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

CYCLE TRAINING

For cycling/walking elements of your bid, please provide the following data - if available			
Input data	**Without Scheme**	**With Scheme**	**Reference to supporting information (e.g. section of Economic Assessment Report).**
Description of infrastructure/facilities	Schools and adults do not receive cycling/sustainable transport support	Schools and adults benefit from a dedicated officer teaching pupils the skills they need to cycle safely and responsibly.	*For further information on cycle training to be delivered, see Section B1 of the main LSTF bid document.*
Route length (km)	N/A	N/A	*Refer for more detailed description (incl maps etc). Not expected to change unless new routes provided.*
Average trip length (km)	2.6km	2.6km	*National Travel Survey 2014 - average trip length for primary school children*
Average cycling speed (kph)	N/A	N/A	*E.g. from visual inspection/ automatic count/ speed cameras - please note the NTS data on distance and time are not sufficiently robust to be combined to get a robust estimate for average speed.*
Number of users (per day)	0	7035 children, 60 adults	*Evidence from Sustrans shows that the Bike It programme achieves, on average, a doubling in the number of children regularly cycling to school. See Section 2.3.2 and 2.3.3 for more details.*
Percentage of additional users that would have driven a car otherwise.	N.A.	100%	*Research from Sustrans shows uptake in cycling levels at schools come almost entirely from children who are regularly driven to school.*

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 Assessment Report).**
Traffic levels (Vehicle km) in the affected area	277,003,508	276,520,641	*See Sections 2.1, 2.3.2 and 2.3.3 of the accompanying Economic Appraisal Report.*
Traffic levels (Vehicle hours) in the affected area	N/A	Not Applicable	
Average Speed in the Morning Peak	Not Applicable	Not Applicable	
Mode share (in person trips)			
Car Driver	21.4%	18.5%	
Car Passenger	2.3%	2.3%	
Bus passenger	16.0%	16.0%	
OTHER	0.2%	0.2%	
Cyclist	2.9%	5.8%	
Walking	57.2%	57.2%	

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PERSONALISED TRAVEL PLANNING

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 Assessment Report).**
Traffic levels (Vehicle km) in the affected area	277,003,508	273,953,538	*See Sections 2.1 and 2.4 of the accompanying Economic Appraisal Report.*
Traffic levels (Vehicle hours) in the affected area	Not Applicable	Not Applicable	
Average Speed in the Morning Peak	Not Applicable	Not Applicable	
Mode share (in person trips)			
Car Driver	Not Applicable	Not Applicable	
Car Passenger	Not Applicable	Not Applicable	
Bus passenger	Not Applicable	Not Applicable	
Rail Passenger	Not Applicable	Not Applicable	
Cyclist	Not Applicable	Not Applicable	
Walking	Not Applicable	Not Applicable	

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MARKETING, INFORMATION AND PROMOTION

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 Assessment Report).**
Traffic levels (Vehicle km) in the affected area	277,003,508	269,430,320	*See Sections 2.2 of the accompanying Economic Appraisal Report.*
Traffic levels (Vehicle hours) in the affected area	Not Applicable	Not Applicable	
Average Speed in the Morning Peak	Not Applicable	Not Applicable	
Mode share (in person trips)			
Car Driver	Not Applicable	Not Applicable	
Car Passenger	Not Applicable	Not Applicable	
Bus passenger	Not Applicable	Not Applicable	
Rail Passenger	Not Applicable	Not Applicable	
Cyclist	Not Applicable	Not Applicable	
Walking	Not Applicable	Not Applicable	

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Cycling Signage

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	Cycle infrastructure without signage	Cycling infrastructure with signage	*For further information on cycling signage to be delivered, see Section B1 of the main document.*
Route length (km)	Not Applicable	Not Applicable	*Refer for more detailed description (incl maps etc). Not expected to change unless new routes provided.*
Average trip length (km)	5km (length of route impacted)	5km (length of route impacted)	*For further information on cycling signage to be delivered, see Section B1 of the main document.*
Average cycling speed (kph)	Not Applicable	Not Applicable	*E.g. from visual inspection/ automatic count/ speed cameras - please note the NTS data on distance and time are not sufficiently robust to be combined to get a robust estimate for average speed.*
Number of users (per day)	276 per day	290 per day	*Southend cycle counts. See Section 2.3.1 of the accompanying Economic Appraisal Report.*
Percentage of additional users that would have driven a car otherwise.	N.A.	100%	*Refer to evidence for this assumption.*

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 Assessment Report).**
Traffic levels (Vehicle km) in the affected area	277,003,508	276,977,958	*See Sections 2.1 and 2.3.1 of the accompanying Economic Appraisal Report.*
Traffic levels (Vehicle hours) in the affected area	Not Applicable	Not Applicable	
Average Speed in the Morning Peak	Not Applicable	Not Applicable	
Mode share (in person trips)			
Car Driver	Not Applicable	Not Applicable	
Car Passenger	Not Applicable	Not Applicable	
Bus passenger	Not Applicable	Not Applicable	
Rail Passenger	Not Applicable	Not Applicable	
Cyclist	276	290	
Walking	Not Applicable	Not Applicable	