedicated email address or through the agreed minutes of meetings with the CYC project team. The content of stakeholder responses are summarised as follows (full details are published in the SoCI):
- a) **York Environment Forum Transport Group:** Support the plans to improve the railway station and applaud a number of aspects of the proposals. However, they raise a number of concerns in relation to the consultation process and development of the plans in isolation from the York Central proposals and the Local Plan and Local

Transport Plan. In addition, they raises issue with the plans failing to develop a proper bus interchange;

- b) **Bike Belles Community Organisation:** provide comments on the need to connect the cycling routes into the City Centre and on connecting with the new Bike Share Scheme;
- c) **The Green Party:** provide overall support for the proposals however raise a number of concerns about the detail in the proposals, including specifically the fact they don't take full account of the likely expansion in the use of rail travel;
- d) **York Civic Trust:** welcomes the basic principle of the proposals and suggests that as a result of the changes the heritage of the station and its surrounding environment might well be better understood and appreciated. However, raises a number of concerns and queries regarding transport;
- e) **York Station Taxis:** views that the plans seem very positive and appear to create a much cleaner open space around the station giving a more user-friendly experience but raise a couple of specific concerns in relation to taxi use;
- f) **York Quality Bus Partnership:** is in favour of the proposals and broadly in favour of the specific features of the proposals but raise queries in relation to the proposed bus stops, bus priority, signage and conflict with cycling;
- g) **York Cycle Campaign:** provided a summary of a member's survey responses to the proposals for the cycling infrastructure. The overall response from members was mainly positive with the scheme being seen to greatly improve the quality of cycling and walking around the station and city as a whole. However, this was subject to some queries and on the condition that the proposals are delivered fully and to a good quality;
- h) **The Victorian Society:** strongly support the wider aims of the masterplan and consider on balance that with mitigation they do not object to the removal of the Queen Street bridge;
- i) **York RI:** appreciate the potential of the proposals for improving the station frontage and main access route into the City Centre but

raise a number of concerns in relation to safeguarding the continued and future use of the York RI;

- j) **York Bus Forum:** supports a number of elements of the plan in regard to the overall visionary nature of the document, emphasis on pedestrian experience and opening up of pedestrian routes. However, they raise serious concerns in relation to the provision of bus infrastructure in the scheme and put forward detailed proposals to create a bus interchange;
- k) **Queens Street Residents:** disappointed that they were not consulted earlier and raise a number of concerns in relation to the impact of the removal of the Queen Street bridge on their homes;
- l) **York Older People's Assembly:** provided a number of specific comments on the masterplan design and how it could be best improved for older people;
- m) **York Private Hire Association:** are generally in support of the scheme and believe it is a great opportunity, including the layout of the proposed taxi rank despite being unable to rank themselves. In addition, the group offered a number of suggestions to improve the scheme;
- n) **York Blind and Partially Sighted Society (YBPSS):** the group welcomed the scheme but were very keen that the design team takes the needs of blind and partially sighted people into consideration. They provided specific details for how this can be achieved.

## **Public Responses**

20. The public responses were received in the form of Post-It notes affixed to exhibition panels, an online and paper questionnaire, Twitter and Facebook, heritage walk feedback forms and emails to the dedicated project email address (stationfront@york.gov.uk). The consultation questionnaires and feedback forms included both closed and open-ended questions to provide a variety of comments and information. The full transcribed copies of the public responses are included in the SOCI.

## Summary of Comments and Emerging Themes

21. In the analysis of the consultation responses and feedback, several common themes that emerged. Responses to these themes are set as follows:

### 22. **Inclusion of a dedicated bus station in the overall design.**

**Theme:** The overall design accommodates bus stops in a linear arrangement on the public highway which in a location that does not have any terminating services, is the most efficient design solution for running an efficient network of bus services. Demand has been modelled over time to allow for future flexibility in design and accommodation. The bus station design that has been proposed through the consultation process (and has more recently been in the press) is not an appropriate design for a number of reasons including in terms of network efficiency, pedestrian priority and impact on design and historic assets. The bus stops as proposed are slightly further away from the main entrance to the station but this design solution allows the full prioritisation of the pedestrian above other travel modes and creates a more attractive and welcoming arrival and departure to the City. It is not considered that the overall change in walking distance (30-40m increase) is material in the overall design of the scheme, where most stops will still be within approximately 100m from the station.

**Response:** A detailed response to the issue of the bus station has been drafted and this is available in Annex 4.

### 23. **Appropriateness of consultation methodology.**

**Theme:** The consultation process has well exceeded many consultation programmes for a scheme of this size and importance, with a wide range of accessible consultation forms and events including open and closed questions with feedback through number of modes.

