# ATF4 Capital Funding Proforma - Scheme level

## Introduction

| Q1. What is the name of your transport authority? |
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| York Unitary Authority |

## Overview of scheme

| Q2. What type of scheme are you seeking funding for? |
| --- |
| Construction |

| Q3. Please provide the scheme name<br><br>Please use the same name as stated in the programme level survey |
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| Manor Lane / Shipton Road |

| Q4. Please provide the scheme priority number<br><br>Please use the same priority number as stated in the programme level survey |
| --- |
| 2 |

| Q5. Please select the capital scheme type from the list below. If a scheme encompasses more than one intervention type, please select all that apply. |
| --- |
| New junction treatment |
| New shared use (walking & cycling) facilities |
| Improvements to make an existing walking/wheeling/cycle route safer |
| New road crossings |

## Scheme cost

| Q7. How much ATF4 funding are you requesting to deliver this scheme in the 22/23 financial year |
| --- |
| 250000 |

## Scheme location

Q8. Please upload a file(s) of where the scheme will be implemented.

Please use the Active Travel Infrastructure Programme (ATIP) to create an image of where the scheme will be implemented. Refer to the guidance document for further details on how to use ATIP (see 'scheme description and location'). Upload .txt files only.

You can access ATIP using the following link: http://atip.uk

- File: York_Manor Lane_Shipton Road.txt

## Scheme design

Q9. Please upload scheme design(s) below.

Note - construction schemes above £150,000 must submit designs.

Please use the following format when naming files: [Local transport authority name] (as in Q1); [Scheme name] (as in Q3); [Scheme priority number] (as in Q4); [ATF4 Scheme Design]

- File: York; Manor Lane; 2; Design 1B.pdf
- File: York; Manor Lane; 2; Design 2B.pdf

## Scheme outputs

Q10. Please provide details of the anticipated outputs for each scheme. Please ensure you are inputting the relevant units, as outlined in brackets. If the scheme type or output is not applicable, please leave blank.

| | |
|---|---|
| **New segregated cycling facility (miles)** | - |
| **New segregated cycling facility (number of junctions treated)** | - |
| **New junction treatment (number of junctions treated)** | 1 |
| **New permanent footway (miles)** | - |
| **New shared use (walking, wheeling & cycling) facilities (miles)** | - |
| **Improvements to make an existing walking/cycle route safer (miles)** | 0.05 |
| **Improvements to make an existing walking/cycle route safer (number of junctions treated)** | 1 |
| **Area-wide traffic management (including by TROs (both permanent and experimental)) (size of area)** | - |
| **Bus priority measures that also enable active travel (e.g. bus gates) (miles of road improved)** | - |
| **Provision of secure cycle parking facilities (number of parking spaces)** | - |
| **New road crossings (number of new crossings)** | 2 |
| **Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (miles)** | - |
| **Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (number of car parking spaces removed)** | - |
| **School streets (number)** | - |

## Scheme timeline

| Q12. What is the current status of this scheme? |
| --- |
| Consultation |

Q13. Please provide an estimated date for each of the key project milestones below (or confirmed date if the scheme has already passed a stage).

Note that all construction schemes are expected to have funding committed by 31 March 2024.

| | |
| --- | --- |
| **Completion of consultation** | 31/07/2023 |
| **Completion of feasibility design** | 23/01/2023 |
| **Completion of detailed design** | 30/11/2023 |
| **Submission for consideration at design review gate** | 14/09/2023 |
| **Start of scheme construction** | 13/02/2024 |
| **Completion of scheme construction** | 13/03/2024 |
| **Date scheme opens for public use** | 20/03/2024 |
| **Completion of monitoring and evaluation activities** | 20/03/2029 |

## Scheme Value for Money

Q16. Please upload scheme AMAT(s) below.

- File: York; Manor Lane; 2; Uplifts Tool.xlsx

## Scheme Value for Money

Q17. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)

Please answer in a brief, bullet point format where possible

Note: For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For schemes not using AMAT, please provide details of the cost effectiveness of the intervention using the accompanying value for money guidance alongside justification. Please also set out any other supporting information using local evidence or the alternative tools outlined in section 1.6 of the accompanying value for money guidance.

The Manor Lane/Shipton Road junction is located in northwest York, approximately 110m south of the A1237/A19 roundabout, of which the A19 Shipton Road forms the southern arm.
Currently, the crossings do not safely accommodate the heavy footfall from school children and commuters at peak times (early morning and early afternoon).
The project aims to address safety and amenity issues for pedestrians and cyclists crossing both Manor Lane and Shipton Road at the junction. The introduction of a full setback controlled crossing of Manor Lane and signal-controlled crossing of A19 , will reduce severance and provide a safe and useable route for active travellers across the junction.
In addition, tightening of corner radii onto Manor Lane will encourage slower vehicle speeds. Removal of shrubbery will improve visibility. Widening the existing section of footway or creating a new footway (design options 1b or 2b) will provide an LTN 1/20 compliant shared space for cyclists and pedestrians, reducing the risk of conflict. The introduction of a new footway section linking to the proposed crossing point clearly defines the route a cyclist should use connecting to/from Shipton Road, whilst also moving the connection away from the give-way junction.
Estimated cost of scheme implementation: £349,260
Main beneficiaries: 372 (commuters and school children)
Data from Census 2011 in the LSOA (York 007C):
No. of commuters- 131 cycling, 103 walking.
No. of school children- 300.
The DfT's 'CW01410' dataset estimates that 44% of school children travel to school by walking and 2% by cycling. Based on these figures it can be estimated that 138 school children cycle or walk to school in this area and will thus benefit from active travel improvements at the junction.
The multiplier was calculated in line with assumptions suggested in Annex B.
Cost Effectiveness = 349260/(372×(253×40×2) )=0.04639

## Scheme Value for Money

Q18. How many walking, wheeling, or cycling trips are currently undertaken per day in the area where the scheme will be implemented?

**Trips per day** 552

**Time period** -

Q19. How many additional walking, wheeling, or cycling trips will this scheme generate per day?

**Additional trips per day** 22

**Time period** -

## End of submission

Q20. You are about to submit your response. Please confirm you are happy to submit.

Yes