

Emergency Active Travel Fund - Tranche 2 Survey

We've submitted a bid to the government for £850,000 of funding, as part of an overall £1.45m programme, to maintain the growth in walking and cycling seen across the city during lockdown.

This is a copy of the original bid survey form, submitted by the council.

References to page numbers relate to pages within the original form, not to this document. Please note that question numbers are not all sequential, owing to the way that the submitted form is represented in this summary.

General

1. What is your local transport authority name?

City of York Council

Strategic case

A scheme is defined here as a single measure or group of related measures with the same objectives, for example to encourage more cycling/walking trips, reducing traffic flows, and shifting trips away from public transport whilst social distancing is in force. For example, a corridor scheme might be a series of investments along a given route to promote cycling and walking such as a new segregated cycle lane, junction improvements and new signage. Alternatively, an area-wide scheme might represent a programme of similar investments over a wider geographic area to achieve a given objective; for example, a programme of junction safety improvements to reduce cyclist casualties at collision hotspots.

2. Please set out the context for the bid by briefly explaining the local transport problem, challenge or needs that your bid will help to address. These should be consistent with the objectives of the Fund set out in the bid invitation letter.

City of York Council is seeking funding for a series of measures to make it easier and safer to travel around York using active modes. The programme set out in this form, and in York's previous tranche 1 application, has been formulated by:

- Assessing where bus services in York carry large numbers of passengers, and may struggle to cater for passenger volumes with social distancing measures in place
- Using York's LCWIP scoping study to identify movements where there are large numbers (or potential numbers) of cyclists and pedestrians, but where road conditions are poor for these modes

York is a compact and flat city, and our LCWIP scoping study showed very large movements of cyclists between the west of York and the city centre, to the city's two universities and further education college. It showed that there were large numbers of car commuters to peripheral employment sites, many with quite short distance commutes. York has an extensive off-road cycle route network, but consultation with residents has sometimes shown awareness of this network is weak – people often don't know that they live near a cycle route – and if they do, may not know where that route goes. York is seen as a place where cycling and walking levels are high – but 70% of York residents say they “never” cycle. Some areas of the city have high levels of physical inactivity and poor health outcomes. Activity levels for children in York are below the national average, and this bid seeks to address this by improving routes to/ from some secondary schools and also contains funding for a scheme to improve the environment and reduce the impact of vehicles around a school which could be rolled out across the city more generally in time.

As advised in the guidance, our application seeks to reallocate road space from vehicles to active modes – and does so to encourage utility cycling and higher levels of physical activity through walking and cycling. We have also been careful to advance solutions which do not disadvantage bus services, and where possible convey an advantage on bus services and their passengers – because the growth of York in the medium to long term depends on an effective bus network.

This application builds on work already delivered/ under construction in tranche 1 of EATF. We have already delivered improved, wider, cycle lanes on Tadcaster Road, the main radial corridor to the west of York, which leads to the city's further education college. We have delivered

pop up facilities in two locations in York city centre (Coppergate and Castle Mills). We are pressing on with providing cycle lanes on Shipton Road, the main radial to the north of York and are improving cycle facilities on Malton Road, the main radial to the north east of York. To improve conditions for pedestrians and support a return of activity to York city centre the council has increased the fully pedestrianised area of York city centre by approx. 25% and increased the hours when traffic is banned in the city centre.

York has been committed to encouraging active travel for over 40 years. Our Local Transport Plans have always had ambitious plans to increase walking and cycling, and measures to do this are at the heart of new developments in York. A legacy of this activity is a well-developed network of on-street and off-street cycle routes. The city council see EATF as a great opportunity to bring forward more schemes in York's pedestrian and cycle programme, towards rolling out the measures which we have seen work on a subset of radials in the city to achieve coverage of all major radials in the city.

3. Please provide a summary of the proposed scheme(s). For example, locations, measures to be adopted, and whether they are temporary or permanent measures. Please explain how the scheme(s) will help to address the local challenges you have set out above, consistent with the objectives of the Fund. This should include how you have considered any mitigating impacts on other transport modes.

