

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

Please fill in the 'Intervention details' to obtain a benefit cost ratio for an intervention. If local evidence is available, 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
Intervention opening year	2027
Last year of funding	2027
Appraisal period	40 years
Local area type	Other Urban

Current year

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

Number of trips without the proposed intervention	1581	per day
Number of trips with the proposed intervention	1673	per day
How much of an average cycling trip will use the intervention?	15.45%	%

Evidence/Source

1581
1736.405363
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
Number of trips with the proposed intervention	5588	per day
How much of an average walking trip will use the intervention?	97.32%	%

5536
5615.31335
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
Pavement evenness	Yes
Information panels	Yes
Benches	No
Directional signage	Yes

Segregated from cyclists = more space = less crowding

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 an 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)

User input required for all interventions

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	4,687		35
2028			
2029			
2030			
2031			
2032			
2033			
2034			
2035			
2036			
2037			
2038			
2039			
2040			
2041			
2042			
2043			
2044			
2045			
2046			
2047			
2048			
2049			
2050			
2051			
2052			
2053			
2054			
2055			
2056			
2057			
2058			
2059			
2060			
2061			
2062			
2063			
2064			
2065			
2066			
2067			
2068			
2069			
2070			

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)		Benefits by type:	
Congestion benefit	154.92	Mode shift	195.75 3.5%
Infrastructure maintenance	0.75	Health	1789.67 31.9%
Accident	25.68	Journey quality	3629.10 64.6%
Local air quality	0.76		
Noise	1.71		
Greenhouse gases	10.46		
Reduced risk of premature death	1571.92		
Absenteeism	217.75		
Journey ambience	3629.10		
Indirect taxation	1.46		
Investment costs	5075.71		
Operating costs	0.00		
Private contributions	25.89		
PVB	5587.87		
PVC	5074.96		
BCR	1.10		

