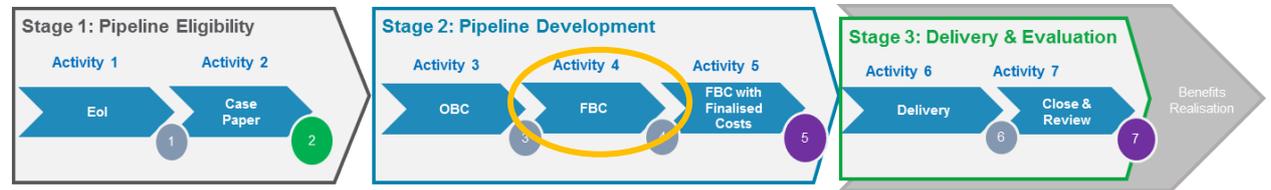


Scheme Summary

Name of Scheme:	York Outer Ring Road Programme
PMO Scheme Code:	WYTF-PA4-046
Lead Organisation:	City of York Council
Senior Responsible Officer:	James Gilchrist, City of York Council
Lead Promoter Contact:	Gary Frost, City of York Council
Case Officer:	Thomas Murphy, Combined Authority
Applicable Funding Stream(s) – Grant or Loan:	West Yorkshire-plus Transport Fund
Growth Fund Priority Area (if applicable):	Priority 4
Approvals to Date:	Gateway 1 – November 2014 – Full Programme
Forecasted Full Approval Date (Decision Point 5):	March 2021
Forecasted Completion Date (Decision Point 6):	April 2023
Total Scheme Cost (£):	Total Programme - £44.216 million
Combined Authority Funding (£):	Total Programme - £38.378 million
Total other public sector investment (£):	£838,000 historic development costs (City of York Council) at programme level.
Total other private sector investment (£):	£5 million for developer contribution for Phase 3 - Clifton Gate.
Is this a standalone Project?	No
Is this a Programme?	Yes – York Outer Ring Road
Is this Project part of an agreed Programme?	Yes – York Outer Ring Road

Current Assurance Process Activity:



Scheme Description:

The York Outer Ring Road (A1237) provides a dual function, both as a local distributor for trips to and from the city and as a key part of the strategic route for East–West journeys between the coast and ports (Scarborough/Hull) and the more Northern areas of the Leeds City Region (Harrogate/Craven).

The proposal is to upgrade seven roundabouts on the York Outer Ring Road, between the Wetherby Road and Monks Cross junctions. The blueprint for improving the capacity at all the roundabouts is based on providing three lane entries on the Ring Road approaches and two lane exits. This will provide an increase in the junction capacity (these proposals are similar to those recently implemented at the A1237/A59 and A1237/A19).

Increasing capacity at the roundabouts will have the largest impact on reducing journey times. Improving all seven roundabouts will ultimately reduce congestion, improve traffic flows and journey times on the Outer Ring road in the north of the city. This should also encourage traffic away from the city centre and onto the larger roads where traffic is more effectively managed.

As well as reducing delays, the improvements are necessary to accommodate predicted housing and employment growth projections in the New Local Plan. These improvements are also predicted to decrease the amount of traffic through the city centre, improving air quality and making public transport a more attractive form of travel.

Business Case Summary:

Strategic Case

At a programme level this scheme, along with the other City of York Council projects in the West Yorkshire-plus Transport Fund, will enable York to perform strongly in terms of the West Yorkshire & York combined regions by realising and delivering on economic growth.

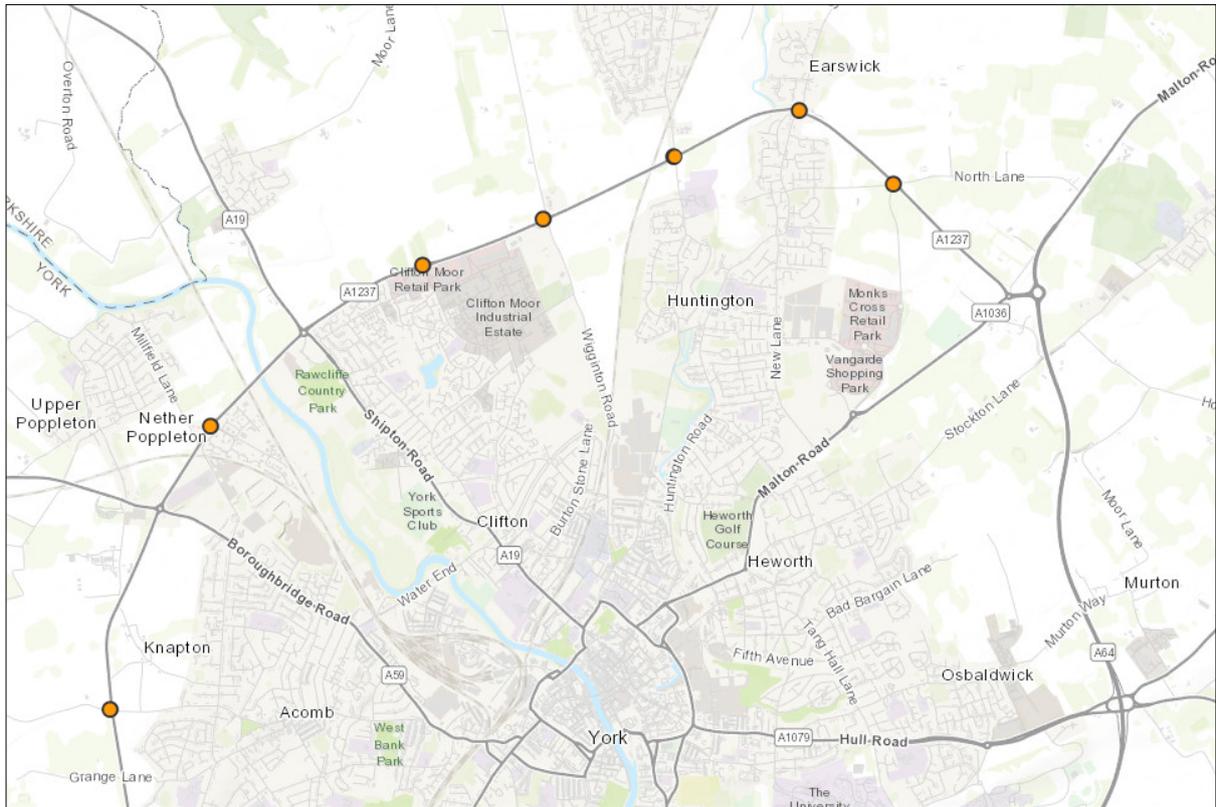
The emerging York Local Plan 2017 – 2033 (YLP) has improving the City of York’s economic attractiveness as one of its goals. Measures to support the achievement of this goal include proposals to enhance the city centre environment by improvements to traffic

