

City of York Council
York Railway Station Gateway
Delivery Strategy

Issue | 27 October 2020

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It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1 Introduction

The York Station Frontage scheme comprises a series of civil engineering, public realm and buildings works to rationalise the area to the east [front] of York Station. These are designed to improve the pedestrian environment, improve interchange between public transport modes, reduce traffic congestion and create a better setting for the listed Station and City Walls.

City of York Council (CYC) has led the scheme to date, working closely with Network Rail (NR) and London & North East Railways (LNER). A planning application has been submitted and is expected to be approved shortly. Funding from a number of sources has been secured.

This is a complex project involving works to the public highway and works on railway land and to railway assets. Successful delivery of this scheme will be reliant on a clear understanding of the roles and responsibilities of each project partner and agreement on how the key issues will be addressed.

This document has been prepared to set out the proposed Delivery Strategy for this scheme.

2.2 Parties Involved

This scheme is being promoted by City of York Council (CYC), Network Rail (NR) and London & North Eastern Railways (LNER). The principle roles of these parties are as follows:

Table 2.1: Parties involved in delivering the scheme

Party	Role
CYC	Project lead, principle fundraiser, Highway Authority
NR	Landowner of railway lands, Rail Authority, potential funder for MSCP
LNER	Franchisee, operator/manager of York Station, car park operator, potential funder for works within portico

2.3 Land Ownership

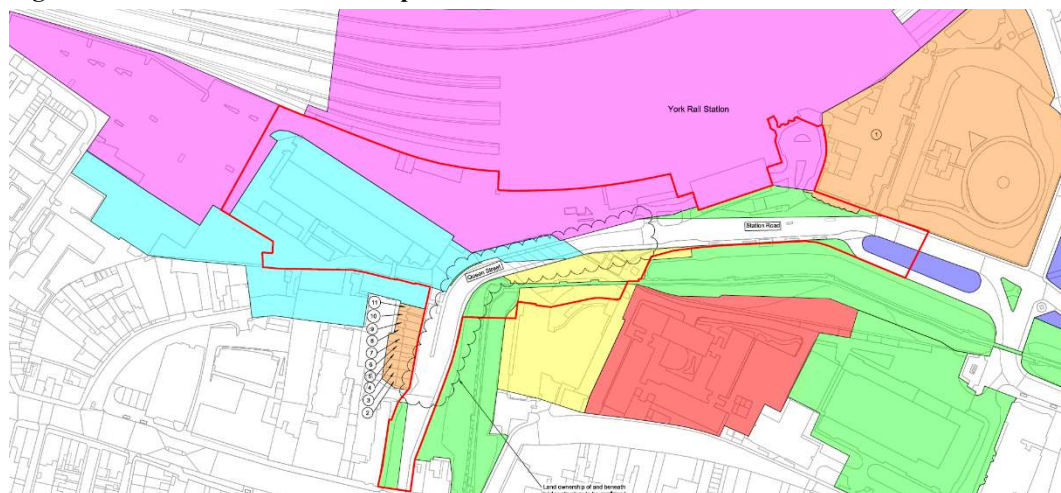
The current land ownerships are shown in the figure below (see Appendix A for further detail). The following landownerships are impacted by this scheme:

- Network Rail owned land (light blue)
- Network Rail land leased to LNER as part of franchise (pink)
- City of York Council land (green)
- Jarvis House Trustee Limited land – managed by Canada Life (yellow)

In addition, there is a small unregistered plot of land which lies below the Queen Street bridge and abutment structure.

Land transactions and the creation of new areas of adopted highway will be required in order to deliver the scheme.

Figure 2.3: Current land ownership



2.4 Planning & Other Approvals

Applications for detailed planning permission and listed building consent have been submitted to seek approval for the scheme. These are anticipated to be determined in December 2020. Conditions are anticipated to be attached to the approvals, many of which will need to be discharged prior to commencement of construction works.

Following award of planning consent, detailed designs will be developed and s38, s50 and s278 agreements under the Highways Act will be sought. Temporary and Permanent Traffic Regulation Orders will be required in order to implement the works.

Discussions with Historic England have been held with regards to the impact on the City Wall (scheduled ancient monument) and monitoring has been undertaken to establish its current condition. Following planning approval an application for Scheduled Ancient Monument consent will also be prepared.

For works within railway land, a Station Change process will need to be followed to seek approval for the works and allow for potential compensation payments to Train Operating Companies and other parties.

As the works include for changes to existing railway assets and the construction of new assets, technical approvals will also be required from Network Rails Asset Management team.

3 Delivery Strategy

3.1 Objectives

This is a complex project involving works on the public highway, works on railway land/assets and the need to maintain station operations, traffic flow and car parking operational at all times.

