

**Report of the Director of Economy and Place**

**York Central – West Yorkshire Transport Fund (WYTF)**

1. This report provides a summary on the Council's commitment to join the West Yorkshire Transport Fund (WYTF) and to use this funding to deliver access on to the York Central site.

**Background**

2. York Central is a 72 hectare (ha) area of land adjacent to the railway station and is one of the largest brownfield sites in northern England. It provides a huge opportunity for regeneration providing new homes and Grade A commercial office space. The site is identified in the Local Plan for residential development of up to 1,500 dwellings and 80,000 sqm floor space of high quality grade A office.
3. Informal public consultation to guide regeneration of the York Central site took place in early 2016 through the 'Seeking Your Views to Guide Redevelopment' document. A York Central Community Forum has been established to engage with and represent the views of the local community as the site progresses. All this work will inform the development of a partnership planning strategy. Work to establish the partnership, assemble the land and put in place appropriate funding arrangements is ongoing.
4. The West Yorkshire Combined Authority (WYCA) is formed from the five West Yorkshire Districts constituent members (Bradford, Calderdale, Kirklees, Leeds and Wakefield). York is formally recognised as a non constituent member of the West Yorkshire Combined Authority within the statutory instrument that established that authority. By virtue of a decision made by the Authority, York has voting rights at meetings of the Authority. York also has representation and voting rights on several of the Authority's committees including the

West Yorkshire and York Investment Committee which advises the Authority on matters relating to economic and transport led regeneration. The Combined Authority assumed the powers of the former Integrated Transport Authority and is therefore responsible for concessionary fares and bus schemes for the West Yorkshire districts while the City of York Council retains those powers in this area.

5. In November 2016 the Executive formally decided to join the West Yorkshire Transport Fund to enable Capital Funds to be released to undertake delivery of York's two primary strategic major Transport Projects namely roundabout improvements on York Outer Ring Road and York Central Access Road and Station Gateway.
6. The November report identified the risks of joining the fund but also set out a number of mitigations that have been proposed. It also sets out the need to set funds aside to fund the levy that will support the cost of the investment.
7. Executive agreed to recommend to council and Council subsequently agreed on 15 December 2016:
  - To agree to formally join the West Yorkshire Transport Fund.
  - To accept the financial liability that arises from joining the fund and to note that future increases in the levy would represent as unavoidable additional cost in future budgets. The precise figures cannot be determined at this stage but will be within the parameters identified in this report which estimates an increase from the budgeted contribution of £500k per annum to £1m to £1.5m per annum in 2025.
  - To delegate to the Deputy Chief Executive/Director of Customer and Corporate Services the finalisation of the legal agreement in Consultation with the Leader of the Council, the Deputy Leader of the Council and the Finance Portfolio holder
8. In summary the WYTF is a £1bn programme of major transport improvements across West Yorkshire and York. The fund is supported by Local Growth Fund allocations and devolved major scheme DfT funding with a balance of circa 20% funded from Local Authority contributions. The York Central Access and Station Gateway scheme along with improvements to the Outer Ring Road are the two most significant York schemes included in the Fund.

9. The original WYCA programme management methodology has 4 stages (note: the process is currently being updated by WYCA).
  - Gateway 1 – Project Initiation
  - Gateway 2 – Outline Business Case
  - Gateway 3 – Funding Approval
  - Gateway 4 – Delivery
10. The York Central Access Scheme has been given Gateway 1 approval by WYCA subject to York formally joining the fund. This was based upon an early potential access route off Holgate Road but the actual access route has not yet been decided. Further development of the project will now be progressed as part of the York Central masterplanning work, using funding allocated to the York Central Scheme.
11. At each Gateway stage as more detail is determined the scope and cost estimates for the schemes are reviewed. In addition, as the timetable for delivery becomes clearer, an allowance for inflation is included to provide estimated outturn costs.
12. At current year prices the total York Central Access Scheme was projected to cost £45m predicated upon CYC using £33m of WYTF funding and £12m of local funds. The project was split into 2 main elements: An access route from the local road network (including bridge over the rail lines), the main crescent road and an access to the rear of the railway station (£27.5m) and the demolition of the Queen St Bridge and the creation of an improved transport interchange at the front of the station (£17.5m). The current expectation is that the WYTF York Central Access funding would be spent by the end of 2021/22
13. York Central Partnership (formed by Network Rail, City of York Council, National Railway Museum, Homes and Communities Agency) have commissioned detailed master planning work which is currently underway. This will involve reviewing potential access options and evaluating social, economic and environmental impacts before undertaking further pre application consultation ahead of any planning applications coming forward. This work may lead to a further submission during 2017 to WYTF of a revised project initiation at Gateway 1.
14. In addition to the work undertaken by the York Central partnership, CYC are working with Network Rail, Transport for the North and Virgin Trains East Coast to undertake an assessment of the future rail requirements of the station and develop proposals for the expansion

and regeneration of the station which will provide a new gateway to the city and to York Central. This work will be integrated with the York Central masterplan.

15. A new role has been created to oversee the delivery of the WYTF schemes and a Major Transport Project Manager will join us in March 2017. Additional resource requirements are now being considered and a comprehensive resource plan is being drawn together to ensure that CYC can both co-ordinate the scheme delivery and operate its statutory highways and planning functions to respond in a timely fashion to the demands of the York Central project
16. Further reports will be brought back to Executive to agree a Partnership Agreement with the other York Central Partnership and to agree to the commitment of any further funding for the project.

### **Consultation**

17. The requirement for the infrastructure for York Central is a key element of the city's Local Plan which has been the subject of significant public consultation. Specific consultation exercises will be undertaken as the individual elements of the project are progressed.
18. The progress of scheme delivery and the drawing down of funds will be dependent on appropriate decision making by both CYC Executive and WYCA Investment Committee following Gateway reviews.

### **Council Plan**

19. The investment in the Major Transport Schemes is important in order to support the Council Priority "A prosperous city for all". Identified within the plan was that the council will "work to ensure York gets the best deal from regional partners, including in relation to investment in Transport Infrastructure. The investment will also
  - a. Deliver infrastructure necessary for the Local Plan housing aspirations
  - b. Reduce congestion so Local business can thrive
  - c. Provide efficient and affordable transport links to enable residents and businesses to access key services and opportunities.

## Recommendation

20. Members are asked to note the contents of this report.

Reason: To ensure that the committee is kept updated on progress with the York Central Project.

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Wards Affected: Holgate, Micklegate

All

### Background papers

Funding Major Transport Projects – West Yorkshire Transport Fund – Exec report 24th Dec 2016

For further information please contact the author of the report