

2021/22 Capital Funding Proforma

Introduction

Q1. What is the name of your local transport authority?

City of York Council

Q2. Are you completing this proforma for the first time, or are you providing the information for additional schemes?

This is my first response

Funding Amounts

Q3. How much total capital funding is your authority seeking from the DfT Active Travel Fund for 21/22?

£800,000

Q4. What is the total contribution being provided from the following sources (please enter "0" if no contribution is being provided).

Contributions from your own local/combined authority £150,000

Third party contributions £0

Q5. Where relevant, please set out how you intend to use this funding to build on funding being received from other government funding sources (including any capital or revenue funding sources, such as the Transforming Cities Fund, Levelling Up Fund, Getting Building Fund) (enter n/a if this is not applicable).

We propose to use the funding to complement the current walking and cycling block allocations in the city's Transport Capital Programme, which is funded from the LTP Integrated Transport Block, Council resources, developer contributions and previous Active Travel Funding, to bring about a step-change in cycling and walking infrastructure at key locations within the city. This Active Travel Fund Bid would also complement the current Levelling Up Fund bid which has recently been submitted for improvements to the Parliament Street area within the city centre. The ATF bid will also complement the Transforming Cities Fund scheme at the front of the Station which includes cycle parking and connects to key links to the city centre for pedestrians and cyclists, and will make improvements to cycling and walking facilities on one of York's principal corridors, Tadcaster Road. Section 106 funding from developments in the Monks Cross area will also be used to support the improvements planned to be funded from this ATF bid (shown as £150k of CYC funding in Q4).

Key Bid Requirements

Q6. As outlined in the bid invitation letter, to be eligible for funding, all bids must be accompanied by a letter from the leader of the authority submitting the bid, confirming long term commitment to delivery of your active travel schemes. Are you able to confirm that this letter will be included with your bid?

Yes

Q7. All schemes must be developed in consultation with local communities, in line with the requirements, attached at [Annex A] to the bid invitation letter. This does not mean that the bid itself needs to be put out to consultation. This is a condition of funding and if not delivered funding may be clawed back. Are you able to confirm your authority's commitment to the consultation requirements outlined at [Annex A]? (NOTE: this is required for all bids)

Yes

Q8. Are you able to confirm that you will give due regard to the needs of protected groups defined by The Equality Act 2010, and your commitment to undertaking an equality impact assessment of the measures outlined in your bid (required for all bids).

Yes

Q9. Please identify below the protected groups who may be impacted by the schemes outlined in your bid, and how you intend to consult and implement feedback from these groups. How will you ensure that you have fully assessed the impact of the scheme on protected groups, and that accessibility requirements (throughout the scheme and its surrounding area) will be met? (max 400 words):

We consider the impact on all of the protected groups as part of the development of transport schemes, and engage with stakeholder groups to ensure that their concerns are addressed.

The proposed schemes will generally enhance the facilities available for these groups, however we will ensure any negative impacts are adequately mitigated. Users of adapted cycles will be positively impacted by the proposed city centre cycle parking improvements, which will provide a range of cycle parking stands for non-standard cycles. This scheme may have a small negative effect on pedestrians with varying levels of sight impairment, but we will mitigate the impact of the new infrastructure past by forewarning stakeholder groups of the changes to help with route planning and orientation. We will also be installing cycle racks with tapping rails to help white-stick users to detect the racks' presence, something which is absent from some of the older racks which will be replaced.

Residents and visitors with reduced mobility will benefit from the proposed access improvements between edge-of-city-centre parking areas and the city centre - through the provision of better access routes with more dropped kerb crossing points, less pavement clutter, better waymarking and improvements to footway surfaces.

The people streets improvements at two primary schools will discourage parents from parking near schools and improve the walking and cycling networks on the approach to schools, therefore encouraging walking and cycling through the provision of a safer school access zone.

The Business Park active travel improvements will encourage more people to travel to and from these sites by cycle or on foot, many of whom may not feel safe to do so at present, these include people with disabilities, older people, women and children who tend to have lower take-up levels of cycling and walking. The locations chosen currently have below average levels of cycling and walking access when compared to York as a whole.

Scheme 1

Q10. What is the name of the scheme?

City Centre Package Part A (Cycle Parking Improvements)

Q11. How much will the scheme cost?

