Appraisal Summary Table

Date produced:	26 June 2017

Contact:	
Name	Darren Capes
Organisation	City of York Council
Role	Promoter/Official

Name of scheme:	Yorvik
Description of scheme:	City wide transport technology uplift to provide real time mobility information to enhanced urban traffic management, development modelling and readiness for new vehicle technology. Will address the key aims of congestion, emissions and productivity.

	Impacts	Summary of key impacts	Assessment: Quantitative	Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
Economy	Business users & transport providers	Will enhance ability to operate in the City by providing better congestion management, reduced journmey times and increased journey time reliability. Will enhance the City's abilities to deal with air quality and emissions challenges and ensure the City remains an attractive place for business.	Value of journey time changes(£): Net journey time changes (£): 0 to 2min: 2 to 5min: £3.9m > 5min:		£29m	
Economy	Reliability impact on Business users	Will enhance ability to operate in the City by providing better congestion management, reduced journmey times and increased journey time reliability. Will enhance the City's abilities to deal with air quality and emissions challenges and ensure the City remains an attractive place for business.				
Economy	Regeneration	Will increase the agility of the City in modelling and the effects of new development and determining the appropriate planning and transportation response.				
Economy	Wider Impacts	Will provide a platform to ensure York is ready for the challenges and opportunities presented by coming changes in tranpsort technology. Will make York leader in readiness for Connected and Autonomous Vehicles. Will maximise the benefits of the full fibre network programme in the City by ensuring transport is best placed to utilise the UK leading digital communications provision in the City.				
Environmental	Noise	Will contribute to smoother traffic flow on the City's road by using technology to enhance UTC operation, and ensure the the City is ready to provide operational data to CAVs, as and when they become prevalent in the UK				
Environmental	Air Quality	Will pioneer the use of air quality and meteorological data to influence UTC operation by the use of a layered City-wide live model. Will develop methodologies for the use of data from CAVs to model air quality and provide operational data back to CAVs				
Environmental	Greenhouse gases	As above	Change in non-traded carbon over 60y (CO2e): Change in traded carbon over 60y (CO2e):			
Environmental	Landscape	Will provide ehanced tools for modelling the tranport impacts of, and response to new developments. This will ensure the City is able to plan for new developments and associated transport improvements more accurately, and that new infrastructure is better matched to likely requirements				
Environmental	Townscape	As above				
Environmental	Historic Environment	Better management of transport through the City wide use of technology and readiness for CAVs will reduce the need in the City to provide new infrastructure. This will ensure the City is able to continue to grow and maintain it's vitality by better utilising the present road network rather than by requiring new environmentally damaging works				
Environmental	Biodiversity	Little impact				
Environmental	Water Environment	Little impact				
Social	Commuting and Other users	Will deliver more reliable and consistent journey times into the City though UTC enhanced by modelling live vehicle data. Will support the aims of the City in promoting public transport use, cycling and walking by better use of available highway capaciity allowing greater priority to be afforded to these modes.	Value of journey time changes(£): Net journey time changes (£): 0 to 2min: 2 to 5min: see above > 5min:			
Social	Reliability impact on Commuting and Other users	As above				
Social	Physical activity	Enhanced UTC operation will allow additional highway capacity to be allocated to healthier modes. Implementation of technology infrastructure to support vehicle to vehicle and vehicle to infrastructure communications and messaging will allow the implemtation of vulnerable road user detection and awareness systems, (as defined in CIMEC and VRUITS studies)				
Social	Journey quality	Will deliver more reliable and consistent journey times into the City though UTC enhanced by modelling live vehicle data. Will support the aims of the City in promoting public transport use, cycling and walking by better use of available highway capaciity allowing greater priority to be afforded to these modes.				
Social	Accidents	Enhanced UTC operation will allow additional highway capacity to be allocated to healthier modes. Implementation of technology infrastructure to support vehicle to vehicle and vehicle to infrastructure communications and messaging will allow the implemtation of vulnerable road user detection and awareness systems, (as defined in CIMEC and VRUITS studies)				
Social	Security	Little impact				
Social	Access to services	Little impact				
Social	Affordability	Little impact				
Social	Severance	Little impact				
Social	Option and non-use values	None				
Public Account	Cost to Broad Transport Budget					
Public Account	Indirect Tax Revenues					