Active Mode Appraisal Toolkit User Interface

Scheme Name	Purple Link
Scheme Promoter	GCC

Please fill in the 'Scheme details' to obtain a benefit cost ratio for your scheme. Depending on your data access, you may also wish to edit the assumptions section.
The current inputs are for the case study given in appendix B of WebTAG unit A5.1. This case study provides further commentary which users may wish to refer to.
Once you have also filled out the **User Interface costs**, you are able to see the Benefit-Cost Ratio (BCR) on the AMCB tab.

Scheme Details

Scheme Opening Year	2019
Last year of funding	2019
Type of area scheme is located	Other Urban

Mode information

Please fill out the cycling and walking sections where relevant. If your scheme does not directly alter the number of users please leave the relevant section blank.
Ideally these numbers should be taken from an 'average weekday' in spring or autumn to avoid seasonal bias. Both automatic and manual counts can be used.
The number of journeys with and without the scheme correspond to the 'Do-nothing' and 'Do-something' scenario.
These sections require scheme promoters to project the number of users with scheme infrastructure. This can be based of previous experience, case studies or survey data.

Cycling

			Evidence
Number of journeys without the proposed scheme	83	per day	Based on counts from Station Road
Number of journeys with the proposed scheme	142	per day	
The average proportion of a trip which uses the scheme infrastructure	22.00%	%	Route length 1240m, trip length 5.6 km
Current cycling infrastructure for this route	Off-road segregated cycle track		Current provision varies between non standard segregated facility to no provision.
Proposed new cycling infrastructure for this route	Off-road segregated cycle track		Upgrade exisitng to current standard and new provision from Recreation Ground into Town Centre.
Are any additional shower facilities being added?	No		
Are any additional secure storage facilities being added?	No		

Walking

Number of journeys without the proposed scheme	252	per day	
Number of journeys with the proposed scheme	253	per day	
The average proportion of a trip which uses the scheme infrastructure	100.00%	%	

Current walking infrastructure for this route

Street lighting	No	No change to current provision. Some existing street lighting on Station Road.
Kerb level	Yes	Kerb ammendments shown in drawing A1_LY5.L1.100.001 Purple Link General Arrangement
Crowding	No	
Pavement evenness	Yes	Assumed no significant change from existing where existing infrastructure exists. New path created from Recreation Trust Ground to Town Centre.
Information panels	No	
Benches	No	N/A
Directional signage	No	Currently limited provision.

Proposed walking infrastructre for this route

Street lighting	No	No change to current provision. Some existing street lighting on Station Road.
Kerb level	Yes	Kerb ammendments shown in drawing A1_LY5.L1.100.001 Rev A Purple Link General Arrangement
Crowding	No	
Pavement evenness	Yes	Assumed no significant change from existing where existing infrastructure exists. New path created from Recreation Trust Ground to Town Centre.
Information panels	No	
Benches	No	N/A
Directional signage	Yes	Improvements shown in drawing A1_LY5.L1.100.001 Rev A Purple Link General Arrangement

Assumptions

The standard WebTAG assumptions have already been entered. Please only edit these assumptions if you have a good evidence to do so.
The evidence box should be used to source the additional evidence.

Decay rate	0.00%	%	Assumption from illustrative case study in WebTAG

WebTAG A5.1 explains that the impact of a cycling scheme is likely to diminish year by year following investment.
The decay rate has been set at 0% for an infrastructure investment.
For a revenue funded initatives, such as cycle training or personalised travel planning, the decay rate may be positive.
We assume 0% of the new users are already active. This means all new users experience the entire health benefit.

Appraisal period	20	Years	As per previous assumptions

The appraisal period should correspond to the expected asset life. This should not exceed 60 years.

Cycling

Average length of journey	5.6	km	National Travel Survey Data 2016
Average Speed	15	km/h	National Travel Survey Data 2016
Proportion using the scheme to commute to work	56.40%	%	Assumption from case study
Proportion otherwise using a car	11.00%	%	Literature Review carried out by RAND Europe/Systra for DfT
Proportion otherwise using a taxi	8.00%	%	Literature Review carried out by RAND Europe/Systra for DfT

Walking

Average length of journey	1.18	km	National Travel Survey Data 2016
Average Speed	5	km/h	National Travel Survey Data 2016
Proportion using the scheme to commute to work	56.40%	%	Assumption from illustrative case study in WebTAG
Proportion otherwise using a car	11.00%	%	Assumed to be the same as cycling diversion factors
Proportion otherwise using a taxi	8.00%	%	Assumed to be the same as cycling diversion factors

Additional Information

Return trips	90%	%	Assumption from illustrative case study in WebTAG

A return journey involves going to and from your destination using the same route. It will appear twice in the daily journey count.