York's schemes have been identified to cater for high public transport movements or to fill in gaps in the existing network provision which may currently discourage cyclists and/ or pedestrians and to provide an alternative to high volume bus movements and focus on areas of the city where physical activity levels/ health outcomes are poor. The schemes proposed in this bid are located as follows:

- A1237 outer ring road bridges – permanent provision of a cycle lane and improved footways over a 1km viaduct where provision is currently poor – linking suburbs on the northern and southern banks of the River Ouse, including a school on the southern bank and retail on the northern.
- Further improvements on the A19 Shipton Road, a 3.2km radial with pop-up cycle lanes being delivered through tranche 1 of the EATF. The additional funding will allow some of the existing

pedestrian refuges on the road (which currently cause cycle lanes to be narrowed) to be replaced with signalised crossings and improvements to the main junctions on the road and will allow the scheme to become permanent.

- Measures in the city centre to improve access into and around the city centre to serve a larger footstreet area and ensure that the heart of the city is as accessible as possible for pedestrians/cyclists and disabled travellers. This scheme would include a range of measures such as improved signage, improvements to disabled crossing facilities, and a new toucan crossing catering for cyclists and pedestrians using the existing riverbank path, but wishing to travel across the Inner Ring Road into the south east of the city centre, an area being regenerated. There would also be the opportunity for a complimentary CYC funded scheme to provide Cycle/bus enhancements on the Inner Ring Road to be delivered in parallel to the EATF scheme if feasible following detailed design and consultation.
- Measures focused on improving the environment for cyclists accessing local villages, from Wheldrake to Heslington. To be complimented by a further CYC funded scheme on the principal roads to/ from the University of York in Heslington, a huge generator of bus trips now. This scheme also includes a scheme to provide an off-road cycle route to a village, Wheldrake, which will benefit commuters between Wheldrake and York city centre, including schoolchildren travelling to school in Fulford.
- Acomb Road/York Road Acomb cycle scheme – a scheme to permanently improve conditions for cyclists on a main road (B1224) to the west of York which the LCWIP identifies as having the potential to carry large numbers of cyclists, including many children travelling to schools, but where there is very little provision. Length of road affected approx. 1.5 miles.
- School Zone Pilot. We work closely with schools to encourage more active travel trips across the city. There is significant concern about the impact of traffic on the environment and safety of pupils at drop off and pick up times at some schools in the city which we aim to address with this programme. After a successful trial of a people street concept at Carr Junior School in association with Sustrans last year we are including changes to Ostman Rd in Acomb as a pilot scheme in this application for potential future wider rollout across the city.

4. What prioritisation has been undertaken to identify these proposed scheme(s)? Please tick (*) all that apply:

- **Scheme(s) identified in Local Cycling and Walking Investment Plan (LCWIP) (*)**
- Scheme(s) identified as priority in Transport for London's Strategic Cycling Analysis or Strategic Walking Analysis
- **Scheme(s) identified in Local Transport Plan (*)**
- **Scheme(s) identified by the Rapid Cycleway Prioritisation Tool (<https://www.cyipt.bike/rapid/>) (*)**
- **Scheme(s) identified using the Propensity to Cycle Tool (<https://www.pct.bike/>) (*)**
- **Scheme(s) identified through consultation with stakeholders (*)**
- **Other (please specify): Schemes identified in York's own Cycle Strategy. (*)**

LCWIPs (if appropriate)

5. Which LCWIP does the scheme(s) fall under?

The schemes are informed by York's draft LCWIP scoping report. This identifies area where there is a need to improve provision for cyclists, but has not progressed to the point where specific schemes are identified.

6. Please provide a URL to the LCWIP if available

The draft LCWIP Scoping Report is available on request.

Scheme 1

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 2 schemes, please skip [this page] and [the following 3 pages].

13. Scheme name

A1237 Ouse Bridge scheme

14. Total scheme cost

£120,000

15. Please provide a clear description of the scheme, including:

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures
- the location of any area-wide measures such as school streets, point closures or modal filters
- whether interventions are temporary or permanent

A map should be provided if possible.

