

File Name	Temple Way_SSAT_v5_WithoutBusLaneAdjustment.xlsm
Sheet Name	I- Impacts Proforma
Description and Purpose of Sheet	Users should complete all yellow input cells within this sheet, and select from the drop down in green cells. User instructions/notes are shown in green text.
Version number	3.00

**I- Impacts Proforma**

	Unit	Constant	Notes	Total
<b>Project Details</b>				
Scheme:	text	Temple Way		
Scheme Promoter:	text	Bristol City Council		
Scheme Type:	selection	Both		
Scheme Opening Year:	yyy	2026	LUF funds must be spent by 31 March	
Model Base Year (if applicable):	yyy	2015		
Modelled Year Used (if applicable):	yyy	2022		
Area Type:	selection	Other urban	The area type can be found by looking	

**Scheme Impacts**

The Do Minimum (DM) should reflect the without-scheme scenario. The inputs should consider those in the area of influence of the scheme.  
 The Do Something (DS) should reflect the with-scheme scenario. The inputs should consider those in the area of influence of the scheme.  
 Both DM and DS demand are inputs. For the majority of small schemes we would expect these to be the same - but in some cases there may be differences (e.g. where improvements to bus provision may lead to an uplift in patronage). Where the demand isn't the same between the DM and DS scenarios, the difference is expected.  
 The requested information should be provided where possible, noting that for some schemes / modelling platforms it will not be possible to obtain all outputs.  
 Night, Saturday and Sunday inputs can be provided, however these should be left blank where there is not the information available.  
 Unless otherwise stated, inputs should be for the scheme opening year. Where there is not data for the scheme opening year, the closest possible year should be used or an alternative methodology justified.

**Highway**

Scenario	Mode	Input	Year	Units	Time period							Notes	
					AM Peak Hour	PM Peak Hour	Inter-Peak Hour	Night	Saturday	Sunday			
		Peak period expansion factor	Opening Year	hhmm - hhmm factor	0800-0900	1700-1800	1100-1200						This should reflect the factor that the
					2.87	2.89	6.00						
DM	Highway	Demand: number of highway trips	Opening Year	number of trips	2,524	2,727	2,302						This input should reflect the number c
DM	Highway	Time: select whether you are inputting the total vehicle travel time or delay time	Opening Year	selection	Total delay time	Total delay time	Total delay time	Please select	Please select	Please select			Please select whether the input is the
DM	Highway	Time: total travel time or delay time	Opening Year	vehicle hours	33	39	28						This input should reflect the total trav
DM	Highway	Distance: total vehicle travel distance	Opening Year	vehicle km	2,854	2,582	1,981						This input should reflect the total high
DS	Highway	Demand: number of highway trips	Opening Year	number of trips	2,377	2,615	2,266						This input should reflect the number c
DS	Highway	Time: select whether you are inputting the total vehicle travel time or delay time	Opening Year	selection	Total delay time	Total delay time	Total delay time	Please select	Please select	Please select			Please select whether the input is tota
DS	Highway	Time: total travel time or delay time	Opening Year	vehicle hours	32	40	29						This input should reflect the total trav
DS	Highway	Distance: total vehicle travel distance	Opening Year	vehicle km	2,854	2,582	1,981						This input should reflect the total high

**Bus**

Scenario	Mode	Input	Year	Units	Time Period							Notes	
					AM Peak Hour	PM Peak Hour	Inter-Peak Hour	Night	Saturday	Sunday			
DM	Bus	Peak period expansion factor	Opening Year	hhmm - hhmm factor	0800-0900	1700-1800	1100-1200						This should reflect the factor that the
DM	Bus				2.46	2.77	6.00						
DM	Bus	Demand: number of bus trips	Opening Year	number of trips	2150	2257	1621						This input should reflect the number c
DM	Bus	Time: total current bus travel time	Opening Year	person hours	364	345	218						This input should reflect the total trav
DS	Bus	Demand: number of bus trips	Opening Year	number of trips	2150	2257	1621						This input should reflect the number c
DS	Bus	Time: total current bus travelled time	Opening Year	person hours	333	340	201						This input should reflect the total trav