Background growth rate in trips	0.75%	%	National Travel Survey Data 2006-2016
Period over which this growth rate applies	20	years	Assumption based on WebTAG

This is an annualised growth rate for increases in active travel trips. This could be due to a increase in population, changes in demographics or travel trends.

Number of days scheme data is applicable	220	per year	Assumption from illustrative case study in WebTAG

This is currently set at the average number of working days for an individual. This is due to the commuting focus of the scheme.
If the scheme has a recreational focus you may want to adjust this figure.

Active Mode Appraisal Toolkit User Interface

Scheme Name	Orange Link
Scheme Promoter	GCC

Please fill in the 'Scheme details' to obtain a benefit cost ratio for your scheme. Depending on your data access, you may also wish to edit the assumptions section.
The current inputs are for the case study given in appendix B of WebTAG unit A5.1. This case study provides further commentary which users may wish to refer to.
Once you have also filled out the **User Interface costs**, you are able to see the Benefit-Cost Ratio (BCR) on the AMCB tab.

Scheme Details

Scheme Opening Year	2019
Last year of funding	2019
Type of area scheme is located	Other Urban

Mode information

Please fill out the cycling and walking sections where relevant. If your scheme does not directly alter the number of users please leave the relevant section blank.
Ideally these numbers should be taken from an 'average weekday' in spring or autumn to avoid seasonal bias. Both automatic and manual counts can be used.
The number of journeys with and without the scheme correspond to the 'Do-nothing' and 'Do-something' scenario.
These sections require scheme promoters to project the number of users with scheme infrastructure. This can be based of previous experience, case studies or survey data.

Cycling

			Evidence
Number of journeys without the proposed scheme	30	per day	
Number of journeys with the proposed scheme	51	per day	
The average proportion of a trip which uses the scheme infrastructure	30.00%	%	Route Length 1675m, trip length 5.6 km
Current cycling infrastructure for this route	No provision		No current on or off carriageway provision.
Proposed new cycling infrastructure for this route	Off-road segregated cycle track		Improvements shown in drawing A1_LY5.L4.100.001 Rev B Orange Link General Arrangement
Are any additional shower facilities being added?	No		
Are any additional secure storage facilities being added?	No		

Walking

Number of journeys without the proposed scheme	302	per day	No Change
Number of journeys with the proposed scheme	302	per day	
The average proportion of a trip which uses the scheme infrastructure	100.00%	%	
Current walking infrastructure for this route			
Street lighting	No		No change to current provision.
Kerb level	No		Current footway alongside lake. Route then through car park and on footpath.
Crowding	No		
Pavement evenness	Yes		Existing footway of varying surface quality.
Information panels	No		
Benches	No		N/A
Directional signage	No		Limited current provision
Proposed walking infrastructre for this route			
Street lighting	No		No change to current provision.
Kerb level	No		Improvements shown in drawing A1_LY5.L4.100.001 Rev B Orange Link General Arrangement
Crowding	No		
Pavement evenness	Yes		Improvements shown in drawing A1_LY5.L4.100.001 Rev B Orange Link General Arrangement
Information panels	No		
Benches	No		N/A
Directional signage	Yes		Improvements shown in drawing A1_LY5.L4.100.001 Rev B Orange Link General Arrangement

Assumptions

The standard WebTAG assumptions have already been entered. Please only edit these assumptions if you have a good evidence to do so.
The evidence box should be used to source the additional evidence.

Decay rate	0.00%	%	Assumption from illustrative case study in WebTAG

WebTAG A5.1 explains that the impact of a cycling scheme is likely to diminish year by year following investment.
The decay rate has been set at 0% for an infrastructure investment.
For a revenue funded initatives, such as cycle training or personalised travel planning, the decay rate may be positive.
We assume 0% of the new users are already active. This means all new users experience the entire health benefit.