150000

Q12. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

150000

Q13. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

This package primarily covers the 15Ha "Footstreets" pedestrianised area in the very centre of York, but will also be extended to include other important cycle parking sites within the area encircled by the city walls (Postcode area YO1). Consultation with cyclists prior to the submission of this bid revealed that poor cycle parking provision in the centre of York is suppressing the number of cycle trips to the city centre - particularly for mobility impaired residents who often have adapted cycles of high value.

Principally we will be upgrading the existing cycle parking facilities in the city centre to bring them into line with the latest guidance in terms of spacing, type and the ability to accommodate larger cycles such as load bikes, bikes with panniers, or trailers. We will also designate specific parking racks or areas for users of adapted cycles.

Within this project we also propose to investigate the introduction of city centre cycle lockers to provide weather-proof and secure storage for residents with e-bikes or high value cycles who may currently be discouraged from cycling into the city centre due to concerns about security, complementing the existing cycle locker provision at the city's park and ride sites.

Q14. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

New on-road segregated cycleway (permanent) (answer with miles to be constructed)	0
New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)	0
New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)	0
New permanent footway (answer with miles to be constructed)	0
New trial temporary footway (answer with miles to be constructed)	0
Widening existing footway (answer with miles to be constructed)	0
Installing segregation to make an existing cycle route safer (answer with miles to be constructed)	0
Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)	0
Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)	0
Park and cycle/stride facilities (answer with number to be constructed)	0
Provision of secure cycle parking facilities (answer with number to be constructed)	25
New road crossings (answer with number to be constructed)	0
Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)	0
Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)	0
Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)	0
Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)	0
School streets (answer with number to be constructed)	0
Other (please specify below)	50
	0

Other:

400 new cycle parking stands (standard design); 50 disabled cycle parking stands; 50 load bike parking stands

Q15. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No

Q16. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

Scheme prioritised through equivalent local network plan

Q17. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

The scheme has been prioritised as it contributes to Objective 3b of LTP3 (2011-2031) – Increase / improve cycle parking.

It is also supported by a response to a previous city-wide questionnaire which found that 36.4% of existing cyclists, 26.4% of lapsed cyclists and 20.8% of non-cyclists who responded stated that more cycle parking would encourage them to cycle more.

Q18. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

We currently have minimum cycle parking standards in our outline Local Plan and commissioned cycle parking design guidance for developers which is currently used by our Highways Development Control section during negotiations with developers.

Q19. What is the expected start date for construction?

* 01/07/2022

Q20. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

* 03/10/2022

Q21. What is the current status of this scheme?

Initiation stage

Q22. What is the consultation status of this scheme?

Yet to start consultation on individual scheme

Q23. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

Estimated Benefit-Cost Ratio (BCR) n/a

Value for Money category or range n/a

Q24. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

The scheme will encourage more people to cycle to the city centre as it will overcome some of the concerns that have been raised about the quality/availability of cycle parking in the city centre. As such, it will deliver benefits from reduced car use for accessing central York. The scheme will also address crime/security concerns and deliver benefits from reducing crime.

The scheme costs offer good value for money when assessed against the approximate costs for provision of cycle parking at stations in the CWIS appendix, which appears to be the most appropriate comparison.

Q25. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

not applicable

Q26. Do you have any further schemes to add to your submission?

Yes

Scheme 2

Q27. What is the name of the scheme?

City Centre Package Part B (Access improvements)

Q28. How much will the scheme cost?

250000

Q29. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

200000

Q30. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

This package will provide improvements to the routes from several council car parks into York's pedestrianised city centre. It builds on work currently being undertaken as part of the 2021 Active Travel Fund allocation and a more general assessment of access to the city centre for people with mobility or sensory impairments. The funding will provide more dropped kerbs, crossings on desire lines, better footway surfaces where appropriate and will reduce street clutter.

This funding will also support more general changes made in the centre of York to reallocate street space for outside seating areas for cafes and restaurants - both by improving access to these areas for people with mobility or sensory impairments and making changes to streets which will support their most appropriate balance of use generating additional benefit to support the tourist economy.

