

## Access for All Small Schemes Funding

Contact Information	
1.1 Organisation: City of York Council	
1.2 Contact Name: Mr Ian Stokes	1.6 Address: City Strategy Directorate City of York Council 9 St Leonard's Place York YO1 7ET
1.3 E-mail: <a href="mailto:ian.stokes@york.gov.uk">ian.stokes@york.gov.uk</a>	
1.4 Telephone No: 01904 551429	
1.5 If you are a franchised Train Operating Company who is your main DfT contact ?	

Summary of Application	
2.1 What is the scheme ?	York Station Access Scheme
2.2 Which station(s) will benefit ?	York Station
2.3 How will this project improve accessibility ?	12% of the City of York's economically active population is disabled. Presently, disabled persons or persons with a mobility impairment approaching the station from the north-western quadrant of the City of York are faced with either accessing the station at the rear (west) via stairs and a footbridge, or at the main (east) entrance via a lengthy detour along busy roads. The scheme will provide a safer and more direct access to the northern end of the station, eliminating the detours and removing the need to cross busy roads. The new access will also provide similar benefits to pedestrians and cyclists.
2.4 Total scheme funding (to the nearest £1,000)	Capital: <b>£ 250,000</b> On-going: <b>£ 1,000 pa</b>
2.5 Funding applied for (to the nearest £1,000)	Capital: <b>£ 125,000</b> On-going: <b>£ 0 pa</b>
2.6 What date could the scheme start ?	Works on site start week commencing 01 January 2006
2.7 When will the scheme be completed ?	31 March 2007

Department for Transport Use					
Date Received		Reference		Reference	

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## Proposed Small Scheme

Project Description	
P.1 Project Description	<ul style="list-style-type: none"> <li>The project consists of a 92m long, three-stage, hard surfaced ramp incorporating resting places, compliant with the requirements of the Disability Discrimination Act (DDA). The proposed ramp will connect the north end of Platform 1 of <b>York Station</b> to an existing shared use cycleway / footway leading to a segregated shared use path on the south bank of the River Ouse, just to the south-west of York city centre. The ramp will rise up the existing railway embankment and through a small area of land, which is currently part of the operational railway, to the existing car park on the east side of Platform 1.</li> <li>York is a key mainline station, outside London, on the East Coast Main line. The latest surveys undertaken in 2006 show a footfall of approximately 8697 passengers per day (7am to 6pm). Analysis of travel to work the station data and Census data shows 21% walk. Approximately 25% of passengers, approaching the station from the north-western quadrant of the City of York, would benefit from the new access ramp and, based upon the figure stated in 2.3, 55 of these per day are disabled persons.</li> <li>Presently disabled persons or persons with a mobility impairment approaching from this area are faced with either accessing the station at the rear (west) via stairs and a footbridge, or at the main (east) entrance via a lengthy detour along busy roads. The scheme will provide a safer and more direct access to the northern end of the station, eliminating the detours and removing the need to cross busy roads. The new access will also provide similar benefits to pedestrians and cyclists.</li> <li>The Scheme provides a high quality, direct link from York Station to the National Cycle Network.</li> </ul>
P.2 Project Stage	<ul style="list-style-type: none"> <li>Detailed design commenced and previous (lapsed) Planning Consent (99/03062/FUL) awaiting new Planning Application.</li> </ul>
P.3 Project Timescales	<ul style="list-style-type: none"> <li>Submit Planning Application 30 June 2006.</li> <li>Complete agreements with Network Rail &amp; Train Operating Company 29 September 2006.</li> <li>Complete detailed design October 2006.</li> <li>Invite tenders 1 November 2006.</li> <li>Award Contract 4 December 2006.</li> <li>Commence construction works week commencing 01 Jan 2007.</li> <li>Construction complete and ramp open to the public 31 March 2007.</li> <li>No other works likely to affect this project's timescale are anticipated.</li> </ul>
P.4 Project Risks	<ul style="list-style-type: none"> <li>Planning Consent – delays in obtaining this could delay start of works on site. However sufficient lead-in has been built-in to avoid significant delays.</li> <li>Negotiations with Network Rail and Train Operating Company (TOC), currently GNER, for securing agreements etc., could delay construction. Mitigated by good partnership working.</li> <li>Cost overruns to be funded by City of York Council.</li> </ul>
P.5 Third Parties	<ul style="list-style-type: none"> <li>Network Rail.</li> <li>Train Operating Company (currently GNER).</li> <li>Sustrans.</li> </ul>
P.6 Independent Validation	<ul style="list-style-type: none"> <li>The scheme was presented to the City of York council's Executive Member for Planning and Transport and Advisory Panel (EMAP) on 28 February 2006. EMAP recommended the project be progressed to be allocated in the 2006/07 Transport Capital Programme.</li> </ul>
Other Project Information	
<p>The scheme is fully supported by Sustrans as it provides a high quality direct link from York Station into key local and strategic cycle routes.</p>	

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### Proposed Funding

Funding	
F.1 Total Project Capital Cost	£250,000
F.2 Application Capital Cost	£125,000 (50% scheme funding)
F.3 Third Party Funding	£125,000 (50% scheme funding by City of York Council) Minimum allocated for this scheme in Transport Capital Programme for 2006/07
F.4 Operation & Maintenance Costs	Approximately £1000 per annum. Cost to be split between City of York Council and Train Operating Company
F.5 Renewal Costs	None anticipated in next 15 years
F.6 Other Costs	None anticipated

### Other Funding Information

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## Declaration

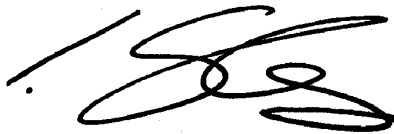
### Freedom of Information

Under the requirements of the Freedom of Information Act (2000) the Department for Transport may make publicly available this application, in summary or in full. If you have any concerns in this matter please contact us before making this application.

In making this application to the Department, I agree:

- that the information provided by me in this application is to the best of my knowledge correct.
- that this application does not form or imply any contract to provide funding.
- to allow the Department to undertake such due diligence on this application so as to satisfy itself of its completeness and accuracy.

Signed



Name

Ian Stokes

Date

23 May 2006

**Please return this completed form along with any supporting information by Friday 26<sup>th</sup> May 2006.**