Appraisal period	20	Years	As per previous assumptions

The appraisal period should correspond to the expected asset life. This should not exceed 60 years.

Cycling

Average length of journey	5.6	km	National Travel Survey Data 2016
Average Speed	15	km/h	National Travel Survey Data 2016
Proportion using the scheme to commute to work	56.40%	%	Assumption from case study
Proportion otherwise using a car	11.00%	%	Literature Review carried out by RAND Europe/Systra for DfT
Proportion otherwise using a taxi	8.00%	%	Literature Review carried out by RAND Europe/Systra for DfT

Walking

Average length of journey	1.18	km	National Travel Survey Data 2016
Average Speed	5	km/h	National Travel Survey Data 2016
Proportion using the scheme to commute to work	56.40%	%	Assumption from illustrative case study in WebTAG
Proportion otherwise using a car	11.00%	%	Assumed to be the same as cycling diversion factors
Proportion otherwise using a taxi	8.00%	%	Assumed to be the same as cycling diversion factors

Additional Information

Return trips	90%	%	Assumption from illustrative case study in WebTAG

A return journey involves going to and from your destination using the same route. It will appear twice in the daily journey count.

Background growth rate in trips	0.75%	%	National Travel Survey Data 2006-2016
Period over which this growth rate applies	20	years	Assumption based on WebTAG

This is an annualised growth rate for increases in active travel trips. This could be due to a increase in population, changes in demographics or travel trends.

Number of days scheme data is applicable	220	per year	Assumption from illustrative case study in WebTAG

This is currently set at the average number of working days for an individual. This is due to the commuting focus of the scheme.
If the scheme has a recreational focus you may want to adjust this figure.

Active Mode Appraisal Toolkit User Interface

Scheme Name	Green Link
Scheme Promoter	GCC

Please fill in the 'Scheme details' to obtain a benefit cost ratio for your scheme. Depending on your data access, you may also wish to edit the assumptions section.
The current inputs are for the case study given in appendix B of WebTAG unit A5.1. This case study provides further commentary which users may wish to refer to.
Once you have also filled out the **User Interface costs**, you are able to see the Benefit-Cost Ratio (BCR) on the AMCB tab.

Scheme Details

Scheme Opening Year	2019
Last year of funding	2019
Type of area scheme is located	Other Urban

Mode information

Please fill out the cycling and walking sections where relevant. If your scheme does not directly alter the number of users please leave the relevant section blank.
Ideally these numbers should be taken from an 'average weekday' in spring or autumn to avoid seasonal bias. Both automatic and manual counts can be used.
The number of journeys with and without the scheme correspond to the 'Do-nothing' and 'Do-something' scenario.
These sections require scheme promoters to project the number of users with scheme infrastructure. This can be based of previous experience, case studies or survey data.

Cycling

			Evidence
Number of journeys without the proposed scheme	83	per day	Based on count from Station Road
Number of journeys with the proposed scheme	142	per day	
The average proportion of a trip which uses the scheme infrastructure	16.00%	%	Route length 900m, trip length 5.6 km
Current cycling infrastructure for this route	On-road non-segregated cycle lane		Current non standard cycle lanes marked on Church Road
Proposed new cycling infrastructure for this route	Off-road segregated cycle track		Off carriageway provision and on road cycle lanes
Are any additional shower facilities being added?	No		
Are any additional secure storage facilities being added?	No		

Walking

Number of journeys without the proposed scheme	252	per day	
Number of journeys with the proposed scheme	253	per day	
The average proportion of a trip which uses the scheme infrastructure	46.60%	%	550m footway improvement

Current walking infrastructure for this route

Street lighting	Yes	No change to current provision.
Kerb level	No	Improvements shown in drawing A1_LY5.L6.100.001 Rev A Green Link General Arrangement
Crowding	No	
Pavement evenness	No	Assumed no significant change from existing. Localised improvements to shared use areas.
Information panels	No	
Benches	No	N/A
Directional signage	No	Improvements shown in drawing A1_LY5.L6.100.001 Rev A Green Link General Arrangement

Proposed walking infrastructre for this route

Street lighting	Yes	No change to current provision.
Kerb level	Yes	Improvements shown in drawing A1_LY5.L6.100.001 Rev A Green Link General Arrangement
Crowding	No	
Pavement evenness	Yes	Improvements shown in drawing A1_LY5.L6.100.001 Rev A Green Link General Arrangement
Information panels	No	
Benches	No	N/A
Directional signage	Yes	Improvements shown in drawing A1_LY5.L6.100.001 Rev A Green Link General Arrangement

Assumptions

The standard WebTAG assumptions have already been entered. Please only edit these assumptions if you have a good evidence to do so.
The evidence box should be used to source the additional evidence.