**Bus Quality Factors**

As a result of your scheme, will any of the following measures be introduced? (see TAG Unit M3-2 Public Transport Assignment for further detail on bus quality factors)				DM (daily)	DS (daily)	Notes
Audio announcements	number	No	If yes, no. of daily passengers experiencing benefit in opening year			This input should be the daily deman
CCTV at bus stops	number	No	If yes, no. of daily passengers experiencing benefit in opening year			
CCTV on buses	number	No	If yes, no. of daily passengers experiencing benefit in opening year			
Climate control	number	No	If yes, no. of daily passengers experiencing benefit in opening year			
New bus shelters	number	Yes	If yes, no. of daily passengers experiencing benefit in opening year	1,090	1,090	
New bus with low floor	number	No	If yes, no. of daily passengers experiencing benefit in opening year			
New interchange facilities	number	Yes	If yes, no. of daily passengers experiencing benefit in opening year	-	-	
On-screen displays	number	No	If yes, no. of daily passengers experiencing benefit in opening year			
RTPI (at bus stops)	number	Yes	If yes, no. of daily passengers experiencing benefit in opening year	-	-	
Simplified ticketing	number	No	If yes, no. of daily passengers experiencing benefit in opening year			
Trained drivers	number	No	If yes, no. of daily passengers experiencing benefit in opening year			
Appraisal Period (for bus quality appraisal only)	years	40				In line with TAG Unit A1-1 Cost Benef

**Lists - do not delete or edit**

END



File Name	Temple Way_SSAT_v5_WithoutBusLaneAdjustment.xlsm
Sheet Name	O- Summary
Description and Purpose of Sheet	This sheet provides a summary of the benefits and costs of the scheme over the appraisal period
Version number	3.00

**O- Summary**

	Unit	Constant	Source
<b>Summary Results</b>			
<b>Highway Journey Time Impacts</b>			
<i>Car</i>			
Business	£, 2010 PV	- 190,324	
Commuting	£, 2010 PV	- 224,396	
Other	£, 2010 PV	- 416,800	
<i>LGV</i>			
Business	£, 2010 PV	- 214,520	
Commuting	£, 2010 PV	- 6,741	
Other	£, 2010 PV	- 7,539	
<i>HGV</i>			
Business	£, 2010 PV	- 70,270	
Commuting	£, 2010 PV	-	
Other	£, 2010 PV	-	
<b>Total</b>	<b>£, 2010 PV</b>	<b>- 1,130,589</b>	
<b>Highway VOCs Impacts</b>			
<i>Car</i>			
Business	£, 2010 PV	- 98,813	
Commuting	£, 2010 PV	- 208,854	
Other	£, 2010 PV	- 511,733	
<i>LGV</i>			
Business	£, 2010 PV	- 146,040	
Commuting	£, 2010 PV	- 5,772	
Other	£, 2010 PV	- 14,143	
<i>HGV</i>			
Business	£, 2010 PV	- 51,861	
Commuting	£, 2010 PV	-	
Other	£, 2010 PV	-	
<b>Total</b>	<b>£, 2010 PV</b>	<b>- 1,037,215</b>	
<b>Bus Journey Time Benefits</b>			
Business	£, 2010 PV	222,728	
Commuting	£, 2010 PV	2,095,121	
Other	£, 2010 PV	4,255,428	
<b>Total</b>	<b>£, 2010 PV</b>	<b>6,573,277</b>	
<b>Bus Quality Impacts</b>			
<b>Total</b>	<b>£, 2010 PV</b>	<b>514,085</b>	
<b>Marginal External Costs</b>			
Congestion	£, 2010 PV	-	Note - different formula to cells below Note - different formula to cells below Note - different formula to cells below Note - different formula to cells below
Business		-	
Commuting		-	
Other		-	
Infrastructure	£, 2010 PV	-	
Accident	£, 2010 PV	-	
Local Air Quality	£, 2010 PV	-	
Noise	£, 2010 PV	-	
Greenhouse Gases	£, 2010 PV	-	
Indirect tax	£, 2010 PV	-	
<b>Scheme Costs</b>			
Levelling Up Fund Ask	£, 2010 PV	-	
Other Public Sector Costs	£, 2010 PV	-	
Private Sector Costs	£, 2010 PV	-	
<b>Total</b>	<b>£, 2010 PV</b>	<b>-</b>	
<b>Initial BCR</b>			
Highway Journey Times	£, 2010 PV	- 1,130,589	
Highway VOCs	£, 2010 PV	- 1,037,215	
Bus Journey Times	£, 2010 PV	6,573,277	
Bus Quality Impacts	£, 2010 PV	514,085	
Congestion	£, 2010 PV	-	
Infrastructure	£, 2010 PV	-	
Accident	£, 2010 PV	-	
Local Air Quality	£, 2010 PV	-	
Noise	£, 2010 PV	-	
Greenhouse Gases	£, 2010 PV	-	
Indirect tax	£, 2010 PV	-	
Levelling Up Fund Ask	£, 2010 PV	-	
Other Public Sector Costs	£, 2010 PV	-	
Private Sector Costs	£, 2010 PV	-	
<b>PVB</b>	<b>£, 2010 PV</b>	<b>4,919,558</b>	
<b>PVC</b>	<b>£, 2010 PV</b>	<b>-</b>	
<b>NPV</b>	<b>£, 2010 PV</b>	<b>4,919,558</b>	
<b>BCR</b>	<b>£, 2010 PV</b>	<b>-</b>	

END