

Making the economic case for sustainable transport

The tools

Tools



Infrastructure Impact Tool (.xlsx)

Infrastructure Impact Tool
(129.97 KB)



Infrastructure Impact Tool Guide (.pdf)

Infrastructure Impact Tool Guidance Notes
(325.17 KB)



Recreational Expenditure Model (.xlsx)

Recreational Expenditure Model
(39.36 KB)



Recreational Expenditure Model Guide (.pdf)

Recreational Expenditure Model Guidance Notes
(193.83 KB)



The Strategic Investment Tool (.xlsx)

Strategic Investment Tool
(141.58 KB)



The Strategic Investment Tool Guide (.pdf)

Strategic Investment Tool Guidance Notes
(699.04 KB)

The Strategic Investment Tool



The Strategic Investment Tool (.xlsx)

Strategic Investment Tool
(141.58 KB)



WARNING

Case study

Edgecastle

- Approaching 500,000 residents
 - Of which 200,000 are employed
 - 325 medium and large employers
 - 200,000 households
 - 150 schools
 - Two universities and 10 FE colleges
-
- **1 million cycling trips in 2015**
 - **6 million pedestrian trips in 2015**

Case study

The sub-national population projections provided by the Office of National Statistics show that the population of Edgecastle is forecast to grow from just over 480,000 in 2017 to nearly 490,000 five years later.

Starting year	2017
Investment period (max 10yrs)	5

	Year 1	Year 2	Year 3	Year 4	Year 5
Area pop. (000's)	481	483	485	487	489

Intervention types in the tool

- New and improved routes
- Routes to schools
- Overcoming Physical Severance
- Improving Cycling Facilities at Rail and Bus stations
- Schools Behaviour Change - high Intensity
- Schools Behaviour Change - low intensity (walking only)
- Community PTP
- Community Behaviour Change - Intensive Intervention
- Workplaces Behaviour Change - High Intensity
- Workplaces Behaviour Change - Low Intensity
- Access and promotion at Universities
- Access and promotion at Further Education Colleges

Entering the investment programme

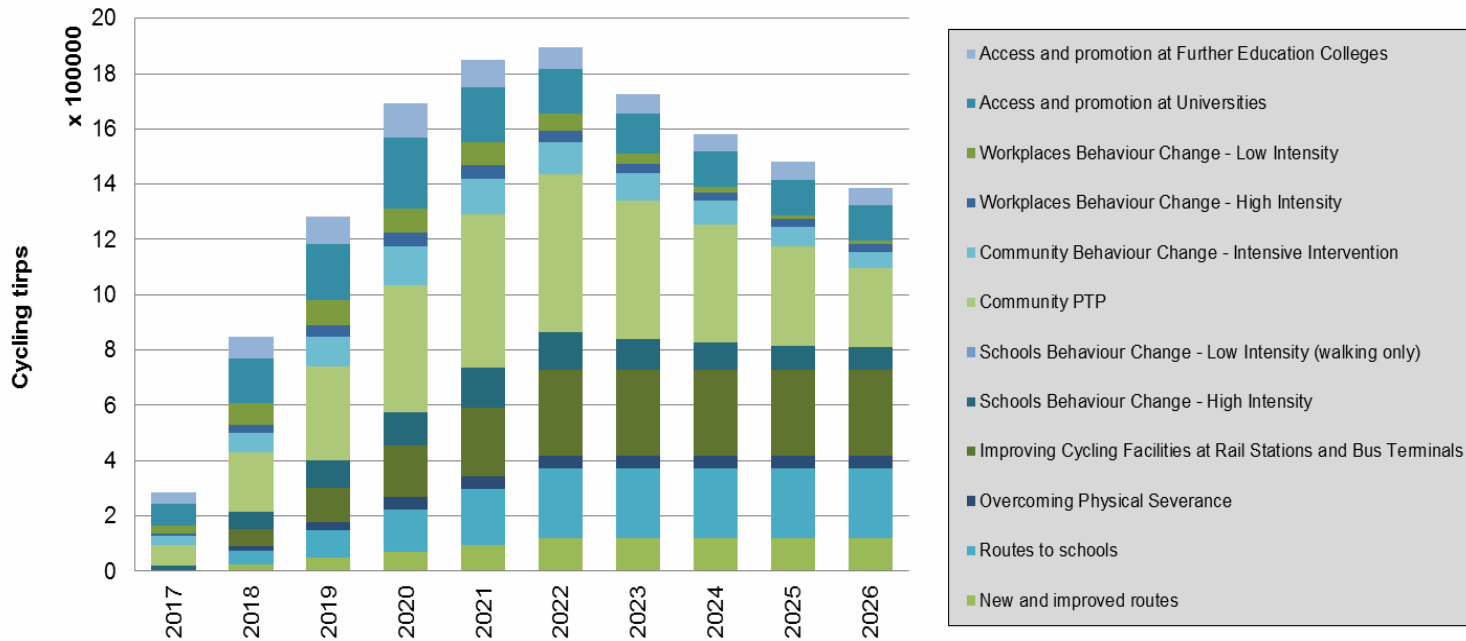
Intervention	Year 1	Year 2	Year 3	...
New and improved routes	2	2	2	
Routes to schools	10	10	10	
Schools behaviour change - High intensity	15	15	15	
Access and promotion at universities	2		2	
...				

