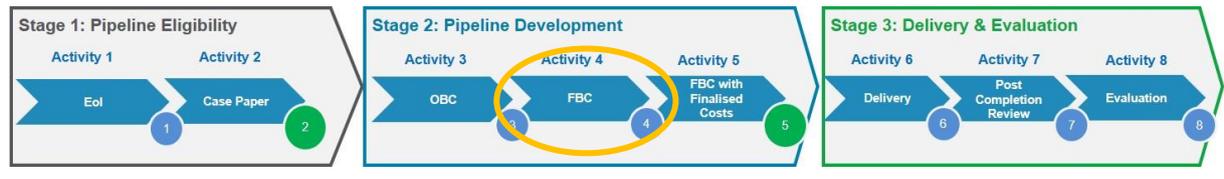


Scheme Summary

Name of Scheme:	York Outer Ring Road
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
Applicable Funding Stream:	Transport Fund
Growth Fund Priority Area:	Priority 4
Approvals to Date:	Gateway 1 – November 2014 – Full Programme
Forecasted Full Approval Date (Decision Point 5):	February 2018
Forecasted Completion Date (Decision Point 6):	December 2018
Total Scheme Cost (£):	£3.60m (Total Programme - £38.926m)
WYCA Funding (£):	£3.60m (Total Programme - £38.276m)
Total other public sector investment (£):	£0.65m historic development costs (City of York Council) at programme level.
Total other private sector investment (£):	None
Is this a standalone Project?	No
Is this a Programme?	No
Is this Project part of an agreed Programme?	Yes – York Outer Ring Road

Current Assurance Process Activity:



Scheme Description:

The A1237 York Outer Ring Road (YORR) has been the subject of a comprehensive and long-term strategy to review and develop junction improvements at identified roundabouts along the route to improve and reduce journey times on this heavily congested route.

The YORR Upgrade project includes improvements to 7 existing Outer Ring Road roundabouts between the Wetherby Road and Monks Cross junctions. The aim is to, where possible, upgrade junctions to a similar standard as the recently enhanced A19 and A59 roundabouts: i.e. approaches widened to 3 lanes, exits widened to 2 lanes, minor arm approaches widened to suit traffic flows, provision of walking and cycling improvements (including accommodation for future orbital and radial routes where possible).

In order to deliver the YORR strategy it is proposed that it is delivered in a number of phases. Improvements to the roundabout at the junction of the A1237 and B1224 Wetherby Road will be delivered as Phase 1 of the YORR strategy. The proposed measures at this roundabout are:

- 1) A1237 approaches widened to three lanes;
- 2) A1237 exits widened to two lanes;
- 3) Enlarge ICD of roundabout;
- 4) Lane designations reallocated; and
- 5) Minor arm amendments, including widening and lane remarking.

Business Case Summary:

Strategic Case

At a programme level this scheme, along with the other City of York Council projects in the WY+TF, will allow 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 as a goal the improvement of the economic attractiveness of the City of York. Measures to support the achievement of this include proposals to enhance the city centre environment by improvements to traffic flow within and around the city. By improving the performance of the outer ring road to the north of the city traffic can be encouraged 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.

The scheme has also been developed to support other local, regional and national policies as detailed in the Full Business Case.

<p>Commercial Case</p>	<p>The YORR scheme has been identified as being required to address the existing and forecast problems which are required to support local, regional and national policies.</p> <p>The need to deliver the YORR scheme is supported by previous 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 of the development of 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>There are several major housing schemes within the YLP that are located in the vicinity of the YORR. These schemes will be implemented over the period to 2038, and will generate additional traffic, in particular along the YORR.</p> <p>Phase 1 will be delivered by City of York Council’s Direct Labour Organisation.</p>
<p>Economic Case</p>	<p>The Economic Case has been developed to cover the whole York Outer Ring Road programme.</p> <p>The economic case assesses the proposed scheme to identify its economic impacts, and the resulting Value for Money. In line with WYCA appraisal requirements, the impacts considered are not limited to those directly impacting on the measured economy or only those which can be monetised. The economic, environmental, social and distributional impacts of a proposal are all examined, using qualitative, quantitative and monetised information as appropriate and proportional to the level of the scheme.</p>
<p>Financial Case</p>	<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 WY+TF 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>Management Case</p>	<p>The individual elements of the project are relatively simple highway widening schemes with no major delivery concerns. The majority of the works can be delivered using existing local highway authority powers.</p> <p>CYC has recent experience of delivering junction improvements in the area, whilst minimising the impact on road users. Two schemes on the York Outer Ring Road have already been successfully delivered by the Authority. The proposed junction upgrades in the YORR scheme will follow the same form as those undertaken for the recently completed projects. 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>