Q31. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

New on-road segregated cycleway (permanent) (answer with miles to be constructed)	0
New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)	0
New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)	0
New permanent footway (answer with miles to be constructed)	0
New trial temporary footway (answer with miles to be constructed)	0
Widening existing footway (answer with miles to be constructed)	0
Installing segregation to make an existing cycle route safer (answer with miles to be constructed)	0
Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)	0
Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)	0
Park and cycle/stride facilities (answer with number to be constructed)	0
Provision of secure cycle parking facilities (answer with number to be constructed)	0
New road crossings (answer with number to be constructed)	0
Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)	4 0
Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)	0
Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)	0
Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)	0
School streets (answer with number to be constructed)	0
Other (please specify below)	0

Other:

n/a

Q32. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

n/a

Q33. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

Scheme prioritised through equivalent local network plan

Q34. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

The need for improvements to accessible routes in the city centre has been highlighted during consultation with disability groups on the changes to city centre access restrictions. The proposed improvements contribute to LTP3 2011-2031 - Strategic theme 1 - Provide Quality Alternatives (to the car) and Strategic theme 5 – Improve public streets and spaces.

Q35. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

Enhancements to the city centre to maintain a safe and secure environment for residents and visitors is key to the continued economic vitality of this area of the city. Access to and around the city centre will be a key element of the three main emerging strategies for the city: Carbon Reduction / Climate Change Strategy, Local Transport Plan and Economic Strategy which are expected to approved in principle later this year.

Q36. What is the expected start date for construction?

* 01/04/2022

Q37. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

* 31/03/2023

Q38. What is the current status of this scheme?

Initiation stage

Q39. What is the consultation status of this scheme?

Yet to start consultation on individual scheme

Q40. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

Estimated Benefit-Cost Ratio (BCR) n/a

Value for Money category or range n/a

Q41. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words) For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

The scheme will improve the environment and safety of the city centre for residents/visitors with mobility impairment environment in the city whilst enhancing the viability of hospitality venues.

The scheme costs is considered to be reasonable when compared to the approximate costs for Town Centre Walking Infrastructure Schemes in the CWIS appendix which appears to be the most appropriate comparable option.

Q42. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

not applicable

Q43. Do you have any further schemes to add to your submission?

Yes

Scheme 3

Q44. What is the name of the scheme?

People Streets

Q45. How much will the scheme cost?

200000

Q46. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

200000

Q47. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

This scheme will improve the streets and walking / cycling routes in the immediate vicinity of two primary schools to encourage more parents to walk or cycle their children to school. Trials have been held at Clifton Green Primary School (YO30 6JA) and Badger Hill Primary School (YO10 5JF) to determine potential layouts such as road narrowing, gateway features, footway widening etc. which would reduce the impact of vehicle movements and encourage more walking and cycling to the schools.

Q48. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

New on-road segregated cycleway (permanent) (answer with miles to be constructed)	0
New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)	0
New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)	0
New permanent footway (answer with miles to be constructed)	0
New trial temporary footway (answer with miles to be constructed)	0
Widening existing footway (answer with miles to be constructed)	0
Installing segregation to make an existing cycle route safer (answer with miles to be constructed)	0
Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)	0
Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)	0
Park and cycle/stride facilities (answer with number to be constructed)	0
Provision of secure cycle parking facilities (answer with number to be constructed)	0
New road crossings (answer with number to be constructed)	0
Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)	0
Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)	0
Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)	0
Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)	0
School streets (answer with number to be constructed)	2
Other (please specify below)	0

Other:

n/a

Q49. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

no

Q50. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

Scheme prioritised through equivalent local network plan

Q51. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

N/A – layout trials have already been undertaken at both schools.

Q52. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

Safe routes to schools and the reduction of the impact of vehicles on active mode use around schools has been a key council strategy over a number of years and is specifically included in York's Local Transport Plan. The travel planning provided by the iTravel team advising parents and staff at school on sustainable options complements the provision of the improved infrastructure. Measures to reduce car use and encourage active travel will be key elements of the three main emerging strategies for the city: Carbon Reduction / Climate Change Strategy, Local Transport Plan and Economic Strategy which are expected to approved in principle this year following consultation which is currently ongoing.

Q53. What is the expected start date for construction?

* 15/07/2022

Q54. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

* 23/12/2022

Q55. What is the current status of this scheme?

Feasibility stage

Q56. What is the consultation status of this scheme?

Yet to start consultation on individual scheme

Q57. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

Estimated Benefit-Cost Ratio (BCR) n/a

Value for Money category or range n/a

Q58. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words) For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

The proposed schemes are considered good value for money as they will encourage more active travel and a move away from car based trips to these schools at relatively low intervention cost. This will generate physical fitness, air quality and decongestion benefits.

