Active Mode Appraisal Toolkit User Interface Intervention

Intervention-specific information

User input required for all interventions

Intervention name	Bedminster Bridge Combined
Intervention promoter	Bristol City Council

Key

- User input required for all interventions
- User input required for all cycling interventions
- User input required for all walking interventions
- Default assumptions (can be revised with supporting justification)

Please fill in the 'Intervenion details' to obtain a benefit cost ratio for an intervention. If local evidence is avaliable, users may revise the default assumptions below but must also provide additional sources or supporting evidence to justify any changes (column H).
A worked example is provided in the accompanying AMAT User Guidance document to provide the user with a step-by-step guide to completing an assessment using AMAT

Intervention details

Appraisal year	2024		Current year
Intervention opening year	2027		
Last year of funding	2027		
Appraisal period	40	years	The appraisal period should correspond to the expected asset life. This should not exceed 60 years.
Local area type	Other Urban		For applying Marginal External Costs used in mode shift calculations. Choices: London, Inner and Outer Conurbations, Other Urban, Rural, National Average

Mode information

Please fill out the cycling and walking sections where relevant. If a intervention does not directly affect the number of users of a specific mode, the relevant section should be left blank.
Ideally, forecast trip numbers should be based on counts representing an average weekday in spring or autumn to avoid seasonal bias. Both automatic and manual counts can be used.
The number of trips currently (without the intervention in place) and expected (with the intervention in place).
These sections require projections of the number of users in a 'Do-something' scenario (with the intervention in place) can be based on data from evaluations of historical interventions, case studies, or surveys.
If the user does not have current or proposed numbers, please refer to the AMAT User Guide on potential sources of data to inform your assessment.
For behaviour change schemes: 'How much of an average...trip will use the intervention?' should be set to zero and there should be no change in the Current and Proposed infrastructure.

Cycling

User input required for all cycling interventions

			Evidence/Source
Number of trips without the proposed intervention	1581	per day	1581
Number of trips with the proposed intervention	1736	per day	1736.405363
How much of an average cycling trip will use the intervention?	15.45%	%	15.45%
Current cycling infrastructure for this route	On-road non-segregated cycle lane		The East West has no infrastructure (majority)
Proposed new cycling infrastructure for this route	Off-road segregated cycle track		2 way segregated cycle track for only cyclists, including through the bridge
Are any additional shower facilities being added?	No		
Are any additional secure storage facilities being added?	No		

Walking

User input required for all walking interventions

Number of trips without the proposed intervention	5536	per day	5536
Number of trips with the proposed intervention	5615	per day	5615.31335
How much of an average walking trip will use the intervention?	97.32%	%	97.32%

Current walking infrastructure for this route

Street lighting	Yes
Kerb level	Yes
Crowding	No
Pavement evenness	Yes
Information panels	Yes
Benches	No
Directional signage	Yes

Proposed walking infrastructure for this route

Street lighting	Yes	
Kerb level	Yes	
Crowding	Yes	Segregated from cyclists = more space = less crowding
Pavement evenness	Yes	
Information panels	Yes	
Benches	No	
Directional signage	Yes	

Assumptions

Default assumptions (can be revised with supporting justification)

Default TAG assumptions have already been entered. Users should only revise these if they can provide supporting evidence.
Any additional evidence should be described in column H.

Decay rate	0.00%	%		

TAG A5.1 explains that the impact of a cycling intervention is likely to diminish year by year following investment.
The decay rate has been set at 0% for an infrastructure investment.
For revenue-funded initiatives, such as cycle training or personalised travel planning, the decay rate may be positive.
The default assumption is that 0% of new users are already active. This means all new users experience intervention-related health impacts.

Cycling

Average length of trip	5.47	km	National Travel Survey Data 2022 Table 9910	(Changed)
Average speed	15	km/h	National Travel Survey Data 2016	
Proportion of cyclists who are employed	56.40%	%	National Travel Survey Data 2018	
Proportion otherwise using a car	24.00%	%	As recommended in a 2022 study - see section 3.7.1 in TAG A5.1	Please provide local evidence
Proportion otherwise using a taxi	6.00%	%	As recommended in a 2022 study - see section 3.7.1 in TAG A5.1	Please provide local evidence

Walking

Average length of trip	1.13	km	National Travel Survey Data 2022 Table 9910	(Changed)
Average speed	5	km/h	National Travel Survey Data 2016	
Proportion of pedestrians who are employed	56.40%	%	National Travel Survey Data 2018	
Proportion otherwise using a car	24.00%	%	Assumed to be the same as cycling diversion factors	Please provide local evidence
Proportion otherwise using a taxi	6.00%	%	Assumed to be the same as cycling diversion factors	Please provide local evidence

Additional Information

Return journeys	90%	%	National Travel Survey Data 2018	

A return journey involves going to and from your destination using the same route.Trips that make up return journeys will appear twice in the daily trip count (opposite directions).

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 TAG	

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 for which intervention data is applicable per year	357	per year	Changed to all days of the year minus bank holidays	(Changed)
Car occupancy rate	1.5		National Travel Survey Data 2022	(Changed)
Taxi occupancy rate	2.4		Source: TAG Data Book 2010	

Promoters may want to change this depending on the intervention. For example, if the intervention is designed to shift modes from car to walking or cycling the occupancy rates may be higher.

Costs

Please provide estimates for the upfront costs, as well as any future maintenance costs in the table below.
Please enter the full costs of the intervention across columns D and E, and note any private sector contributions in column F.
All costs should be in nominal prices (unadjusted for inflation), but should be adjusted for real cost inflation. See section 3.6 in TAG A1.2 (Scheme Costs) for further guidance.
Unless specified otherwise, all funding sources are assumed to derive from local or central government.

Default assumptions (can be revised with supporting justification)

Optimism bias 46% applicable to investment costs only

Key

User input required for all interventions

Default assumptions (can be revised with supporting justification)

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Year	Investment costs £000	Operating costs £000	Private sector contributions £000
2020			
2021			
2022			
2023			
2024	38		0
2025	192		1
2026	2,766		21
2027	4,680		35
2028			
2029			
2030	7		
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Note on costs

Scheme costs may be split into investment and operating costs.
The default optimism bias rate for investment costs is 23%.
No optimism bias is applied to operating costs.
Scheme maintenance costs should be classified as investment costs if they are related to traffic or demand.
All other maintenance costs should be classified as operating costs.
See TAG Unit A1.2 (Scheme Costs) for further details.

Analysis of Monetised Costs and Benefits (in £'000s)	
Congestion benefit	258.32
Infrastructure maintenance	1.26
Accident	42.82
Local air quality	1.27
Noise	2.85
Greenhouse gases	17.45
Reduced risk of premature death	2601.65
Absenteeism	357.51
Journey ambience	3685.39
Indirect taxation	2.44
Investment costs	5075.01
Operating costs	0.00
Private contributions	25.89
PVB	6943.81
PVC	5073.75
BCR	**1.37**

Benefits by type:		
Mode shift	326.41	4.7%
Health	2959.16	42.4%
Journey quality	3685.39	52.9%