The objectives of this delivery strategy are as follows:

- To deliver best value for the public purse by minimising risk and minimising interfaces
- To define clear roles and responsibilities for the project partners, and define clear interfaces
- To enable the works to be delivered to meet funding deadlines

3.2 Key Issues

In developing the proposed delivery strategy, a number of key issues have been considered as follows:

- Some of the works will become adopted highway, other elements of the works will become Network Rail owned assets. Some network rail assets are also being removed by the scheme (eg bridge from York RI, band room). Different technical approval and adoption processes will apply to different elements of the works.
- Land transfers will need to be agreed as soon as possible as these dictate approval and delivery processes.
- Easement agreements may need to be put in place for utilities installed in private land (including NR land)
- The construction works will need to be phased in order to minimise impacts on the station and existing traffic flows. Temporary traffic management will need to be carefully considered and agreed.
- Where construction works are to be undertaken on third party land (eg CYC undertaking work on NR land), licences will need to be put in place.
- Available working space is restricted. Allowance will need to be made for contractor compound areas as part of the design process.
- The works will impact current car parking arrangements, both during the construction packages and at the end of each construction contract. Alternative car parking arrangements will need to be made to that the overall car parking provision at the station remains is maintained.
- The works include major telecoms diversions which are long lead-in items.

- Potential interfaces with other construction works in the vicinity (eg York Central, Hudson House) will also need to be considered.
- Funding routes and tax implications.

3.3 Proposed Packaging

Conceptually the scheme can be considered as three main packages as follows:

- **Highway works** – removal of Queen Street Bridge and the reorganisation of the highway. These are primarily civil engineering works
- **Station works** – works to the Network Rail owned / LNER operated station – these are primarily building works
- **Multi-storey car park** – construction of a new multi-storey car park

Whilst the works could be combined in one overall construction contract, it is noted that these three packages will suit different types of construction contractor and therefore there is sense in separating the works into different packages in order to drive cost efficiency.

It is also noted that packages will be subject to different approvals processes which have their own timescale. Dividing the works into packages minimises programme risk by allowing construction of some works to start sooner, whilst the design for other elements is still being signed off.

By applying this logic, it is proposed that the scheme is delivered as five separate construction packages as identified in the table below. Each of these packages will have a separate construction contract and can be considered as a separate construction package.

The delivery body for each of the packages has been identified following discussions with the project partners.

Table 3.1: Proposed packaging of the scheme

Package / Package		Delivery Body	Rationale	Works
1	Enabling Works	CYC	<ul style="list-style-type: none"> • Works are primarily in the public highway • Treating as a separate package allows an early start on long-lead items • CYC ca apply for the 12% local authority discount 	<ul style="list-style-type: none"> • BT diversion & other telecoms diversions • Yorkshire water diversion (localised) • Alternative gas supply to station
2	Highway Works	CYC	<ul style="list-style-type: none"> • Works will become adoptable highway. • CYC are the technical approval body • The works will require detailed traffic management to minimise impact on traffic flows 	<ul style="list-style-type: none"> • Removal of Queen St Bridge • Reorganisation of Queen Street & Station Road • Arches Square, Station Square (part) • Cycle route by West Offices
3	Station Works	LNER	<ul style="list-style-type: none"> • Works are primarily on railway land • Works will become railway assets. • NR technical approval procedures will apply • A number of LNER tenants are impacted – new build works will need to meet LNER & tenant requirements • LNER are providing funding for the portico works 	<ul style="list-style-type: none"> • New accommodation within station, relocate tenants • Demolish Parcel Square • New wall to station & canopy at Parcel Square • Substation relocation • Taxi rank & drop off • Portico works & Tea Room Square • Cycle parking in station & cycle route through North Trainshed
4	Loop Road & Short Stay	CYC	<ul style="list-style-type: none"> • These are civil engineering works – it may be possible to use the same contractor as for Package 2 • The loop road will become adoptable highway - CYC are the approval body • Timing of these works is linked to TCF funding deadlines and the delivery programme for the MSCP – separating these works into a separate package allows them to be managed separately & minimises impact on current long stay car parking provision. 	<ul style="list-style-type: none"> • Demolish band room (relocate band) • Loop road • Short stay car park & relocate short stay car parking
5	MSCP	NR	<ul style="list-style-type: none"> • This will be a NR funded and owned asset 	<ul style="list-style-type: none"> • Multi-storey car park & relocation of car parking to east of station • Pedestrian & cycle route Lowther Terrace to Loop Road