The scheme costs are considered to be reasonable when compared to the approximate costs for Links to schools and School Street Closures in the CWIS appendix, these seem to be the most comparable options although the proposals will constitute a variety of elements rather than a single intervention.

Q59. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

not applicable

Q60. Do you have any further schemes to add to your submission?

Yes

Scheme 4

Q61. What is the name of the scheme?

Business / Retail Park Active Travel Package

Q62. How much will the scheme cost?

350000

Q63. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

250000

Q64. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

This package will improve active travel links to and in the vicinity of both the Clifton Moor and Monks Cross Retail / Business Parks. The layouts of both areas are car dominated with limited options for walking and cycling to or within the sites. The main aim of the scheme will be to fill in gaps in the current networks and improve the routes to bring them up to the latest standards. To aid monitoring of the Monks Cross improvements we will complete the installation of a cordon of cycle counters.

Q65. What types of scheme are to be delivered, and how many of each scheme will be delivered? Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

New on-road segregated cycleway (permanent) (answer with miles to be constructed)	0
New on-road segregated cycleway (trial temporary) (answer with miles to be constructed)	0
New off-road cycleway (e.g. greenway, canal towpath) (answer with miles to be constructed)	0
New permanent footway (answer with miles to be constructed)	0
New trial temporary footway (answer with miles to be constructed)	0
Widening existing footway (answer with miles to be constructed)	0
Installing segregation to make an existing cycle route safer (answer with miles to be constructed)	0
Bus priority corridor measures (e.g. bus lanes, bus only streets) (answer with miles to be constructed)	0
Bus priority measures at single locations (e.g. bus gates) (answer with number to be constructed)	0
Park and cycle/stride facilities (answer with number to be constructed)	0
Provision of secure cycle parking facilities (answer with number to be constructed)	0
New road crossings (answer with number to be constructed)	4
Upgrades to existing facilities (e.g. surfacing, signage, signals) (answer with number to be constructed)	4
Restriction or reduction of parking availability (e.g. number of bays closed or increased fees) (answer with number to be constructed)	0
Low Traffic Neighbourhood / selective road closures (e.g. using planters, cones or similar) (answer with number to be constructed)	0
Traffic calming (e.g. lane closures, reducing speed limits) (answer with number to be constructed)	0
School streets (answer with number to be constructed)	0
Other (please specify below)	1

Other:

Cycle counters monitoring cycle levels at Monks Cross.

Q66. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

N/A

Q67. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

Scheme prioritised through equivalent local network plan

Q68. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

Clifton Moor – two of the proposed schemes are on the Strategic Cycle Route Network Prioritisation List.

Monks Cross – The network improvements proposed will complement the schemes identified in the Monks Cross Masterplan which was prepared for the delivery of development in the area.

Q69. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

The schemes contribute to LTP3 2011-2031 - Strategic theme 1 - Provide Quality Alternatives (to the car), Strategic theme 2 – Provide Strategic Links, Strategic theme 3 – Implement and Support Behavioural Change and Strategic theme 5 – Improve public streets and spaces.

Q70. What is the expected start date for construction?

* 03/10/2022

Q71. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

* 31/03/2023

Q72. What is the current status of this scheme?

Initiation stage

Q73. What is the consultation status of this scheme?

Yet to start consultation on individual scheme

Q74. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

Estimated Benefit-Cost Ratio (BCR) n/a

Value for Money category or range n/a

Q75. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

The scheme will provide enhanced walking and cycle facilities within the business park areas, providing more options to reduce the number of car trips. As such, benefits will be from increased physical activity (public health benefits, reductions in absences from work) and decongestion benefits, as well as amenity benefits for those who already walk/ cycle to this location. The scheme will also help to relieve congestion at peak times which currently impacts on the operation of the businesses. The scheme costs are considered to be reasonable when compared to the approximate costs for Area-wide Cycle Networks in the CWIS appendix.

Q76. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

not applicable

Q77. Do you have any further schemes to add to your submission?

No

Scheme 5

Q78. What is the name of the scheme?

No Response

Q79. How much will the scheme cost?

No Response

Q80. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q81. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q82. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q83. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q84. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q85. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q86. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q87. What is the expected start date for construction?