Decay rate	0.00%	%	Assumption from illustrative case study in WebTAG

WebTAG A5.1 explains that the impact of a cycling scheme is likely to diminish year by year following investment.
The decay rate has been set at 0% for an infrastructure investment.
For a revenue funded initatives, such as cycle training or personalised travel planning, the decay rate may be positive.
We assume 0% of the new users are already active. This means all new users experience the entire health benefit.

Appraisal period	20	Years	As per previous assumptions

The appraisal period should correspond to the expected asset life. This should not exceed 60 years.

Cycling

Average length of journey	5.6	km	National Travel Survey Data 2016
Average Speed	15	km/h	National Travel Survey Data 2016
Proportion using the scheme to commute to work	56.40%	%	Assumption from case study
Proportion otherwise using a car	11.00%	%	Literature Review carried out by RAND Europe/Systra for DfT
Proportion otherwise using a taxi	8.00%	%	Literature Review carried out by RAND Europe/Systra for DfT

Walking

Average length of journey	1.18	km	National Travel Survey Data 2016
Average Speed	5	km/h	National Travel Survey Data 2016
Proportion using the scheme to commute to work	56.40%	%	Assumption from illustrative case study in WebTAG
Proportion otherwise using a car	11.00%	%	Assumed to be the same as cycling diversion factors
Proportion otherwise using a taxi	8.00%	%	Assumed to be the same as cycling diversion factors

Additional Information

Return trips	90%	%	Assumption from illustrative case study in WebTAG

A return journey involves going to and from your destination using the same route. It will appear twice in the daily journey count.

Background growth rate in trips	0.75%	%	National Travel Survey Data 2006-2016
Period over which this growth rate applies	20	years	Assumption based on WebTAG

This is an annualised growth rate for increases in active travel trips. This could be due to a increase in population, changes in demographics or travel trends.

Number of days scheme data is applicable	220	per year	Assumption from illustrative case study in WebTAG

This is currently set at the average number of working days for an individual. This is due to the commuting focus of the scheme.
If the scheme has a recreational focus you may want to adjust this figure.

Active Mode Appraisal Toolkit User Interface

Scheme Name	Red Link - Rural
Scheme Promoter	GCC

Please fill in the 'Scheme details' to obtain a benefit cost ratio for your scheme. Depending on your data access, you may also wish to edit the assumptions section.
The current inputs are for the case study given in appendix B of WebTAG unit A5.1. This case study provides further commentary which users may wish to refer to.
Once you have also filled out the **User Interface costs**, you are able to see the Benefit-Cost Ratio (BCR) on the AMCB tab.

Scheme Details

Scheme Opening Year	2019
Last year of funding	2019
Type of area scheme is located	Other Urban

Mode information

Please fill out the cycling and walking sections where relevant. If your scheme does not directly alter the number of users please leave the relevant section blank.
Ideally these numbers should be taken from an 'average weekday' in spring or autumn to avoid seasonal bias. Both automatic and manual counts can be used.
The number of journeys with and without the scheme correspond to the 'Do-nothing' and 'Do-something' scenario.
These sections require scheme promoters to project the number of users with scheme infrastructure. This can be based of previous experience, case studies or survey data.