This route is a key link on both the pedestrian and cycle networks but is currently very sub-standard owing to the restricted space currently available on the bridges. The route has at its eastern end the residential areas of Rawcliffe and Clifton Without plus the employment, shopping and leisure facilities on the Clifton Moor Retail Park. At the route's western end there are the residential areas of Acomb and Poppleton, employment sites at York Business Park and Millfield Lane Industrial Estate. One of the city's larger secondary schools, whose catchment area extends to both sides of the River Ouse is also located in the area and thus has a number of pupils on its roll who need to cross the river and the East Coast Main Line. As a result of the significant number of trip attractors located within easy cycling and walking distance there is great potential for movement across the existing viaduct which currently isn't used to its full potential because the current shared use path is a significant pinch-point on the pedestrian and cycling networks due to the restricted width. The path is immediately adjacent to a section of York's Outer Ring Road with a 60mph speed limit. There are relatively few

crossings of the river and the rail line north of the city centre and the nearest alternative route, via Clifton Bridge, is not viable as it increases the journey length by up to 4 miles.

The carriageway width allocated to vehicles on the existing A1237 viaduct over the River Ouse and East Coast Main Line will be narrowed with the space released used to provide a cycleway at carriageway level on the “city centre” side of the viaduct. The speed limit on the road will be reduced and measures provided to segregate Active Travel users from vehicles.

16. What measures are included in your proposed scheme(s)? Please tick (*) all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

- New segregated cycleway (permanent)
- New segregated cycleway (temporary)
- **Installing segregation to make an existing cycle route safer (*)**
- Point closures of main roads to through traffic, apart from buses, access and disabled
- New permanent footway
- New temporary footway
- Widening existing footway
- Provision of secure cycle parking facilities
- Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- Park and cycle/stride/scooter facilities
- Selective road closures using planters, cones or similar
- **Provision for monitoring and evaluation of schemes (*)**
- **Other (please specify): Signage for pedestrians and cyclists will be reviewed to ensure it clearly publicises and raises awareness of the new facility and the journeys it enables. (*)**

17. For corridor schemes, please provide the route length in miles

0.8 miles

Scheme 2

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 3 schemes, please skip [this page] and [the following 2 pages].

19. Scheme name

Shipton Road cycle route enhancement

20. Total scheme cost

£350,000

21. Please provide a clear description of the scheme, including:

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures;
- the location of any area-wide measures such as school streets, point closures or modal filters
- whether interventions are temporary or permanent

A map should be provided if possible.

Installation of light segregation on Shipton Road. Reallocation of road space to cyclists at the Rawcliffe Lane Shipton Rd and Shipton Road/Clifton Green junctions, subject to co-design work with the communities, businesses and residents affected. Provision of pedestrian crossing facilities at Clifton Green incorporating into upgraded signalised junction.

Conversion of two pedestrian refuges on Shipton Road to toucan/ puffin crossings to give wider cycle lanes at these locations without compromising the safety of pedestrians.

Bus boarder build outs at bus stops so cycle lanes are continuous along length of Shipton Road (currently go around buses at laybys).

22. What measures are included in your proposed scheme(s)? Please tick (*) all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

- **New segregated cycleway (permanent) (*)**
- New segregated cycleway (temporary)
- **Installing segregation to make an existing cycle route safer (*)**
- Point closures of main roads to through traffic, apart from buses, access and disabled
- New permanent footway
- New temporary footway
- Widening existing footway
- Provision of secure cycle parking facilities
- Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- Park and cycle/stride/scooter facilities
- Selective road closures using planters, cones or similar
- **Provision for monitoring and evaluation of schemes (*)**
- **Other (please specify): Links to tranche 1 facilities on this road, and also a “park and pedal” scheme at Rawcliffe Bar park and ride site. (*)**

23. For corridor schemes, please provide the route length in miles
2 miles (in 2 directions)

Scheme 3

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 4 schemes, please skip [this page] and [the following page].

25. Scheme name

City Centre Accessibility

26. Total scheme cost

£150,000

27. Please provide a clear description of the scheme, including:

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures
- the location of any area-wide measures such as school streets, point closures or modal filters
- whether interventions are temporary or permanent

A map should be provided if possible.