No Response

Q88. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q89. What is the current status of this scheme?

No Response

Q90. What is the consultation status of this scheme?

No Response

Q91. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q92. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q93. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Q94. Do you have any further schemes to add to your submission?

No Response

Scheme 6

Q95. What is the name of the scheme?

No Response

Q96. How much will the scheme cost?

No Response

Q97. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q98. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q99. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q100. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q101. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q102. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q103. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q104. What is the expected start date for construction?

No Response

Q105. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q106. What is the current status of this scheme?

No Response

Q107. What is the consultation status of this scheme?

No Response

Q108. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q109. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q110. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Q111. Do you have any further schemes to add to your submission?

No Response

Scheme 7

Q112. What is the name of the scheme?

No Response

Q113. How much will the scheme cost?

No Response

Q114. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q115. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q116. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q117. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q118. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q119. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q120. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q121. What is the expected start date for construction?

No Response

Q122. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q123. What is the current status of this scheme?

No Response

Q124. What is the consultation status of this scheme?

No Response

Q125. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q126. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q127. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Q128. Do you have any further schemes to add to your submission?

No Response

Scheme 8

Q129. What is the name of the scheme?

No Response

Q130. How much will the scheme cost?

No Response

Q131. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q132. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q133. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q134. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q135. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q136. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q137. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q138. What is the expected start date for construction?

No Response

Q139. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q140. What is the current status of this scheme?

No Response

Q141. What is the consultation status of this scheme?

No Response

Q142. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q143. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q144. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Q145. Do you have any further schemes to add to your submission?

No Response

Scheme 9

Q146. What is the name of the scheme?

No Response

Q147. How much will the scheme cost?

No Response

Q148. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q149. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q150. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q151. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q152. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q153. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q154. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q155. What is the expected start date for construction?

No Response

Q156. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q157. What is the current status of this scheme?

No Response

Q158. What is the consultation status of this scheme?

No Response

Q159. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q160. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q161. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Q162. Do you have any further schemes to add to your submission?

No Response

Scheme 10

Q163. What is the name of the scheme?

No Response

Q164. How much will the scheme cost?

No Response

Q165. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q166. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q167. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q168. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q169. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q170. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q171. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q172. What is the expected start date for construction?

No Response

Q173. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q174. What is the current status of this scheme?

No Response

Q175. What is the consultation status of this scheme?

No Response

Q176. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q177. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q178. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Q179. Do you have any further schemes to add to your submission?

No Response

Scheme 11

Q180. What is the name of the scheme?

No Response

Q181. How much will the scheme cost?

No Response

Q182. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q183. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q184. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q185. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q186. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q187. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q188. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q189. What is the expected start date for construction?

No Response

Q190. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q191. What is the current status of this scheme?

No Response

Q192. What is the consultation status of this scheme?

No Response

Q193. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q194. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q195. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Q196. Do you have any further schemes to add to your submission?

No Response

Scheme 12

Q197. What is the name of the scheme?

No Response

Q198. How much will the scheme cost?

No Response

Q199. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q200. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q201. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q202. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q203. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q204. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q205. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q206. What is the expected start date for construction?

No Response

Q207. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q208. What is the current status of this scheme?

No Response

Q209. What is the consultation status of this scheme?

No Response

Q210. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q211. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q212. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Q213. Do you have any further schemes to add to your submission?

No Response

Scheme 13

Q214. What is the name of the scheme?

No Response

Q215. How much will the scheme cost?

No Response

Q216. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q217. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q218. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q219. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q220. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q221. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q222. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q223. What is the expected start date for construction?

No Response

Q224. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q225. What is the current status of this scheme?

No Response

Q226. What is the consultation status of this scheme?

No Response

Q227. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q228. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q229. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Q230. Do you have any further schemes to add to your submission?

No Response

Scheme 14

Q231. What is the name of the scheme?

No Response

Q232. How much will the scheme cost?

No Response

Q233. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q234. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q235. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q236. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q237. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q238. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q239. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q240. What is the expected start date for construction?

No Response

Q241. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q242. What is the current status of this scheme?

No Response

Q243. What is the consultation status of this scheme?

No Response

Q244. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q245. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words)For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q246. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Q247. Do you have any further schemes to add to your submission?