**Response:** Liaison continues with the York Central team to ensure that the two developments complement one another. There will be a further, formal, consultation period as part of the planning application process.

### 24. **Impact on Queen Street residences.**

**Theme:** Noise, air quality, and pedestrian movement will all change in the vicinity of Queen Street residences.

**Response:** This is being fully assessed as part of the EIA process. Ongoing liaison with residents is recommended going forward through the project.

## 25. **Design and accessibility.**

**Theme:** Concerns regarding detailed design, shared surface use, design and location of street furniture, the use of benches and seating are all being fully considered at a high level for the planning application stage and in more detail at detailed implementation stage (it is proposed the final landscape design will be addressed through the imposition of an appropriate condition).

**Response:** Design will follow best practice in terms of the use of the space with priority for pedestrians over vehicles, but also balanced with the needs of all groups within the community.

## 26. **Wider movement networks.**

**Theme:** The scheme has been designed to link to existing pedestrian and cycle networks as far as possible with improvements within the application boundary through the provision of cycle routes, pedestrian spaces and crossing points for example. The application boundary has been extended in places to extend improvements to a logical spot / end point such as the end of a space or path, but investment in the network can only extend so far in relation to the proposed scheme (i.e. references are made to the Leeman Road tunnel, Micklegate junction, links through to Station Rise, and Lowther Terrace).

**Response:** The development could lead to further improvements beyond the application boundary but it does not impede routes or such improvements for the future. Investment to create a better pedestrian and cycle network on Scarborough Bridge is an example of an improvement in progress which connects to the station front scheme.

## 27. Retail and cafés.

**Theme:** On balance, the addition of more retail and café provision within the station is supported. However, this is beyond the scope of the planning application which proposes solely the paving of the portico and Tea Room Square, not any specific use to be contained therein.

**Response:** Any such use would need to be subject to the relevant consents and led by the station operators.

## 28. York RI Buildings.

**Theme:** Concerns have been raised regarding the demolition of the York RI Band Room and also the impact on the York RI and its functions.

**Response:** The York RI band room is of concern to the project team and discussions are currently underway with Network Rail to find an appropriate outcome. Technically however the route for a circulatory road around the York RI is required. The team will continue to work with York RI to resolve this matter.

## 29. Changes.

**Theme:** The comments that have been raised are mostly positive and focus on specific matters within the overall scheme. Many will be dealt with and responded to in the detail of the public realm design and this process will show how these have been resolved. Others are beyond the scope of the application or are not material planning considerations in the progression of the planning and listed building consent applications.

**Response:** It is recommended that focused specific consultation is ongoing with the York RI, local residents and statutory consultees through the whole planning process to ensure that specifics are understood and mitigated. The methodology for achieving this will be developed as the scheme progresses.

## **Consultation Conclusions**

30. In total 14 stakeholder groups responded and over 1,400 comments were received from the general public. Responses were channelled through a variety of sources including social media, email and written responses, together with face-to-face meetings and events. The vast majority of the respondents were supportive of the scheme.
31. From the analysis of consultation data, several important themes have emerged. In particular the traffic impact caused by the demolition of Queen Street bridge, the need for a dedicated bus interchange, the suitability of taxi and cycle provision and the impacts on existing facilities such as the York RI buildings.
32. The majority of respondents felt that the proposals would provide an improved transport interchange and station arrival experience.
33. In general, less than 10% of respondents rated their current arrival experience into the station as good or very good and respondents listed accessibility and congestion issues as major negative aspects to the current station usability.
34. Around 50% of respondents strongly agreed that that the proposals would improve the setting for the city's heritage.

## **Current Activity**

35. The project team, together with the appointed planning agent Arup, have been working to deliver a suitable planning strategy for the scheme. The strategy has been guided by regular engagement with City of York Council planners, technical specialists and conservation team, as well as engagement with Historic England and other statutory authorities and interest groups. Meanwhile, following scoping, the planning agent is currently producing an Environmental Impact Assessment.
36. A detailed scheme of ground and archaeological investigation has been completed and an interpretive report is expected in the coming weeks. Early indications show that ground conditions are favourable to the

construction of the proposed scheme and there have been no significant archaeological finds.

