Value for Money Statement

Scheme Name	York Central Access and York Station Masterplan			
	City of York Council GW1 Assessment Comments Time Savings £29.17m Source - York Central Access and York Station Masterplan Gateway 1 Business Case - Arup Feb 2016 Vehicle Operating costs The scheme will help to deliver high quality grade A office accomodation and residential development on a site which is not currently able to be developed			
Scheme Promoter	City of York Council			
Gateway Stage	GW1			
Criteria	Assessment		Comments	
Quantified Benefits				
	Vehicle Operating costs	£29.17m - - - -	The scheme will help to deliver high quality grade A office accomodation and residential development on a site which is not currently able to be developed to its full potential due to poor transport access. The scheme delivers limited standard transport benefits but delivers	
Present Value of Benefits	Indirect Tax Delays During Construction & Maintenance Active Modes Accidents Noise Air Quality Total	£0.374m - - - - - - - - - - - - - - 	significant wider economic impacts of £70.6m over the appraisal period. In addition, the West Yorkshire UDM model suggests that the scheme could deliver GVA benefits of around £104.3m per annum.	
Cost				
Optimism Bias	44% (transport projects) & 66% (building project)		As per the guidance in TAG unit A1.2 44% optimism bias has been applied except for the compliant access (Phase C) which is considered a building project and therefore has 66% optimism bias applied.	
Base year	20	10	Base year used for appraisal	
Total Present Value of Costs	£49.65m		The sum of total capital, operating and monitoring/evaluation costs for the scheme, presented in real terms to remove the effect of inflation, and discounted to reflect the value of future costs in a common base year.	
BCR (Benefit to cost ratio)				
Initial (standard transport benefits only)	0.54		As explained above the scheme mainly unlocks housing and office land and facilitates regeneration in the centre of York it therefore delivers relatively low standard transport benefits which results in a low initial BCR.	
Adjusted	2.25		The scheme delivers large wider economic benefits which deliver a strong adjusted BCR.	
Qualitative Benefits				
Qualitative Benefits	Townscape: Neutral Historic Environment: Neutral Biodiversity: Neutral Water Environment: Neutral Journey Quality: Slight positive Security: Moderate positive Access to Services: Neutral Affordability: Neutral Severance: Neutral Option & Non-Use Values: Neutral		Itemised in Appraisal summary table	
VfM (value for money)				
Value for Money Category	2.0 - 4.0) = high	Categorisation of the schemes value for money using DfT defined criteria based on Benefit to cost ratio (BCR) <1.0 = poor 1.0 - 1.5 = low 1.5 - 2.0 = medium 2.0 - 4.0 = high >4.0 = very high	

Sign-off		
Name	Angela Taylor	
Title	Director Resource	
Organisation	WYCA	
Signature		