No Response

Scheme 15

Q248. What is the name of the scheme?

No Response

Q249. How much will the scheme cost?

No Response

Q250. How much DfT funding is being sought for this scheme? This could include funding for scheme development, feasibility, design, consultation, construction and monitoring and evaluation.

No Response

Q251. Please provide a description of the scheme, including details of its location. (e.g. postcode and street/road name) (max 200 words)

No Response

Q252. What types of scheme are to be delivered, and how many of each scheme will be delivered?Please refer to the requirements in the list below to ensure that the correct totals are provided. Please enter "0" if a scheme type will not be delivered.

No Response

Q253. Are there any aspects of this scheme that does not comply with DfT Cycling Design Standards? If so, please set them out below (max 200 words). Note that to be eligible for funding, all schemes must be delivered in compliance with the Cycling Design Standards set out in LTN 1/20.

No Response

Q254. Has this scheme been prioritised through a Local Cycling and Walking Infrastructure Plan (LCWIP), or equivalent?

No Response

Q255. If the scheme has been prioritised, please name the relevant plan and provide a weblink if the document is available online. If the scheme is not supported by an LCWIP or equivalent, please answer "n/a" in the box below.

No Response

Q256. If you have a LCWIP or equivalent network plan, please provide a description of how this is integrated into your authority's local transport and other wider plans, e.g. for local development, public health, carbon reduction and economic development. (Max 200 words)

No Response

Q257. What is the expected start date for construction?

No Response

Q258. What is the expected date the scheme will be open for public use (dd/mm/yy). Note that all schemes are expected to be completed by 31 March 2023

No Response

Q259. What is the current status of this scheme?

No Response

Q260. What is the consultation status of this scheme?

No Response

Q261. If this scheme has been appraised using AMAT, please provide the following information: (Note that all schemes costing £2 million or more must have an appraisal using AMAT) If this scheme has not been appraised using AMAT, please enter "n/a" into the answer boxes below.

No Response

Q262. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 words) For those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For all other schemes, please provide a justification that costs seem reasonable by comparison with cost benchmarks (please refer to cost benchmark data available in Appendix 6 of the CWIS model Technical reports and in the 'Typical Cost of Cycling Interventions' report for guidance).

No Response

Q263. If this scheme will cost £2m or more, please outline briefly your approach to monitoring and evaluation of this scheme, using the monitoring and evaluation guidance provided. (If this scheme is expected to cost less than £2m, please state "not applicable")

No Response

Value for Money and Monitoring & Evaluation

Q264. Are you able to confirm that your Section 151 officer has confirmed in writing that the proposed spending is expected to deliver value for money? Note that you may be required to provide this confirmation to the DfT for audit purposes.

Yes

Q265. Please provide an estimate of the costs associated with monitoring and evaluation.

50000

Q266. Please provide an estimate of the costs associated with consultation and opinion surveys.

25000

Q267. Please set out your proposed approach to monitoring and evaluation of your proposed schemes, beyond the scheme-specific activities you have already described for any scheme costing £2m or more. (Max 500 words)

We will use a variety of monitoring and evaluation tools to determine the impact of the schemes. These will vary from traffic counts to resident/business surveys. We have a range of existing count sites which can be used for base data and post completion assessment. We already undertake fortnightly counts of cycles parked at city centre cycle racks so can add any additional sites to this survey. Footfall surveys area undertaken within the city centre will be undertaken to assess the success of the access improvement scheme. We will monitor uptake of active travel as part of the school journey through annual surveys at the two schools. We already have a cordon of cycle counters for the Clifton Moor estate and will set up a similar cordon for the Monks Cross estate as part of the scheme.

LCWIP Information 1

Q268. Please complete the table below, highlighting your pipeline of schemes to be delivered across all funding streams, over the next 1 year (2021-22), 4 (years from Apr 2022 – Mar 25) and 10 years (from Apr 2025 - Mar 2031) (use column 5 to indicate the delivery timescale). Please leave rows blank if you have less than 15 schemes, while ensuring that all columns are populated for your proposed schemes.

