

# 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?

Construction

Q3. Please provide the scheme name

Please use the same name as stated in the programme level survey

People Streets / Ostman Road

Q4. Please provide the scheme priority number

Please use the same priority number as stated in the programme level survey

1

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

Area-wide traffic management (including by TROs (both permanent and experimental))

New road crossings

Restriction or reduction of car parking availability (e.g. controlled parking zones)

School streets

## Scheme cost

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

620000

## 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\_People Streets at Ostman 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; PS Ostman Road; 1; Design.pdf
- File: York; PS Ostman Road; 1; Designer's Report.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.

<b>New segregated cycling facility (miles)</b>	-
<b>New segregated cycling facility (number of junctions treated)</b>	-
<b>New junction treatment (number of junctions treated)</b>	1
<b>New permanent footway (miles)</b>	-
<b>New shared use (walking, wheeling &amp; cycling) facilities (miles)</b>	0. 26
<b>Improvements to make an existing walking/cycle route safer (miles)</b>	0. 26
<b>Improvements to make an existing walking/cycle route safer (number of junctions treated)</b>	1
<b>Area-wide traffic management (including by TROs (both permanent and experimental)) (size of area)</b>	0. 26
<b>Bus priority measures that also enable active travel (e.g. bus gates) (miles of road improved)</b>	-
<b>Provision of secure cycle parking facilities (number of parking spaces)</b>	-
<b>New road crossings (number of new crossings)</b>	2
<b>Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (miles)</b>	0. 26
<b>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)</b>	7
<b>School streets (number)</b>	1

## Scheme timeline

Q12. What is the current status of this scheme?

Detailed design

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.

<b>Completion of consultation</b>	01/07/2022
<b>Completion of feasibility design</b>	16/06/2022
<b>Completion of detailed design</b>	30/08/2023
<b>Submission for consideration at design review gate</b>	30/09/2023
<b>Start of scheme construction</b>	01/12/2023
<b>Completion of scheme construction</b>	01/01/2024
<b>Date scheme opens for public use</b>	02/01/2024
<b>Completion of monitoring and evaluation activities</b>	01/06/2024

## Scheme Value for Money

Q16. Please upload scheme AMAT(s) below.

- File: York; PS at Ostman Road; 1; Public Consultation.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.

- Pedestrian crossing surveys show there were 465 counts of people crossing Ostman Road (OR) in the AM peak (8:00-10:00) and 413 in the PM peak (14:45-16:00). As there is currently no crossing in place, these crossing trips were made through moving traffic and between parked cars.
- Our public consultation shows that 43% of users drive rather than walk/cycle along OR. 37% of these users reported lack of segregation from road users/safety, lack of environmental appeal or difficulties crossing busy roads as reasons for this. Therefore, there is potential for 16% uplift in school users walking/cycling if these conditions were to be improved. In our designs, we have addressed the obstacles to active travel reported by consultation respondents, improving conditions for pedestrians and cyclists. Therefore, it can be expected that the scheme would result in a 16% increase in active travel within the geographic boundaries of the scheme.
- The no 5 bus route passes through OR, and is often delayed by congestion at peak times outside the schools. Restrictions on parking will help to reduce congestion on OR and allow better access for the no 5 bus.
- This scheme will involve planting additional trees, plus various elements of shrubbery and public realm improvements. Such improvements will make active travel more appealing, and discourage littering and vandalism.
- Traffic calming measures and/or additional signage along OR will help further reduce average speeds, and together with widened 3m shared footways for pedestrians and cyclists, OR would cater for both more experienced cyclists and also less confident children making their way to/from school.
- Cost effectiveness = 0.18824

Pupils: Carr Infants (229) and Junior (314) (<https://get-information-schools.service.gov.uk/>)  
 Parents/teachers: 272 (1 adult per 2 children)  
 59% walk/cycle (understood from consultation and expected uplift)  
 Total beneficiaries = 481  
 Total scheme cost: £706,228  
 Multiplier calculated from Annex B assumptions.

## 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** 962

**Time period** -

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

**Additional trips per day** 154

**Time period** -

## End of submission

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

Yes