	<p>flow within and around the city. Improving the performance of the outer ring road to the north of the city can encourage traffic out of the city centre and onto the strategic highways. The YLP recognises that without improvement, the current and forecast performance of the YORR is a barrier to investment in the growth set out in the plan.</p> <p>The scheme has also been developed to support other local, regional and national policies.</p>
Commercial Case	<p>The YORR programme scheme has been identified as necessary for support local, regional and national policies, by addressing the existing and forecast problems .</p> <p>The need to deliver the YORR scheme is supported by research, including that undertaken to develop the City of York Local Transport Plan and the emerging YLP. The research and stakeholder engagement undertaken as part developing the City of York Local Transport Plan and the emerging York Local Plan has identified the need for improvements to the YORR in support of local, regional and national policies and strategies.</p> <p>City of York Council will undertake a procurement exercises to appoint a contractor for each phase of the delivery.</p>
Economic Case	<p>The Economic Case has been developed to cover the whole York Outer Ring Road programme.</p> <p>At this stage the assessment only considers the journey time benefits and vehicle operating costs. It does not include accident assessment or the impact of construction maintenance. A number of the outputs from the programme analysis confirms the growth benefits that could be delivered and journey time savings that could be realised. Currently modelling is demonstrating that construction of the York Outer Ring Road scheme will result in a reduction in journey times of between 18% and 20% in the peak hours between the scheme's two extremities. This project addresses an existing traffic constraint on the A1237, allowing for better vehicle movements but without directly unlocking development land. Therefore the jobs created and housing growth potential following the delivery of the improvements to all seven roundabout junctions could be significant.</p> <p>The overall Programme BCR is 1:2.94, which represents very high value for money.</p>
Financial Case	<p>The Financial Case concentrates on the affordability of the proposal, its funding arrangements and technical accounting issues (value for money is scrutinised in the Economic Case). It presents the financial affordability of the preferred option and the impact of the proposed scheme on the West Yorkshire-plus Transport Fund</p>

	<p>budgets and accounts. It presents the expected whole life costs of the scheme from construction to a 60-year appraisal period from scheme opening.</p> <p>Total programme costs are estimated at £44.216 million and is made up from £38.378 million Combined Authority contribution, £838,000 City of York contribution and £5 million development funding/third party.</p>
<p>Management Case</p>	<p>The individual elements of the project are relatively simple highway widening schemes with no major delivery concerns. Most of the works can be delivered using existing local highway authority powers.</p> <p>Risks being managed include the scope of junction improvement requiring the need to extend railway or river bridges along the A1237. Required land being unattainable via negotiation requiring a Compulsory Purchase Order route. Funding required to deliver all seven roundabouts is not realised resulting in the overall benefits and GVA/£ outputs not being delivered.</p> <p>City of York Council has recent experience of delivering junction improvements in the area, while minimising the impact on road users. Two schemes on the York Outer Ring Road have already been successfully delivered by the Authority and phase one is on site. Valuable experience has been gained from these schemes in relation to consultation, land negotiations, planning, design, implementation and delivery. The lessons learnt from these delivered schemes have been used as starting point for developing the delivery strategy for this scheme.</p>

Location map:

The following location map shows the location of the junction improvements on the A1273.



Please note, depending on the level of scheme development, the location and scope of the schemes indicated here are indicative only.

For further information on Combined Authority schemes across the Leeds City Region please refer to: <https://www.westyorks-ca.gov.uk/growing-the-economy/leeds-city-region-infrastructure-map/>