	Scheme name and location (e.g. postcode and road/street address)	Scheme type	No.of units (Scheme length, area covered, no. of cycle racks etc.)	Total cost (£)	Delivery timescale (1, 4 or 10 years)	Prioritised in LCWIP (y/n)?	Anticipated funding source(s)
Scheme 1	City Centre North South Scheme (YO1 7EN to YO1 9PX)	Cycle scheme	1750m	70000	1 year	Prioritised in Strategic Cycle Plan	CYC Transport Capital Programme
Scheme 2	University Road / Field Lane (Heslington) YO10 5ED	Cycle/ pedestrian scheme	300m	120000	4 years	Prioritised in Strategic Network Plan	CYC Transport Capital Programme
Scheme 3	Great North Way to Manor School (YO26 6RA to YO26 6PA)	Cycle scheme/ pedestrian crossing improvements	470m, 2 crossing improvements	60000	4 years	N but extension to A1237 ATF scheme	CYC Transport Capital Programme
Scheme 4	Station Road / Station Avenue (YO1 6GD)	Cycle scheme	270m	45000	4 years	Prioritised in Strategic Network Plan	CYC Transport Capital Programme
Scheme 5	Fishergate Gyratory (YO10 4AN to YO10 4BF)	Cycle scheme / pedestrian crossing improvements	180m, 2 crossing improvements	250000	4 years	Prioritised in Strategic Network Plan	S106 / Capital Programme
Scheme 6	York Road Dunnington (YO19 5LF to YO19 5QQ)	Cycle / pedestrian scheme	950m	400000	4/ 10 years	Prioritised in Strategic Network Plan	Future ATF bid
Scheme 7	Sim Balk Lane (YO23 2UE)	Cycle scheme	800m	250000	4 years	Prioritised in Strategic Network Plan	Future ATF/Capital Programme
Scheme 8	Bishopthorpe Road – Chocolate Works to Main Street (YO23 1DE to YO23 2GF)	Cycle/ pedestrian scheme	2080m	800000	4/10 years	Prioritised in Strategic Network Plan	Future ATF/Capital Programme
Scheme 9	Elvington to Wheldrake Wood (YO19 6BG to YO41 4BG)	Cycle / pedestrian scheme	4150m	1000000	4 years	Prioritised in Strategic Network Plan	Future ATF bid
	Outer Orbital					Not in current	

Scheme 10	Cycle / Pedestrian Route – Shipton Road to to Monks Cross Rdbt (YO32 9SU)	Cycle / pedestrian scheme	4770m	1000000	4 years	document but will form an important part of LCWIP when adopted	Major Road Network A1237 Dualling Ph.1
Scheme 11	Outer Orbital Cycle/Pedestrian Route – A59 – A19 (Shipton Rd to Harrogate Rd) (bridge required)	Cycle / pedestrian scheme	2100m	5000000	10 years	Not in current document but will form an important part of LCWIP when adopted	Large Local Major MRN A1237 Dualling Ph.2
Scheme 12	St Oswalds Road to Landing Lane (YO10 4QF to YO19 4RG)	Cycle scheme	1370m	750000	10 years	Prioritised in Strategic Network Plan	S106/ Transport Capital Programme
Scheme 13	Strensall Road - A1237 to York Rd (YO32 9SJ to YO32 5AF)	Cycle scheme	2790m	1200000	10 years	Prioritised in Strategic Network Plan	Future ATF bid
Scheme 14	Wigginton Road – Nestle to A1237 (YO31 8BA to YO32 2RJ)	Cycle/ pedestrian scheme	2000m	1500000	10 years	Prioritised in Strategic Network Plan	Future ATF bid
Scheme 15	Haxby Road – Haleys Terrace to New Earswick (YO31 8TA to YO32 4DX)	Cycle/ pedestrian scheme	1570m	750000	10 years	Prioritised in Strategic Network Plan	Future ATF bid

Q269. Do you have further schemes to add?

Yes

LCWIP Information 2

Q270. Please complete this additional table below, highlighting your pipeline of schemes to be delivered across all funding streams, over the next 1 year (2021-22), 4 (years from Apr 2022 – Mar 25) and 10 years (from Apr 2025 - Mar 2031) (use column 5 to indicate the delivery timescale). Please leave any remaining rows blank if you have less than additional 15 schemes to add (whilst ensuring all information is provided for all schemes you are including).