The scheme improves the accessibility of the city centre providing improvements for cyclists/pedestrians and wheelchair users on routes into the core pedestrianised (Footstreets) area. The scheme would provide a pedestrian/ cyclist crossing on Tower Street (dual carriageway) adjacent to the St Georges Field car park access road to allow pedestrians and cyclists using the existing riverside paths to link into pedestrian and cycle routes on the north side of the Inner Ring Road which is currently a barrier to movement. Separate to the EAT scheme the potential for the provision of a dedicated bus/cycle lane linking into the crossing will be investigated and delivered using Council funds if viable following further design/modelling and consultation. The scheme also includes improved signage and footway improvements to link ped/cycling routes into the extended Footstreets area.

28. What measures are included in your proposed scheme(s)? Please tick (*) all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

- **New segregated cycleway (permanent) (*)**
- New segregated cycleway (temporary)
- Installing segregation to make an existing cycle route safer
- Point closures of main roads to through traffic, apart from buses, access and disabled
- New permanent footway
- New temporary footway
- Widening existing footway
- Provision of secure cycle parking facilities
- Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- Park and cycle/stride/scooter facilities
- Selective road closures using planters, cones or similar
- **Provision for monitoring and evaluation of schemes (*)**
- **Other (please specify): New signalised toucan crossing over York's dual carriageway inner ring road.(*)**

30. For area-wide schemes, please provide the number of units proposed (e.g. no. of junction improvements)

New pedestrian/cycling crossing on Inner Ring Road.

Scheme 4

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

If you do not have 5 schemes, please move onto the [next page].

31. Scheme name

Wheldrake to Heslington improvements for cycling and walking

32. Total scheme cost

£550,000 (including £350k Council commitment to longer term delivery of cycling/walking improvement to the University area)

33. Please provide a clear description of the scheme, including:

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures
- the location of any area-wide measures such as school streets, point closures or modal filters
- whether interventions are temporary or permanent

A map should be provided if possible.

The active travel options for residents of Wheldrake south of York are limited as the two access roads linking it to the city centre (A19 Selby Road and Elvington Lane) are high speed and narrow. An off road cycle/walk route provided between Wheldrake and Heslington via Wheldrake Woods and Low Lane (which would allow the route to cross the A64 using an existing grade separated minor road bridge) will enable residents to avoid these roads and will provide a shorter route which is within cycleable distance of the York urban area. People walking or cycling into the city centre would then use University Road to access the existing cycle route through Walmgate Stray/ Hospital Fields Road to travel to central York. The project funded directly by the Emergency Active Travel Fund will be complimented by a scheme to be funded directly by the Council on University Road adjacent to Heslington Hall which will be progressed in parallel through detailed consultation with the local community. Owing to the sensitive location and number of key stakeholders to consult it is not anticipated that this Council funded element of the overall scheme will be delivered until early 2021/22.

34. What measures are included in your proposed scheme(s)? Please tick (*) all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

- **New segregated cycleway (permanent) (*)**
- New segregated cycleway (temporary)
- Installing segregation to make an existing cycle route safer
- Point closures of main roads to through traffic, apart from buses, access and disabled
- **New permanent footway (*)**
- New temporary footway
- Widening existing footway
- Provision of secure cycle parking facilities
- Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees)
- Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- Park and cycle/stride/scooter facilities
- Selective road closures using planters, cones or similar
- **Provision for monitoring and evaluation of schemes (*)**
- Other (please specify):

35. For corridor schemes, please provide the route length in miles

Total route length 5.2miles inc. approx.1.6miles of new cycle route to link existing public highway.

Scheme 5

Please provide a summary for each of up to 5 schemes. If this funding will be used for more than 5 schemes, please provide details for the 5 most expensive.

36. Scheme name

Acomb Road/ York Road, Acomb on carriageway cycle lanes

37. Total scheme cost

£200,000

37. Please provide a clear description of the scheme, including:

- the location of new cycle lanes proposed to be introduced
- types of road that they are located on
- the location of any junction improvements and point closures
- the location of any area-wide measures such as school streets, point closures or modal filters
- whether interventions are temporary or permanent

A map should be provided if possible.

