SCHEME IMPACT PROFORMAS

Queen Edith's Way/Cherry Hinton Road/Robin Hood junction			
Input data	**Without Scheme**	**With Scheme**	**Reference to supporting information (e.g. section of supporting technical note)**
Description of infrastructure/facilities	Incomplete sections of cycle routes	improved network of segregated, on-road and shared use paths with facilities at signalised junctions	See application form section B4 Package description. Note that this package of three schemes is under development. This proposal is funded by local authority contribution.
Route length (km)	2	2	
Average trip length (km)	5	5	Based on National Travel Survey table nts0306
Average cycling speed	14 km/h	18 km/h	Users are able to overtake and cross junctions easily, increasing average speed
Number of users (per day)			No data
Percentage of additional cyclists that would have driven a car otherwise.	N.A.	10	it seems reasonable to assume that good quality cycling infrastructure, in a city like Cambridge with an established cycling culture, would see an increase in modes switching from car to cycle where improvements can be made to cycle provision generally.

Hills Road Phase 2			
Input data	**Without Scheme**	**With Scheme**	**Reference to supporting information (e.g. section of supporting technical note)**
Description of infrastructure/facilities	2.1 metrewide segregated uni-directional segregated cycle lanes and floating bus stops	complete Hills Road scheme with improvements linking the Hills Road Segregated Lane scheme with other parts of Hills Road	
Route length (km)	1.265	1.265	
Average trip length (km)	5	5	Based on National Travel Survey Table nts0306
Average cycling speed	20 km/h	20 km/h	Improvements to form a complete Hills Road scheme will offer better cycling experience but not necessarily increase average speed
Number of users (per day)	1,269	add 5% of existing car trips = 503 to give 'with scheme' total of 1772	DfT AADF 2013 count Point 80889.
Percentage of additional cyclists that would have driven a car otherwise.	N.A.	5	It seems reasonable to assume that good quality cycling infrastructure, in a city like Cambridge with an established cycling culture, would see an increase in modes switching from car to cycle where a high quality segregated lane forms a complete route into the city.

Trumpington Road Phase 2			
Input data	**Without Scheme**	**With Scheme**	**Reference to supporting information (e.g. section of supporting technical note)**
Description of infrastructure/facilities	1.5 metre wide advisory red lane with adjacent parking area	2.5 metre wide bi-directional lanes, segregated from motor traffic & parking	
Route length (km)	0.389	0.389	
Average trip length (km)	5	5	Based on National Travel survey Table nts0306
Average cycling speed	18 km/h	20 km/h	Users are able to overtake easily, increasing average speeds.
Number of users (per day)	2,676	add 10% of existing car trips = 1226 to give 'with scheme' total of 3902	Dft AADF 2013 (Count Point 37603)
Percentage of additional cyclists that would have driven a car otherwise.	N.A.	10	it seems reasonable to assume that good quality cycling infrastructure, in a city like Cambridge with an established cycling culture, would see an increase in modes switching from car to cycle where users are segregated, since reasearch has revealed that mixing with motor traffic is the main barrier to more people cycling.

Huntingdon Road Phase 2			
Input data	**Without Scheme**	**With Scheme**	**Reference to supporting information (e.g. section of supporting technical note)**
Description of infrastructure/facilities	1.4 metre wide mandatory lane	2.1 metre wide segregated lane, or if not possible a wide on-road lane	
Route length (km)	1352	1352	
Average trip length (km)	5	5	Based on National Travel survey Table nts0306
Average cycling speed	18 km/h	20 km/h	Users enjoy improved surface and able to overtake easily, increasing average speed
Number of users (per day)	2474	add 10% of existing car trips = 1206 to give 'with scheme' total of 3680	DfT AADF 2013 count point 17508
Percentage of additional cyclists that would have driven a car otherwise.	N.A.	10	it seems reasonable to assume that good quality cycling infrastructure, in a city like Cambridge with an established cycling culture, would see an increase in modes switching from car to cycle where the cycle routes are well-designed or users are segregated, since reasearch has revealed that mixing with motor traffic is the main barrier to more people cycling.

