

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

Monkgate Roundabout

Q4. Please provide the scheme priority number

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

6

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 segregated cycling facility

New junction treatment

New permanent footway

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

21000

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_Monkgate Roundabout.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; Monkgate; 6; Area Check.xlsx
- File: York; Monkgate; 6; Cycle Surveys.xlsx

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)	0. 14
New segregated cycling facility (number of junctions treated)	9
New junction treatment (number of junctions treated)	9
New permanent footway (miles)	0. 14
New shared use (walking, wheeling & cycling) facilities (miles)	-
Improvements to make an existing walking/cycle route safer (miles)	0. 14
Improvements to make an existing walking/cycle route safer (number of junctions treated)	9
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)	9
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?

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	02/10/2023
Completion of feasibility design	03/09/2023
Completion of detailed design	03/03/2024
Submission for consideration at design review gate	03/04/2024
Start of scheme construction	31/07/2024
Completion of scheme construction	29/08/2024
Date scheme opens for public use	30/08/2024
Completion of monitoring and evaluation activities	24/11/2024

Scheme Value for Money

Q16. Please upload scheme AMAT(s) below.

- File: York; Monkgate; 6; 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.

Monkgate Roundabout is a key element in a strategic route running between Monks Cross Park and Ride and York City Centre. It is used for commuting, access to the train station, access to the shops at either end, access to schools and healthcare facilities and leisure facilities. It will also link a route to the York Central development, a mixed-use housing and employment site currently under development on one of the largest brownfield sites in the UK.

Analysis undertaken as part of York's emerging LCWIP has identified the Heworth Corridor as one of the top ten priority routes. This was based on outputs from the Propensity to Cycle tool, origin/destination analysis for commuting, access to educational sites, employment and housing growth sites, ped/cycle casualty history, proximity to air quality management areas and areas of health inequality and the potential for short car trips to be replaced by active travel based on the 2011 census data.

Monkgate Roundabout currently ranks as the City's highest accident cluster site with 14 injury accidents over the last three years, almost all involving cyclists. The accident records indicate that nearly all of these involved a motorist colliding with a cyclist on the roundabout. Previous attempts to improve safety at the junction have mainly focused on providing off-road alternatives for cyclists to avoid the circulatory area of the roundabout, however these are considerably below current standards (both being shared with Pedestrians and in physical size) and most importantly do not complete a full circumference. There is no current provision for either cyclists or pedestrians to cross the Monkgate arm of the junction, and none of the crossings are controlled in any manner (three of the arms are two lane entries).

Cost effectiveness = 0.03841
 Based on scheme cost of £1.3m
 1672 daily users and 20240 multiplier

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 1672

Time period -

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

Additional trips per day 245

Time period -

End of submission

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

Yes