The scheme provides cycle lanes on both sides over a 1.5 mile length on the B1224 Acomb Road/ York Road Acomb. A co-design process with local community, residents and businesses will develop the detailed proposals. This may include:

- Advisory cycle lanes to the Ridgeway/ Beckfield Lane roundabout, considering measures to improve safety for cyclist and pedestrians at the roundabout
- Mandatory cycle lanes (with some breaks to accommodate on-street parking where no alternative exists), also interspersed with sections of advisory cycle lanes where the road narrows and adjacent buildings prevent highway widening

The eastern end of the scheme then feeds into existing cycle facilities on the A59 Holgate Road/Poppleton Rd. The western end of the scheme links to the recently constructed Knapton and Rufforth cycle path which links two villages to the west of the city via a new grade-separated crossing of the A1237 Outer Ring Road.

Light segregation may be provided where appropriate to maximise user safety, particularly as it has the potential to cater for large numbers of school children travelling to Millthorpe, All Saints and York High schools and residents travelling between Acomb and the City Centre for employment, shopping or recreational purposes.

38. What measures are included in your proposed scheme(s)? Please tick (*) all that apply. Please note that for all measures, appropriate access for freight deliveries, bus routes, taxis and disabled people needs to be appropriately considered.

- **New segregated cycleway (permanent) (*)**
- New segregated cycleway (temporary)
- Installing segregation to make an existing cycle route safer
- Point closures of main roads to through traffic, apart from buses, access and disabled
- New permanent footway
- New temporary footway
- Widening existing footway
- Provision of secure cycle parking facilities
- **Restriction or reduction of parking availability (e.g. closing bays or complemented by increasing fees) (*)**
- Area wide interventions (e.g. pedestrian and cycling zones and modal filters / filtered permeability)
- Park and cycle/stride/scooter facilities
- Selective road closures using planters, cones or similar
- **Provision for monitoring and evaluation of schemes (*)**
- **Other (please specify): In parallel with this scheme, measures will be taken forward through York's Access Fund programme to encourage increased physical activity in parts of Acomb and Westfield Wards where health outcomes have historically been poor. Signage in the Acomb and Holgate area will be reviewed to ensure it is effectively raising awareness of local cycle routes (*)**

39. For corridor schemes, please provide the route length in miles

Up to 1.5 miles (in 2 directions)

Finance case

37. Total DfT funding sought (£)

£850,000

38. Total DfT capital funding sought (£)

£663,000

39. Total DfT revenue funding sought (£)

£187,000

40. Total local authority contribution, if applicable (£)

£600,000. The Council proposes to contribute £600k of Capital funding to the schemes identified in the programme. In addition the Council will use the long-running Access Fund programme (£450k in 2020/21) to support the schemes through publicity, promotion stakeholder and community engagement, provision of services such as cycle training (for children and adults).

Some schemes could be delivered as elements of already programmed road resurfacing programmes. This allows DfT to achieve maximum value from EATF spend because funds do not need to be committed to resurfacing costs, erasing existing carriageway markings etc.

Management case

41. When do you expect to commence construction? (DD/MM/YY)

Construction of some measures will commence very shortly after award as enhancements to EATF tranche 1 schemes (e.g. the Shipton Road) or because they are being delivered as part of pre-existing resurfacing schemes. For other schemes the expectation is that construction will commence early in 2021, assuming a funding announcement by the end of August 2020.

42. When do you expect to have completed the work? (DD/MM/YY)

The schemes in this programme have been designed to be deliverable by 31/03/2021. Complementary projects such as the University Rd

element of the Wheldrake/Heslington/University scheme are planned for 2021/22

43. Please describe the project review and governance arrangements in place, and any assurance arrangements, e.g. to ensure that accessibility requirements will be met.

The programme and the schemes within it will be managed using York's existing, and proven, project management structures. These include a gateway system based on Green Book principles which is controlled by an Officer "Transport Board" which meets on a monthly basis. All schemes will be subject to road safety audits before they are implemented.

44. Please indicate what community engagement will be undertaken as part of the scheme development and that stakeholders have been consulted on matters such as accessibility issues, impacts on local businesses, freight deliveries and bus and taxi operators.

The schemes in this programme have been developed in consultation with local stakeholders, the principal local bus operator and ward councillors for the affected areas. Schemes have been carefully designed to minimise adverse impacts – for example on business or residential parking space – however where there are potential adverse impacts there will be consultation during the detailed design phase with affected groups (including local residents, traders associations, businesses and parish councils/ward councillors).

The scheme around University of York will be developed in consultation with the University who are supportive of the principles and outputs of the scheme.