Two way cycling in one way streets			
Input data	**Without Scheme**	**With Scheme**	**Reference to supporting information (e.g. section of supporting technical note)**
Description of infrastructure/facilities	Two-way cycling not allowed in narrow streets	Cyclists permitted to enter street and/or cycle contraflow	See list of considered sites
Route length (km)			
Average trip length (km)	5	5	Based on National Travel Survey Table nts0306
Average cycling speed	18 km/h	18 km/h	
Number of users (per day)	n/a	15% increase	Especially Authorised Signing Trial 'No Entry Except Cycles' Signing Review; Report for Transport for London, Cycling England, Department for Transport; June 2010. Reference to Cambridge monitoring sites.
Percentage of additional cyclists that would have driven a car otherwise.	N.A.	10	It seems reasonable to assume that good quality cycling infrastructure, in a city like Cambridge with an established cycling culture, would see an increase in modes switching from car to cycle where a much more extensive network of convenient, safe routes can be provided for cyclists, giving them a time advantage over cars.

Chesterton - Abbey Bridge			
Input data	**Without Scheme**	**With Scheme**	**Reference to supporting information (e.g. section of supporting technical note)**
Description of infrastructure/facilities	No bridge crossing for cyclists	New direct crossing to the Cambridge Science Park Interchange from the East of the Rive Cam	

Route length (km)	longer route e.g. via Green Dragon Bridge	shorter direct crossing	Green Dragon Bridge 800m to the southwest of the Chesterton-Abbey Bridge location; further crossing at Bait's Bite is 2.3km to the Northeast
Average trip length (km)	5	5	Based on National Travel Survey Table nts0306
Average cycling speed	20 km/h	20 km/h	
Number of users (per day)	0	3300 (walking and cycling) 2409 (cycling only)	Technical Note for the Estimated Usage of Chesterton (-Abbey) Bridge completed by Atkins for Cambridgeshire County Council, September 2013. See section 2.4 in Technical Note.
Percentage of additional cyclists that would have driven a car otherwise.	N.A.	20	It seems reasonable to assume that good quality cycling infrastructure, in a city like Cambridge with an established cycling culture, would see an increase in modes switching from car to cycle where a new bridge link to a sustainable transport interchange (Cambridge Science Park Interchange) can be provided giving direct access to the interchange over the River Cam.

Quy to Lode			
Input data	**Without Scheme**	**With Scheme**	**Reference to supporting information (e.g. section of supporting technical note)**
Description of infrastructure/facilities	none	off-road shared use path linking the villages of Stow-cum-Quy and Lode	See application form B4 Package Information
Route length (km)	0	3	Alternative existing cycle route is via the village of Bottisham. This scheme will offer a direct route between Lode and Quy. Route link estimate is approximate.
Average trip length (km)	5	10	Based on doubling figures in National Travel Survey Table nts0306 as cyclists in South Cambridgeshire seem prepared to commute longer distances where infrastructure exists
Average cycling speed	18 km/h	18 km/h	
Number of users (per day)	0	no data	
Percentage of additional cyclists that would have driven a car otherwise.	N.A.	5	It seems reasonable to assume that good quality cycling infrastructure, in a village near Cambridge, would see an increase in modes switching from car to cycle where users are given a safe, direct facility away from motor traffic, since reasearch has revealed that mixing with motor traffic is the main barrier to more people cycling.

A10 Cambridge to Foxton Station			
Input data	**Without Scheme**	**With Scheme**	**Reference to supporting information (e.g. section of supporting technical note)**
Description of infrastructure/facilities	Currently all the Royston - Foxton - Cambridge cycle routes are on-road, where the speed limit is 60mph	New good quality route for walking and cycling along the whole corridor, including 2.5m shared use cycle paths wherever possible	Application form section B4 Package description, and scheme impact as part of the Cambridgeshire bid for the Local Sustainable Transport Fund LSTF 2015/16.
Route length (km)	4 km	4 km	
Average trip length (km)	10	10	Based on doubling figures in National Travel Survey Table nts0306 as cyclists in South Cambridgeshire seem prepared to commute longer distances where infrastructure exists
Average cycling speed	20 km/h	20 km/h	Users are able to overtake easily where wider cycle paths are provided, increasing average speed for certain sections.Overall for the corridor the scheme is not expected to have an impact on average speed.
Number of users (per day)	398	2073	Calculated uplift taken from 'Improving access for local journeys' published July 2014 by DfT / Sustrans report (521% increase in cycling usage, 11% increase in walking)
Percentage of additional cyclists that would have driven a car otherwise.	N.A.	10	It seems reasonable to assume that good quality cycling infrastructure, in a corridor near Cambridge linking employment sites and rail stations, would see an increase in modes switching from car to cycle where users are given a safe, direct facility away from motor traffic, since reasearch has revealed that mixing with motor traffic is the main barrier to more people cycling.