# 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<br><br>Please use the same name as stated in the programme level survey |
| --- |
| Tang Hall Lane / Foss Islands Path |

| Q4. Please provide the scheme priority number<br><br>Please use the same priority number as stated in the programme level survey |
| --- |
| 4 |

| 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 |
| 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 |
| --- |
| 140000 |

## 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_Tang Hall Lane.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; Tang Hall Lane; 4; Design A.pdf
- File: York; Tang Hall Lane; 4; Design B.pdf
- File: York; Tang Hall Lane; 4; 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.

| | |
|---|---|
| **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)** | 0.1 |
| **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)** | 1 |
| **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?

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.

| | |
|---|---|
| **Completion of consultation** | 31/10/2022 |
| **Completion of feasibility design** | 28/10/2022 |
| **Completion of detailed design** | 30/09/2023 |
| **Submission for consideration at design review gate** | 15/10/2023 |
| **Start of scheme construction** | 01/01/2024 |
| **Completion of scheme construction** | 01/02/2024 |
| **Date scheme opens for public use** | 02/02/2024 |
| **Completion of monitoring and evaluation activities** | 01/03/2024 |

## Scheme Value for Money

Q16. Please upload scheme AMAT(s) below.

- File: York; Tang Hall Lane; 4; Uplifts Tool.xlsx
- File: York; Tang Hall Lane; 4; 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.

• Investment in this scheme will deliver safety and amenity improvements for active travellers using the Tang Hall Lane / Foss Islands Cycle path, and drive modal shift away from private car use. The current junction is dangerous for cyclists turning both off and onto the road, as it abruptly joins the road just beyond the brow of a hump-back bridge with no warning for cyclists or vehicles respectively.
• Data from our public consultation shows that 66% of respondents agreed or strongly agreed to having felt unsafe using this junction.
• 54% of consultation respondents agreed or strongly agreed that they would benefit from the installation of an alternative cycle route connecting Tang Hall Lane and Foss Islands Path. The design presented adheres to this desire.
• 22% of respondents agreed or strongly agreed that they would cycle instead of driving if this connection were installed, though this number is likely to be higher in reality due to the unrepresentatively high number of cyclists who responded.
• Pedestrians would benefit from this scheme through the installation of a safe controlled crossing point north of the Foss Islands Path route. This crossing would heighten visibility away from the brow of the bridge, and contribute to severance reduction. They would also benefit from the existing access/egress point being made pedestrian only, reducing the risk of collision with cyclists at a point with low visibility.
• Enhanced widened footways at the relocated access point would reduce safety issues, as the current point of access/egress is not wide enough for cyclists to safely stop and turn into/out of.

• Cost effectiveness calculation = 0.04740

Total number of beneficiaries = 153 (number of cyclists estimated using PCT, x3 to capture cyclists travelling for leisure and other purposes)
Total scheme cost = £146,790
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** 306

**Time period** -

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

**Additional trips per day** 46

**Time period** -