37. Noise, air quality, ecology and environmental surveys have been commissioned and will be carried out in the coming weeks.
38. Owing to the creation of new public realm and redesigned streetscapes, the project team has begun engagement with Counter Terrorism organisations to include appropriate measures into the developing landscape design.
39. As well as engagement with Historic England and other statutory authorities and heritage interest groups, an architect has been appointed to advise on treatments to the station fabric once the Parcel Square buildings have been removed. A number of initial architectural scenarios have been presented that are sympathetic to issues surrounding the treatment of walls, doorways, windows and canopies of the listed station buildings. Discussions have also begun on possibilities for the treatment of the new public realm that would be created beneath the Victorian arches in the Bar Walls and ways in which railway heritage may be represented.
40. The project team has opened a dialogue with statutory utility providers and is developing a scheme of diversionary works.
41. The design team has appointed a contractor to offer advice on construction and phasing. Involvement of a contractor at an early stage helps in the development of the design process by providing advice on construction method, build-ability, sequencing and helping to identify construction risk.
42. The funding for the station front scheme will be provided through the West Yorkshire + Transport Fund as noted above in paragraph 5. This scheme is directly linked to the York Central Access for the purposes of funding and governance, and therefore a Final Business Case (FBC) submission is currently being prepared to seek the release of funding for both schemes. The FBC submission is to be made in November 2018 and a decision will be made by WYCA in February 2019.

## Recommendations to Members

43. The Statement of Community Involvement (SOCi) has been designed and carried out in a rigorous and professional manner. Public and stakeholder data has been carefully and thoroughly analysed with legitimate themes identified and appropriate recommendations put forward. Therefore, it is recommended that the SOCi is formally endorsed by the executive.
44. The preliminary scheme design that informed the York Station Front Masterplan was informed by comprehensive technical and stakeholder consultation workshops. Follow on technical meetings and workshops have been carried out to analyse consultation data and reassess technical aspects of the masterplan. The design team wishes to incorporate changes to reflect public and stakeholder feedback. These changes are identified in the plan shown in Annex 5. In outline they comprise:
  - a) **Queen Street Cycleway/Parking.** The proposed segregated cycleway on Queen Street runs between the footpath and eight permit holder parking spaces. Residents of Queen Street believe that this would leave them vulnerable to both cyclists when accessing their vehicle from the nearside and vulnerable to cars at the offside. Consequently, the design team is assessing the possibility of re-locating the segregated cycleway to the offside of parked vehicles;
  - b) **Cycle Access to the Station.** Comments were received during the consultation from cyclists concerned over access to the station across the proposed super crossing. The design team is currently reviewing ways to provide a safe way of accessing the station from the west-bound side of the carriageway;
  - c) **Counter-Terrorism Measures.** The creation of new, more open public spaces will lead to greater vulnerability to hostile actors. After taking advice from counter-terrorism advisors and carrying out risk assessments, the project team is now engaged in designing a suitable method of incorporation protection measures in to the future landscape design;
  - d) **Private Hire Taxis.** Following a stakeholder meeting with York Private Hire Taxi Association, the design team is currently

considering options to include a dedicated private hire meeting area;

- e) **Rail-Replacement Buses.** Following discussions with project partner LNER, the design team is currently devising a suitable system for managing rail replacement buses in the proposed short stay car park;

It is recommended that the Executive endorses these changes to the future design.

- 45. Based on the success of the public consultation and the clear public support for the scheme, it is recommended that a full planning application is submitted together with an application for Listed Building Consent and Scheduled Ancient Monument Consent. The proposed masterplan will form the background to the application with a design for the key elements informed by analysis of the SOCI.
- 46. In order to carry out utility diversionary works and to construct the designed scheme, land will need to be acquired or agreements put into place. To date, the project team has carried out an investigation into the current status of landownership. Approval is recommended for a detailed strategy of land acquisition along with delegated authority to the Assistant Director of Transport, Highways & Environment to purchase land by private agreement up to £500k in any one interest. Approval is also sought to prepare draft Compulsory Purchase Orders if these are found necessary in order to reduce the risk of the programme being prolonged if negotiations with landowners become protracted (Any decision to authorise the actual making of that CPO would be referred back to the Executive for determination in a subsequent further report).
- 47. The project team is currently in engagement with utility statutory undertakers and developing a strategy for diversionary works to enable the removal of Queen Street Bridge and construct the scheme. Initial indications show that the scheme of diversionary works will be complex and technically very challenging. It is recommended that design of an appropriate scheme of diversionary works and continuing technical engagement with utility service providers is endorsed.

## **Council Plan**

48. The York Station Front proposals are well aligned with the aims of the Council's Plan 2015-19. The implementation of Station Front scheme of highway and public realm improvements will answer an integral part of the key a to "provide a prosperous city for all:"
- where local businesses can thrive;
  - where efficient transport links enable residents and businesses to access key services; and
  - provide opportunities for residents and visitors to travel for employment and leisure.
49. Improvements to transport and public realm infrastructure are important to improved productivity; which in turn leads to economic growth and wealth. Meanwhile, the scheme design presented in the masterplan greatly enhances the heritage and environment of the station front area so that everyone who lives in or travels to the city can enjoy its unique splendour and range of activities.
50. Through well-planned and meaningful consultation, we have shown that the Council listens to residents to ensure that the delivery of a scheme that is desired and works for local communities. This is achieved through the careful and unprejudiced consideration of all responses to the public and stakeholder engagement and the production of a detailed Statement of Community Involvement. In doing so, the Council has shown that we are transparent and always consider the impact of our decisions in relation to communities and equalities. This is reflected in our analysis of the consultation responses and the reappraising and reintegrating of people's views into the scheme design.

