Cheshire West and Chester

Appendix 3

Sustainable Travel Transition Year 16/17 - Schemes Impact Pro Forma

For cycling/walking elements of your bid, please provide the following evidence - if available			
Input data	**Without Scheme**	**With Scheme**	**Reference to supporting information (e.g. section of Economic Appraisal Summary).**
Description of infrastructure/facilities	N.A.	N.A.	No changes to infrastructure proposed.
Route length (km)	N.A.	N.A.	No new routes provided.
Average trip length (km)	For one-way trips: Walking assumed 1.15 km Cycling assumed 5.0 km Public Transport (Bus/Rail/P&R) assumed 0.5 km walk	For one-way trips: Walking assumed 1.15 km Cycling assumed 5.0 km Public Transport (Bus/Rail/P&R) assumed 0.5 km walk	Distances based upon an assumption that that behaviour change to sustainable modes will be shorter distance trips. Distances travelled to work/education/training are not expected to change (although some trips will be enabled with the scheme which would not be enabled without).
Average cycling speed (kph)	Cycling assumed 15 kph Walking assumed 5 kph	Cycling assumed 15 kph Walking assumed 5 kph	Speeds based on information from previous submissions
Number of users (per day)	0	688 new regular cyclists 247 new regular walkers	Derived from a range of components across the package - see Table 1 of the Economic Appraisal Summary Note (Appendix 3) for breakdown.
Percentage of additional users that would have driven a car otherwise.	N.A.	23%	Assumptions applied and evidence used are described in detail within the Economic Appraisal summary note. WebTAG diversion factors - 34% assumed for P&R schemes

If you are expecting your project to reduce car travel, please provide the following information			
Input data	**Without Scheme**	**With Scheme**	**Reference to supporting information (e.g. section of Economic Appraisal Summary).**
Traffic levels (Vehicle km) in the affected area	N.A.	763,926 car km removed per annum	Car Share: As a result of PTP delivery, based on local monitoring, it is expected 37% of trips transferring from single car occupancy will be apportioned to car sharing. West Cheshire College also expected to deliver a further 7% decrease in single occupancy car trips based upon past evidence. See Table 1 of Appendix 3 for further details.
Traffic levels (Vehicle hours) in the affected area	N.A.	N.A.	
Average Speed in the Morning Peak	N.A.	N.A.	
Mode share (in person trips)			
Car Driver	0	0	
Car Passenger	0	0	
Bus passenger	0	0	
Rail Passenger	0	0	
Cyclist	0	0	
Walking	0	0	

For Bus elements of your bid please fill in the following table			
Input data	**Without Scheme**	**With Scheme**	**Reference to supporting information (e.g. section of Economic Appraisal Summary).**
Annual number of passenger trips	0	206 new regular public transport users (exc Park and Ride) 262 new regular P&R users	P&R: It was assumed that 10% demand uplift (conservative estimate based upon previous bus related marketing initiatives). A survey for Metro relating to P&R indicated that if P&R was not available 34% of the new trips would transfer from car (driven all the way). PT: As a result of PTP delivery, based on local monitoring, it is expected 29% of trips transferring from single car occupancy will be apportioned to public transport. See Table 1 of Appendix 3 for further details.
Average trip distance (km)	5.5	5.5	
Total bus kilometres travelled (km), only change if 'with' scheme includes new bus services	N/A	N/A	
Average wait time (mins)	N/A	N/A	
Average fare per trip (£)	N/A	N/A	
Average in-vehicle time (mins)	N/A	N/A	
Description of your intervention	Assumptions applied and evidence used are described in detail within the Economic Appraisal Summary note (Appendix 3).		