Cycling

			Evidence
Number of journeys without the proposed scheme	25	per day	
Number of journeys with the proposed scheme	43	per day	
The average proportion of a trip which uses the scheme infrastructure	24.00%	%	Route length 1355m, trip length 5.6 km
Current cycling infrastructure for this route	No provision		No current on or off carriageway cycle provision.
Proposed new cycling infrastructure for this route	Off-road segregated cycle track		Improvements shown in drawings A1_LY5.L7.100.001 Rev A Red Link General Arrangement Rural sheet 1 of 2 A1_LY5.L7.100.001 Rev A Red Link General Arrangement Rural sheet 2 of 2
Are any additional shower facilities being added?	No		
Are any additional secure storage facilities being added?	No		

Walking

Number of journeys without the proposed scheme	997	per day	
Number of journeys with the proposed scheme	998	per day	
The average proportion of a trip which uses the scheme infrastructure	115.00%	%	
Current walking infrastructure for this route			
Street lighting	Yes		No change to current provision.
Kerb level	No		Improvements shown in drawings A1_LY5.L7.100.001 Rev A Red Link General Arrangement Rural sheet 1 of 2 A1_LY5.L7.100.001 Rev A Red Link General Arrangement Rural sheet 2 of 2
Crowding	No		
Pavement evenness	No		Existing narrow footway surface varies.
Information panels	No		
Benches	No		N/A
Directional signage	No		Limited exising signage
Proposed walking infrastructre for this route			
Street lighting	Yes		No change to current provision.
Kerb level	Yes		Kerb ammendments shown in drawing
Crowding	No		
Pavement evenness	Yes		Existing narrow footway surface varies
Information panels	No		
Benches	No		N/A
Directional signage	Yes		Improvements shown in drawings

Assumptions

The standard WebTAG assumptions have already been entered. Please only edit these assumptions if you have a good evidence to do so.
The evidence box should be used to source the additional evidence.

Decay rate	0.00%	%	Assumption from illustrative case study in WebTAG

WebTAG A5.1 explains that the impact of a cycling scheme is likely to diminish year by year following investment.
The decay rate has been set at 0% for an infrastructure investment.
For a revenue funded initatives, such as cycle training or personalised travel planning, the decay rate may be positive.
We assume 0% of the new users are already active. This means all new users experience the entire health benefit.

Appraisal period	20	Years	As per previous assumptions

The appraisal period should correspond to the expected asset life. This should not exceed 60 years.

Cycling

Average length of journey	5.6	km	National Travel Survey Data 2016
Average Speed	15	km/h	National Travel Survey Data 2016
Proportion using the scheme to commute to work	56.40%	%	Assumption from case study
Proportion otherwise using a car	11.00%	%	Literature Review carried out by RAND Europe/Systra for DfT
Proportion otherwise using a taxi	8.00%	%	Literature Review carried out by RAND Europe/Systra for DfT

Walking

Average length of journey	1.18	km	National Travel Survey Data 2016
Average Speed	5	km/h	National Travel Survey Data 2016
Proportion using the scheme to commute to work	56.40%	%	Assumption from illustrative case study in WebTAG
Proportion otherwise using a car	11.00%	%	Assumed to be the same as cycling diversion factors
Proportion otherwise using a taxi	8.00%	%	Assumed to be the same as cycling diversion factors

Additional Information

Return trips	90%	%	Assumption from illustrative case study in WebTAG

A return journey involves going to and from your destination using the same route. It will appear twice in the daily journey count.

Background growth rate in trips	0.75%	%	National Travel Survey Data 2006-2016
Period over which this growth rate applies	20	years	Assumption based on WebTAG

This is an annualised growth rate for increases in active travel trips. This could be due to a increase in population, changes in demographics or travel trends.

Number of days scheme data is applicable	220	per year	Assumption from illustrative case study in WebTAG

This is currently set at the average number of working days for an individual. This is due to the commuting focus of the scheme.
If the scheme has a recreational focus you may want to adjust this figure.

Active Mode Appraisal Toolkit User Interface

Scheme Name	Red Link - Urban
Scheme Promoter	GCC

Please fill in the 'Scheme details' to obtain a benefit cost ratio for your scheme. Depending on your data access, you may also wish to edit the assumptions section.
The current inputs are for the case study given in appendix B of WebTAG unit A5.1. This case study provides further commentary which users may wish to refer to.
Once you have also filled out the **User Interface costs**, you are able to see the Benefit-Cost Ratio (BCR) on the AMCB tab.

