

Scheme Summary

Name of project:	York Outer Ring Road Dualling
Location of project (including postcode):	A1237 York Northern Outer Ring Road (from A64 junction at Askham Bryan (SW of York) to A64 junction at Hopgrove (NE of York))
Lead organisation:	City of York Council
Type of organisation:	Local Authority
Lead Promoter contact:	Tony Clarke
Position:	Head of Transport
WYCA Case Officer:	Rachel Jones
Business Case Owner / Project Sponsor:	Neil Ferris
Applicable Funding Stream:	WY+TF
If part of Growth Fund, which Priority Area is it part of?:	Priority 4 – Infrastructure for Growth
Forecasted Full Approval Date:	N/A.
Forecasted Completion Date:	N/A.
Total project cost (£):	£294,000 (feasibility only – NOT full project cost)
WYCA funding request (£):	£294,000
WYCA funds as % of total project investment:	100%
Total other public sector investment (non-WYCA funding):	None confirmed at this stage of scheme development
Total other private sector investment:	None confirmed at this stage of scheme development
Project description:	

This project will undertake pre-feasibility work to complete further modelling and assessment, in order to determine the strategic case for investment into a significant transformational scheme, to improve a large section of the A1237 York Outer Ring Road to dual carriageway standard (between the two A64/A1237 intersections).

This scheme does not currently form part of the WY+TF programme, and therefore no further allocation has been made for business case development or delivery of the transformational scheme at this stage.

It is intended by completing this pre-feasibility work, the evidence base and high level strategic case will be confirmed, enabling CoYC to apply for funding from a variety of sources, to take the scheme through optioneering, business case development and delivery.

Assessment Summary

Overall assessment summary of the five cases.

<p>Strategic Case</p>	<p>The scheme that this pre-feasibility work will be used to develop appears at this very high level to have a good strategic fit. The scheme fits well within priority 4: Infrastructure for Growth – places will be connected by high quality transport and wider infrastructure that serves the needs of business and people. York is a Spatial Priority Area (SPA) in the SEP and York Outer Ring Road is also identified as a key strategic orbital ring road for improvement.</p> <p>The scheme is also critical to delivery of the Local Plan for York, increasing capacity and opening up land for further development, including York Central, where up to 1,500 dwellings and 80,000 sq.m of office space will be realised.</p> <p>There is also excellent alignment with the agreed transformational scheme criteria.</p>
<p>Commercial Case</p>	<p>There is clearly a need to undertake this pre-feasibility work to assess the strategic case and likely impact for this transformational scheme. York Outer Ring Road is a key orbital route highlighted in the SEP requiring improvements to deliver economic growth. The existing WY+TF scheme to upgrade 7 roundabouts will support this ambition, but real transformational change and impact is likely to be delivered by dualling, and this work will enhance the evidence of that.</p>
<p>Economic Case</p>	<p>A breakdown of costs has been provided to undertake the work, which is high level but does seem proportionate and representative. At this very early stage it is not possible to assess the value for money of the scheme. Once the pre-feasibility work has been completed, further information will be available to understand this, which will support the future development of a business case.</p>

Financial Case	This piece of pre-feasibility work is 91% funded by WY+TF, with a small amount of match from YoYC. It is a standalone piece of work at this stage within the WY+TF, as part of the transformational schemes allocation. Regarding the scheme itself, given its strategic nature, there is a likely assumption that funding contributions will be forthcoming should the scheme go ahead, including from the private sector. With major development sites that are set to directly benefit from investment in dualling, it is highly likely that private sector funding can be secured as match to any public funds that can be secured to deliver the scheme, should there be a strong enough strategic case.
Management Case	At this pre-feasibility stage, it is too early to assess the management of the scheme itself. However, there is some detail on how the pre-feasibility will be managed, with CoYC providing the project management and governance. It is envisaged that an engineering consultant will be procured, with sub-consultants appointed as necessary. The work is due to complete mid/late 2018, and key milestones/interdependencies have been provided.