Annex D

Further consideration of affordability, deliverability and benefits

Transport investment 2001-2011

1. Over the last 10 years (2001-2011) approximately £50m of capital funding (excluding maintenance) has been spent by the city council on improving transport provision in the city. The majority of the funding has come from Government grants through the Local Transport Plan process and other grants for specific projects such as the Urban Traffic Management Control system. A further £5.5m of funding from developer contributions has been used for transport improvements. The most significant part-development funded scheme during the period was the construction of the first phase of James St. Link Road. Transport masterplans for the Monks Cross and Foss Basin areas were developed to determine improvements to mitigate against the effect of developments in these areas of the city and to apportion costs on a trip generation basis.

2. Funding has been used for a variety of improvements to meet the council's transport vision to develop a sustainable and integrated transport system for the city. Over 70% of the funding over the last 10 years has been used to deliver the necessary infrastructure to encourage sustainable travel. The remainder of the funding was used to progress schemes to increase road capacity by the use of technology and to upgrade junctions on the northern outer ring road.

3. The city has one of the most successful Park & Ride services in the country. providing over 3,700 parking spaces with frequent services to the city centre. The opportunities presented for cycling and walking by the flat terrain and relatively compact urban area have been maximised by investing in a citywide cycle network. It is anticipated that the infrastructure and softer measures implemented using the Cycling City grant since 2008 will further increase the high cycling levels in the City.

4. The capital investment has helped to keep peak hour traffic levels in the city centre fairly constant, despite pressures from increasing car ownership, changing work patterns and development.

Future investment option costs and benefits

5. The levels of existing congestion and limited space available for providing additional road capacity means that options which enable sustainable access to developments must be promoted. To free up road capacity to accommodate growth the way the existing population move around the city will also need to change. Modal shift programmes can be cost effective in reducing vehicular trip numbers but require revenue funding to sustain them over the long term.

6. Both local and citywide transport improvements will be needed to enable the level of proposed development to be accommodated. Localised transport improvements will be required to mitigate the direct impact of additional traffic on the immediate local network. In addition the cumulative effect of traffic increases across the city will also need to be addressed.

7. A significant proportion of the funding required to deliver the mitigation measures for both of these impacts will need to be sourced from the developers of proposed sites. With the expected reduction in grant funding over the next 5-10 years it is anticipated that funds from the council for transport improvements will be substantially lower than has been available in recent years and the availability of funding for transport major schemes is expected to be significantly reduced.

8. Developer contribution has been successful in achieving local mitigation through the highways development control system (S106 payments). Where it is less successful is in achieving area-wide contribution towards the cumulative impact of development. There is perhaps an opportunity to introduce a formula based approach for contributions which would result in a higher overall level of contribution from developers to area wide schemes.

9. It is estimated that the cost of the basic Access York Phase II (at grade enhancements to all of the roundabouts along the route) would be approximately £35m. This lower level intervention has a high indicative benefit to cost ratio of over 2.5 indicating that a future funding bid to the Department for Transport is more likely to be successful. More significant upgrades involving dualling of sections or all of the ring road with grade separated junctions at some or all of the roundabouts would cost between £100m and £200m with benefit to cost ratios below 1.0. Schemes at the highest level of expenditure and low value for money (e.g. full dualling with full grade separation) are unlikely to be funded from government sources.

10. Furthermore, with the high level interventions there is a significant risk that additional trips will be generated by the improved route which would have considerable air quality and greenhouse gas implications.

11. Members may wish to consider how much reliance on mitigating traffic impacts should be placed on ORR infrastructure improvements and whether greater emphasis should be placed on sustainable travel and smarter measures.

12. Initial set-up costs for a freight transhipment centre could be in the order of £5 million. A recent survey of businesses undertaken as part of the 'dialogue' for LTP3 showed 46% of the 75 businesses responding in favour of a transhipment centre, with 24% against.

13. An estimate of the level of investment necessary for expanding the cycle network (as advised to the Traffic and Congestion Ad-hoc Scrutiny Committee) is in the order of £6.5 - 23 million over 10 years, depending on the extent of the expansion. A mid-range estimate of approximately £13 million has been assumed for the purposes of this assessment.

14. An estimate of the level of investment necessary for improving public transport services, infrastructure and information (as advised to the Traffic and Congestion Ad-hoc Scrutiny Committee) is in the order of £30 - 41 million over 10 years. For the purposes of this analysis, a slightly less expansive, but more deliverable, £16 million investment package has been assumed.

15. The estimated overall costs for implementing the Sustainable Travel Towns measures were £10 per person, per year, with a direct benefit to cost ratio (BCR) in the order of 4.5. The report authors concluded that this evidence was sufficient to justify a substantial expansion of 'smarter choices'. An estimate of the level of investment necessary (as advised to the Traffic and Congestion Ad-hoc Scrutiny Committee) is in the order of £2.5 million over 10 years If the level of expenditure in the sustainable travel towns is applied in York this would equate to approximately 1.95m per year (19.5m overall). As York has a relatively high 'sustainable travel' base a lower but sustained level of investment of £400,000 per year (approximately equivalent to £5 per household) has been assumed

16. The full implementation costs of a Tram-Train system could be in the order of £120 million.