Scheme Details

Scheme Opening Year	2019
Last year of funding	2019
Type of area scheme is located	Other Urban

Mode information

Please fill out the cycling and walking sections where relevant. If your scheme does not directly alter the number of users please leave the relevant section blank.
Ideally these numbers should be taken from an 'average weekday' in spring or autumn to avoid seasonal bias. Both automatic and manual counts can be used.
The number of journeys with and without the scheme correspond to the 'Do-nothing' and 'Do-something' scenario.
These sections require scheme promoters to project the number of users with scheme infrastructure. This can be based of previous experience, case studies or survey data.

Cycling

			Evidence
Number of journeys without the proposed scheme	50	per day	
Number of journeys with the proposed scheme	57	per day	
The average proportion of a trip which uses the scheme infrastructure	16.00%	%	route length 900m, trip length 5.6 km
Current cycling infrastructure for this route	No provision		
Proposed new cycling infrastructure for this route	On-road segregated cycle lane		
Are any additional shower facilities being added?	No		
Are any additional secure storage facilities being added?	No		

Walking

Number of journeys without the proposed scheme	1913	per day	
Number of journeys with the proposed scheme	1916	per day	
The average proportion of a trip which uses the scheme infrastructure	0	%	Assumed all improvements on carriageway

Current walking infrastructure for this route

Street lighting	Yes	No change to current provision.
Kerb level	Yes	Kerb ammendments shown in drawing A1_LY5.L7.100.003 Rev B Red Link General Arrangement Urban
Crowding	No	
Pavement evenness	Yes	Assumed no significant change from existing. Localised improvements to shared use areas.
Information panels	No	
Benches	No	N/A
Directional signage	No	Improvements shown in drawing A1_LY5.L7.100.003 Rev B Red Link General Arrangement Urban

Proposed walking infrastructre for this route

Street lighting	Yes	No change to current provision.
Kerb level	Yes	Kerb ammendments shown in drawing A1_LY5.L7.100.003 Rev B Red Link General Arrangement Urban
Crowding	No	
Pavement evenness	Yes	Assumed no significant change from existing. Localised improvements.
Information panels	No	
Benches	No	N/A
Directional signage	Yes	Improvements shown in drawing A1_LY5.L7.100.003 Rev B Red Link General Arrangement Urban

Assumptions

The standard WebTAG assumptions have already been entered. Please only edit these assumptions if you have a good evidence to do so.
The evidence box should be used to source the additional evidence.

Decay rate	0.00%	%	Assumption from illustrative case study in WebTAG

WebTAG A5.1 explains that the impact of a cycling scheme is likely to diminish year by year following investment.
The decay rate has been set at 0% for an infrastructure investment.
For a revenue funded initatives, such as cycle training or personalised travel planning, the decay rate may be positive.
We assume 0% of the new users are already active. This means all new users experience the entire health benefit.

Appraisal period	10	Years	As per previous assumptions

The appraisal period should correspond to the expected asset life. This should not exceed 60 years.

Cycling

Average length of journey	5.6	km	National Travel Survey Data 2016
Average Speed	15	km/h	National Travel Survey Data 2016
Proportion using the scheme to commute to work	56.40%	%	Assumption from case study
Proportion otherwise using a car	11.00%	%	Literature Review carried out by RAND Europe/Systra for DfT
Proportion otherwise using a taxi	8.00%	%	Literature Review carried out by RAND Europe/Systra for DfT

Walking

Average length of journey	1.18	km	National Travel Survey Data 2016
Average Speed	5	km/h	National Travel Survey Data 2016
Proportion using the scheme to commute to work	56.40%	%	Assumption from illustrative case study in WebTAG
Proportion otherwise using a car	11.00%	%	Assumed to be the same as cycling diversion factors
Proportion otherwise using a taxi	8.00%	%	Assumed to be the same as cycling diversion factors

Additional Information

Return trips	90%	%	Assumption from illustrative case study in WebTAG

A return journey involves going to and from your destination using the same route. It will appear twice in the daily journey count.

Background growth rate in trips	0.75%	%	National Travel Survey Data 2006-2016
Period over which this growth rate applies	20	years	Assumption based on WebTAG

This is an annualised growth rate for increases in active travel trips. This could be due to a increase in population, changes in demographics or travel trends.

Number of days scheme data is applicable	220	per year	Assumption from illustrative case study in WebTAG

This is currently set at the average number of working days for an individual. This is due to the commuting focus of the scheme.
If the scheme has a recreational focus you may want to adjust this figure.