4 Land Issues

4.1 Land Acquisitions

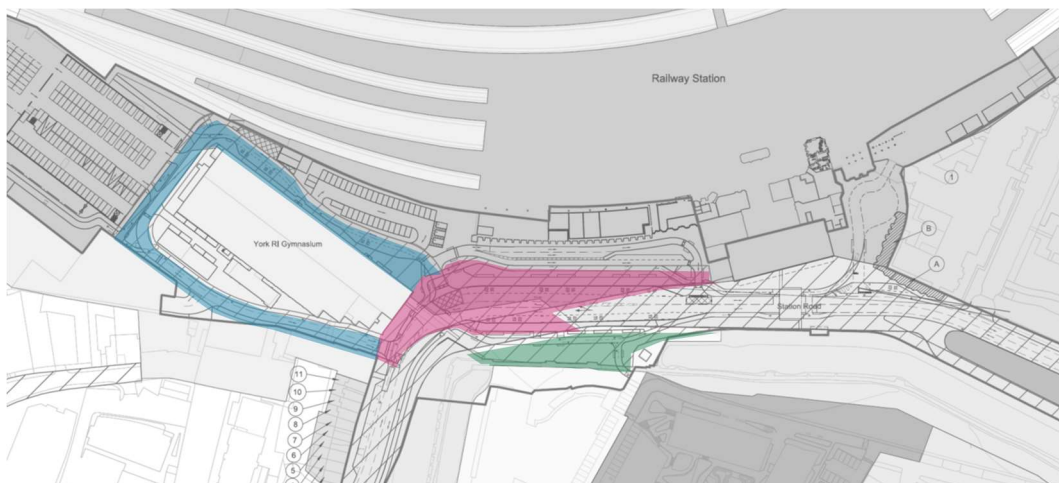
A number of land parcels need to be acquired by CYC in order to deliver the scheme. These land parcels are set out in the table and figure below.

The Network Rail land is treated as two separate parcels to reflect the proposed phasing of this scheme and to allow separate leaseback agreements for temporary car parking to be established for each plot.

Table 4.1: Land parcels to be acquired to deliver the York Station Frontage scheme

Land Parcel	Current landowner	Current franchisee / tenants	Purchaser	Note
Canada Life	Jarvis House Trustee Limited (managed by Canada Life)	Network Rail	CYC	Alternative location for cycle store & bin store to be agreed
Land for realigned Queen Street	Network Rail	LNER, Left Luggage	CYC	NR LC17 process to be followed
Land for Loop Road	Network Rail	LNER (part) Access for RI Gym and NCP	CYC	NR LC17 process to be followed
Unregistered plot	Not known	Under highway	CYC	

Figure 4.1: Land parcels to be acquired (unregistered plot not shown)



4.2 Licences to work on Third Party Land

Other land parcels will be impacted temporarily by the proposed construction works. For these parcels, licences will need to be put in place to enable the contractors to undertake their works. Licence requirements are set out for each of the construction packages in the following sections 5-9.

4.3 Wayleaves

Wayleave agreements are required where utility companies place their equipment in private land (ie land which is not public highway).

For some of the proposed utility diversions, utilities will be located in land which initially remains private but which will become public highway once the highway works are completed and adopted. In these scenarios, wayleave agreements will need to be put in place with the landowner to cover the period up until completion of the highway.

Wayleave requirements are principally required for the Package 1 works (see Section 5).

4.4 Tenant Agreements

Network Rail and LNER have a number of lease agreements with tenants which will need to be terminated and/or renegotiated in order to facilitate the proposed scheme.

4.5 Car Parking

The proposed scheme impacts on the existing car parking provision on the east side of the station as follows:

- Prior to the completion of the MSCP, car parking spaces will be displaced at the end of Package 2 (Highway Works), Package 3 (Station Works) and Package 4 (Loop Road & Short Stay).
- During the construction of all packages, further car parking spaces will be displaced temporarily to provide sufficient space for the contractor to undertake the construction works.
- On the completion of the MSCP (Package 5), all car parking spaces will be relocated back to the eastern side of the station.

A detailed car parking strategy will need to be prepared to accompany each of the proposed construction packages. The principles to be adopted in developing this strategy are as follows:

- 1) The total number of car parking spaces available at the station is to be maintained
- 2) The preferred location for displaced car parking is onto the York Central site (west of the station). This is to be located as near to the western entrance as possible.
- 3) LNER and NR will engage with the York Central Partnership to agree detailed arrangements for locating displaced parking and for collecting revenues.
- 4) It is recognised that York Central may be developing out at the same time as the York Station Frontage scheme is being constructed. The location of the

displaced car parking may need to change from time to time to suit the development programme for York Central.

- 5) The Local Planning Authority shall be kept informed regarding changes to parking arrangements.

4.6 Stopping Up / Traffic Regulation Orders

Delivery of the scheme will require implementing a Stopping-Up and Traffic Regulation Order for on-street car parking on Queen Street (in-front of residences) and may require implementing a Stopping-Up and Traffic Regulation Order for vehicular access to the archway through the Queen Street residences. Although an engineering solution to keeping the access open is currently being sought for the latter.

CYC Highways shall take the lead in obtaining the required Stopping Up orders from the Secretary of State.

4.7 Rights of Way / Permitted Access Routes

New public Rights of Way agreements (or similar) will also be required as part of this scheme. These are detailed below. Legal advice should be sought to define the most appropriate type of agreement which should be put in place to ensure public access.

- Public pedestrian and cycle route between Arches Square /City Walls and the War Memorial.
- Public pedestrian and cycle route between Lowther Terrace and Loop Road – alongside proposed MSCP

Appendix A

Drawings