As schemes are developed there will be consultation with groups representing mobility and sensory impaired people – particularly for measures such as replacement of pedestrian refuges with signalised crossings, or any measures which make changes to footways (although the preliminary scheme development for this bid suggests that there are very few adverse impacts on footways from the schemes in the programme).

45. Please state which design standards have been followed in developing your scheme(s)

This programme aspires to deliver schemes designed to the standards set out in LTN 1/20. York, like many UK towns and cities, has constrained sections of highway such as bridges bus stops, junctions, conservation areas etc., which may make it difficult to achieve full compliance with LTN1/20 – however, years of implementing cycle and pedestrian schemes in York means that, when necessary, the Council has in-house experience to deliver effective cycle priorities where roadspace is constrained.

46. Consultancy spend should be limited and where needed, existing framework contractors should be used. Are you intending to use consultants? If yes, please provide details.

Yes.

Capacity constraints within the CYC design team means that we will need to use consultants to design and assist in the delivery of schemes. The consultancy expertise we will call on will be sourced from existing contracts and framework agreements.

Commercial case

47. Is the authority ready to commence work and, if applicable, are contractors/ procurement / delivery partners in place? If yes, please provide details.

Yes.

In absolute terms the individual schemes are small in scale and can be delivered using City of York Council's in house engineering capability or framework contractors – some schemes may align with pre-existing resurfacing schemes. We have procurement routes already established for items such as armadillos, wands, etc.

Monitoring and Evaluation

48. Has monitoring and evaluation been considered for all scheme(s)? If yes please provide details.

Yes.

Although York is not proposing any schemes of >£2m value, for which M&E is compulsory, we will undertake an appropriate level of monitoring and evaluation for the schemes being taken forward based on the following:

- Output report – specifically the interventions delivered through the EATF, length of priorities, equipment installed etc
- Manual (and in some cases automated) counts of cyclists in the location. York has had a programme of cycle counts for many years, giving the city a baseline assessment of cycle use which few other local authorities have.
- Counts of pedestrians – particularly on the new crossings provided
- General stakeholder engagement around schemes – in particular residents on corridors which benefit from the measures and interest groups

49. Using the monitoring and evaluation guidance provided, please outline briefly how you will monitor and evaluate each permanent scheme costing at least £2m. (If no individual scheme is expected to cost over £2m, please state "not applicable")

Not applicable.

Declaration

I confirm I have read and understood all the details in the accompanying letter, including the terms and conditions.

I confirm that the Senior Responsible Officer and the Section 151 Officer (or equivalent with delegated authority) have also read and understood the letter.

I declare that the information given is, to the best of my knowledge, correct.

I understand that funding is conditional on the Section 151 Officer's confirmation that the schemes offer value for money.

I confirm that the authority will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that the authority:

- has allocated sufficient budget to deliver the scheme(s) on the basis of its proposed funding contribution
- accepts responsibility for meeting any costs over and above the DfT contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties; accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme(s)
- accepts that no further increase in DfT funding will be considered beyond the maximum contribution requested and that no DfT funding will be provided
- confirms that the authority has the necessary governance/assurance arrangements in place
- I also understand DfT may request further details as to the scheme(s) and costs therein

50. Reporting Officer details

- Name: Tony Clarke
- Telephone number: 07795 283296
- Email address: tony.clarke@york.gov.uk

51. Senior Responsible Officer details

- Name: Neil Ferris
- Telephone number: 07798 840368
- Email address: neil.ferris@york.gov.uk

52. Section 151 Officer (or equivalent) details

- Name: Debbie Mitchell

- Telephone number: 01904 554161
- Email address: debbie.mitchell@york.gov.uk

53. Please add further details or clarification

CYC has put forward an ambitious programme delivering schemes to encourage residents and visitors to take up active travel options, particularly in this period when the capacity of the public transport network is constrained. It is essential for the economic prosperity of the city that as many people as possible take up these options so that the reduced capacity bus and rail services are available for travellers who do not have any other viable options. It is already clear from the relatively high demand in the city centre car parks at this early stage of recovery that we need to ensure that travellers are aware of the alternative options available and we remove as many pinch points on the active travel network as possible.