## **Implications**

### **Financial Implications**

51. The estimated cost for the York Station Front scheme is currently £15.4m. This price includes the project management costs and the fundamentals for demolition of Queen Street Bridge, utility diversionary works and of scheme delivery. However, this estimate excludes third party land purchase, demolition of buildings and architectural treatments to the station facades. Release of funds from the WY+TF will be processed through the Project Assurance process and approval at meetings of WYCA.

## **Human Resources**

52. There are no known human resource implications.

## **One Planet Council / Equalities**

53. The One Planet Council Better Decision Making Tool has identified the following areas which can be explored further during the design and development of the York Station Front Scheme:

- a) Investigate an appropriate scheme of anti-terrorism response to incorporate into the landscape design;
- b) Research methods to provide sustainable landscape and sustainable drainage options;
- c) Continue to consult, research and build upon the team's understanding of heritage in and around station;
- d) Identify a philosophy to provide public art to enhance public engagement and wellbeing in the public realm.

## **Legal**

54. In order to deliver the York Station Front scheme, various parcels of land will need to be acquired or have agreements in place. The project team is in active discussion with the Council's legal team in the pursuance of land purchase by private agreement. Legal Services will provide resources to process the conveyance and land transfer agreements.
55. Currently there are no plans to acquire any land through Compulsory Purchase Order unless as a matter of last resort. However the Council have engaged the services of a law firm to prepare the documentation for Compulsory Purchase in order that it is ready to make an order if necessary. Support from Legal Services will be required to manage the process.
56. Formal legal agreements will need to be drawn up with our collaborative partners, Network Rail and LNER in order to safeguard each party's interests throughout the course of the project. These will be based on extant railway sector procedures and the need to protect public sector funding to ensure commitments are undertaken by the responsible organisation during the course of the scheme.

## **Crime, Disorder and Anti-Terror Measures**

57. Owing to the location of the scheme in an asset of strategic importance with large congregations of people, the station front scheme has been identified as a site at risk for acts of terror. The project team is currently seeking advice from stakeholders and interested parties in order to incorporate appropriate protection measures in the scheme design.

## **Property**

58. Existing pieces of land from project partner, Network Rail, and third party landowners, will be required to deliver the scheme. The land acquisition strategy is currently under review along with decisions over which parties will own land titles in future. Property Services' assistance will be sought to advise and support the project team to achieve this.

## **Risk Management**

59. There is a risk that the programme could become prolonged out if land acquisition negotiations become protracted. It is recommended to procure professional services to provide help and advice in procuring or seeking agreements for each parcel of land.
60. There is a risk of withdrawal of funding by WY+TF. All projects in the WY+TF Programme are under review by HM Government in order to ensure efficient delivery. Therefore, there is a risk that funding could be withdrawn if targets for delivery are not met by the WYCA as a whole.
61. There are risks associated with the chosen planning strategy and the success of the approval process. Owing to the complexity of negotiation with NR and LNER over demolishing Parcel Square buildings and the York RI band room together, along with the treatment of the listed station structure, there are risks associated with the success of the chosen planning strategy. Risks can be mitigated by maintaining close working relationships with partners and keeping issues and negotiations high on agendas.
62. There are programme risks associated with the complex diversionary works required ahead of bridge demolition. Risks can be mitigated by building a close relationship with utility companies and designing a detailed diversionary scheme.

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**Report**  **Date** 19/11/18  
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**Wards Affected:** List wards or tick box to indicate all

**All**

tick

**For further information please contact the author of the report**

**Background Papers:**

No background papers are attached.

## **Annexes**

Annex 1 – WYCA Project Assurance Process (attached).

Annex 2 – York Station Front Consultation Leaflet.

Annex 3 – York Station Front Exhibition Boards.

Annex 4 – Response to York Bus Forum.

Annex 5 – General Arrangement Drawing for Public Consultation.

Annex 6 – Drawing showing Design changes to reflect public and stakeholder feedback.

Annex 7 - One Planet York Better Decision Making Tool

## **List of Abbreviations Used in this Report**

CPO – Compulsory Purchase Order

WYCA – West Yorkshire Combined Authority

WY+TF – West Yorkshire Plus Transport Fund

NR – Network Rail

LNER – London North Eastern Railway

FBC – Final Business Case

SOCI – Statement of Community Involvement

York RI – York Railway Institute