

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

Wheldrake / Heslington Path

Q4. Please provide the scheme priority number

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

7

Q5. Please select the capital scheme type from the list below. If a scheme encompasses more than one intervention type, please select all that apply.

New junction treatment

New shared use (walking & cycling) facilities

Improvements to make an existing walking/wheeling/cycle route safer

Scheme cost

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

50000

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_Wheldrake to Heslington Path.txt

Scheme outputs

Q10. Please provide details of the anticipated outputs for each scheme. Please ensure you are inputting the relevant units, as outlined in brackets. If the scheme type or output is not applicable, please leave blank.

New segregated cycling facility (miles)	-
New segregated cycling facility (number of junctions treated)	-
New junction treatment (number of junctions treated)	-
New permanent footway (miles)	-
New shared use (walking, wheeling & cycling) facilities (miles)	1. 8
Improvements to make an existing walking/cycle route safer (miles)	4. 4
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)	-
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	16/10/2023
Completion of feasibility design	14/08/2023
Completion of detailed design	16/01/2024
Submission for consideration at design review gate	31/01/2024
Start of scheme construction	29/04/2024
Completion of scheme construction	31/05/2024
Date scheme opens for public use	07/06/2024
Completion of monitoring and evaluation activities	09/09/2024

Scheme Value for Money

Q16. Please upload scheme AMAT(s) below.

- File: York; Wheldrake Heslington; 7; 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.

The project was identified by officers and members, informed by the LCWIP scoping study which identified a high cycle flow around the University and poor provision for cyclists and pedestrians wishing to travel between Wheldrake and Heslington including children in Wheldrake travelling to Fulford School. The two access roads linking Heslington to the city centre, A19 Selby Road and Elvington lane, are high speed and narrow. This scheme seeks to provide a pedestrian and cycle link between the village of Wheldrake and Main Street at Heslington. It also seeks to provide an off-road pedestrian and cycle path where possible using existing permissive routes and stretches of new off-road routes. The scheme's Value for Money has been assessed using a Cost Effectiveness calculation, as outlined in the accompanying ATF4 VfM guidance (Annex B):

It is estimated that the scheme will cost £1,000,000 to implement. Land purchase costs are estimated at £90k based on a completed land survey report. Because this is a rural route, the complexity is thought to be lower than an urban route of similar length. It is reiterated that the total cost in £ figure is not the result of completed feasibility work.

The proposed cycle route is 6.27 miles in length and extends across three LSOAs (York 023B, 023C, and 020D). Therefore, there is potential for a significant number of beneficiaries. The Census 2011 gives an estimate of the number of commuters in the LSOAs:

LSOA Cyclist baseline Walking baseline

York 023B 87 276

York 023C 27 42

York 020D 13 43

Therefore, the number of beneficiaries is estimated as up to 488 per day.

The multiplier was calculated in line with assumptions suggested in Annex B.

Cost Effectiveness= $1000000 / (488 \times (253 \times 40 \times 2)) = 0.10124$

Scheme Value for Money

Q18. How many walking, wheeling, or cycling trips are currently undertaken per day in the area where the scheme will be implemented?

Trips per day 0

Time period -

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

Additional trips per day 23

Time period -

End of submission

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

Yes