	Scheme name and location (e.g. postcode and road/street address)	Scheme type	No.of units (Scheme length, area covered, no. of cycle racks etc.)	Total cost (£)	Delivery timescale (1, 4 or 10 years)	Prioritised in LCWIP (y/n)?	Anticipated funding source(s)
Scheme 16	Various Locations	Cycle / pedestrian schemes	-	£1m+	1, 4, and 10 years	Prioritised in Strategic Network Plan	Future ATF bids
Scheme 17	-	-	-	-	-	-	-
Scheme 18	-	-	-	-	-	-	-
Scheme 19	-	-	-	-	-	-	-
Scheme 20	-	-	-	-	-	-	-
Scheme 21	-	-	-	-	-	-	-
Scheme 22	-	-	-	-	-	-	-
Scheme 23	-	-	-	-	-	-	-
Scheme 24	-	-	-	-	-	-	-
Scheme 25	-	-	-	-	-	-	-
Scheme 26	-	-	-	-	-	-	-
Scheme 27	-	-	-	-	-	-	-
Scheme 28	-	-	-	-	-	-	-
Scheme 29	-	-	-	-	-	-	-
Scheme 30	-	-	-	-	-	-	-

Q271. Do you have further schemes to add?

No

LCWIP Information 3

Q272. Please complete the additional table below, highlighting your pipeline of schemes to be delivered across all funding streams, over the next 1 year (2021-22), 4 (years from Apr 2022 – Mar 25) and 10 years (from Apr 2025 - Mar 2031) (use column 5 to indicate the delivery timescale). Please leave any remaining rows blank if you have less than additional 15 schemes to add (whilst ensuring all information is provided for all schemes you are including).

No Response

Q273. Do you have further schemes to add?

No Response

LCWIP Information 4

Q274. Please complete the additional table below, highlighting your pipeline of schemes to be delivered across all funding streams, over the next 1 year (2021-22), 4 (years from Apr 2022 – Mar 25) and 10 years (from Apr 2025 - Mar 2031) (use column 5 to indicate the delivery timescale). Please leave any remaining rows blank if you have less than additional 15 schemes to add (whilst ensuring all information is provided for all schemes you are including).

No Response

Q275. Do you have further schemes to add?

No Response

LCWIP Information 5

Q276. Please complete the additional table below, highlighting your pipeline of schemes to be delivered across all funding streams, over the next 1 year (2021-22), 4 (years from Apr 2022 – Mar 25) and 10 years (from Apr 2025 - Mar 2031) (use column 5 to indicate the delivery timescale). Please leave any remaining rows blank if you have less than additional 15 schemes to add (whilst ensuring all information is provided for all schemes you are including).

No Response

LCWIP - Extra information

Q277. If you have a LCWIP(s): Where possible, please submit a copy of your updated LCWIP(s), highlighting any updates to prioritised routes and/or prioritised schemes; or If this is not possible in the time available, please provide a note of key changes since your LCWIP was agreed, (.e.g. to take into account ATF schemes, Covid-19 recovery plans etc, or plans to make changes / develop further)

City of York Council are currently developing an LCWIP.

Q278. For all bidders, where possible, please provide a link to, or copy of a map of your local/combined authority or key locations covered by LCWIPs, highlighting existing and planned cycling and walking networks (ideally a network map showing 1/4/10-year scheme delivery, where known).

Map showing Network Schemes listed in table sent in with bid letter.

Declaration and Contact Details

Q279. Are you able to confirm all of the statements above?

Yes

Q280. Please provide the following contact information for the Reporting Officer at your authority:

Name Tony Clarke / Julian Ridge
Telephone number 07795 283296 / 07879 421001
E-mail address tony.clarke@york.gov.uk / julian.ridge@york.gov.uk

Q281. Please provide the following contact information for the Senior Responsible Officer at your authority:

Name James Gilchrist
Telephone number 01904 552547
E-mail address james.gilchrist@york.gov.uk

Q282. Please provide the following contact information for the Section 151 Officer (or equivalent) at your authority:

Name Debbie Mitchell
Telephone number 01904 554161
E-mail address debbie.mitchell@york.gov.uk

Q283. Please provide any further details or clarification of your submission that you wish the Department to consider:

Schemes cited above have been identified via CYC's existing Cycling Strategic Network Plan. An LCWIP is currently in preparation as part of a general refresh of City of York Council's Local Transport Plan.

Confirmation Page

Q284. You have now reached the end of the proforma questionnaire. Are you happy for your responses to be submitted to the Department?

Yes