ATF4 Capital Funding Proforma - Scheme level

Introduction

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

Overview of scheme

Q2. What type of scheme are you seeking funding for?
Development

Q3. Please provide the scheme name Please use the same name as stated in the programme level survey
Haxby Station to Strensall Village

Q4. Please provide the scheme priority number Please use the same priority number as stated in the programme level survey
8

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 shared use (walking & cycling) facilities
Improvements to make an existing walking/wheeling/cycle route safer
New road crossings
Other (please specify): New shared-use bridge over River Foss

Overview of scheme

Q6. As you have selected 'other', please provide a description of the scheme below, including a description of why a scheme outside of the recommended list has been selected for bid. (max 250 words). Please answer in a brief, bullet point format where possible
The new shared-use bridge over the River Foss is part of the improvements to make the existing route safer and more convenient.

Scheme cost

Q7. How much ATF4 funding are you requesting to deliver this scheme in the 22/23 financial year
100000

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_Haxby Rail Station to Strensall Village – active travel route.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; Haxby Station to Strensall; 8; Plan.pdf • File: York; Haxby Station to Strensall; 8; Estimated costs.docx

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)	-
New permanent footway (miles)	-
New shared use (walking, wheeling & cycling) facilities (miles)	1.1
Improvements to make an existing walking/cycle route safer (miles)	0.7
Improvements to make an existing walking/cycle route safer (number of junctions treated)	-
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)	-

Q11. If your scheme is not listed above, please provide details here. Please include scheme type and the number of relevant outputs (e.g. miles, number).

Please leave blank if this is not applicable.

Scheme type	New bridge over river
Outputs (miles or number)	1

Scheme timeline

Q12. What is the current status of this scheme?

Development

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	31/08/2023
Completion of feasibility design	30/09/2023
Completion of detailed design	31/12/2023
Submission for consideration at design review gate	01/01/2024
Start of scheme construction	01/05/2024
Completion of scheme construction	31/08/2024
Date scheme opens for public use	01/09/2024
Completion of monitoring and evaluation activities	31/08/2029

Scheme Value for Money

Q14. Please provide an estimated Benefit Cost Ratio (BCR) below for your scheme below.

Note - all schemes £750,000 or above must appraise the scheme using AMAT. If this does not apply, please leave blank.

2.97

Q15. Please provide the value for money category or range of your scheme.

Note - all schemes £750,000 or above must appraise the scheme using AMAT. If this does not apply, please leave blank.

High

Q16. Please upload scheme AMAT(s) below.

- File: York; Haxby Station to Strensall; 8; AMAT.pdf

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 vast majority of the appraised benefits comes from Health-related factors, with a smaller amount of benefit arising from improved Journey Quality.
According to the World Health Organisation (WHO), increased physical activity is associated with a reduction in premature death (mortality). This scheme will encourage active modes of travel (walking, cycling) and discourage inactive modes (car use), and is therefore expected to reduce the relative risk of all-cause mortality as well as decreasing absenteeism.

Because Haxby Station has not yet been constructed however, this is impossible to quantify at this time.

Many station users are expected to come from Strensall which is within a 3km radius of the planned station location, so walking, bus, cycling or wheeling to the station should be achievable for most people.

In addition to the above AMAT, a rudimentary VfM appraisal has been done below:-

The number of expected beneficiaries is estimated at 150 (per day).

This is based on an estimated number of users of the new Haxby Station of approximately 1000 passengers per day, with 15% of these originating from Strensall.

As extra evidence, the Census 2011 gives an estimate of the number of total commuters in the Strensall area as 3,248. An expectation would be that at an absolute minimum, 5% of these journeys would be achievable via local rail, so once the station has been brought into use (late 2024), 5% of journeys is 162 users (thus 150 is a conservative estimate). All of these potential users would be beneficiaries of the new cycling/walking route between Strensall and Haxby Station as currently there is no appropriate (or safe) active travel route.

$Cost\ Effectiveness$ =
$Total\ Cost\ in$ £ / $Expected\ Number\ of\ Beneficiaries$ × $Total\ Multiplier$
£1,223,467 / 150 x20240
= 0.40299

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 0

Time period -

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

Additional trips per day 150

Time period -

End of submission

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