Outputs

Output	Value
Baseline cycling trips (2015)	1.0 million
Additional cycling trips in 2021	2.4 million
Total cycling trips in 2021	3.4 million
Baseline walking trips (2015)	6.0 million
Additional walking trips in 2021	12.0 million
Total walking trips in 2021	18.0 million
Total cost	£41 million
Capital/revenue split	63% / 37%
Average cost per head per year	£16.94
Total length of route created	98.6
Number of beneficiaries	24,562

Outputs (charts)

Additional cycling trips per year



The Infrastructure Impact Tool



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(129.97 KB)

Inputs

Pre-intervention annual usage

100,000

Intervention type

Pedestrian and cycle bridge

Urban classification of location

Urban city and town

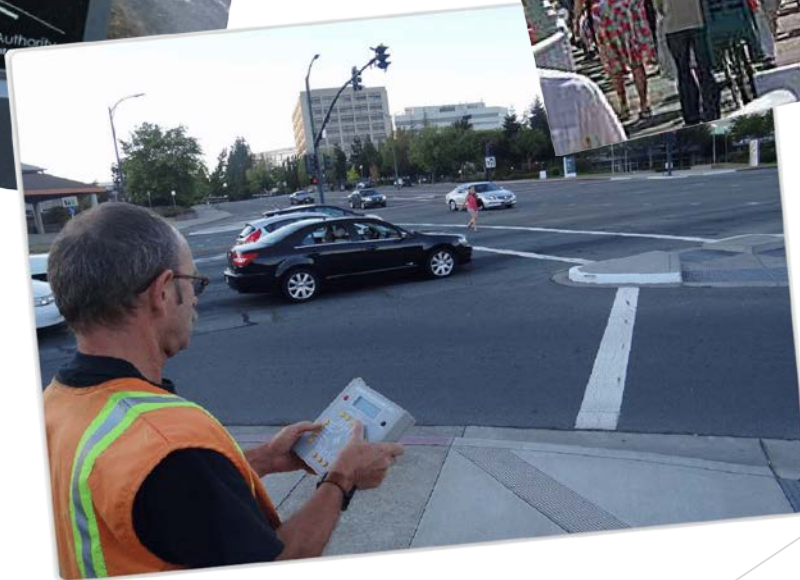
Proportion of leisure users
(best estimate if unknown)

50%

Question

- ▶ What data does your organisation hold for walking and cycling?

Data collection methods



Outputs

USAGE

Annual pre-intervention cycling trips	100,000
Type of intervention	On-road cycle lanes
Estimated % increase following intervention	15%
Annual additional cycling trips	15,240
Annual post-intervention usage	115,240

MODE SHIFT

Annual additional trips

Proportion of cycling trips that could have been made by car	31.6%
Car km removed from the road by pre-intervention cycle trips	123,600
Car km removed from the road by post-intervention cycle trips	142,437
Additional car km removed from the road	18,837

The Recreational Expenditure Model



Recreational
Expenditure Model (.xlsx)

Recreational Expenditure Model

(39.36 KB)

Recreational spenders



Inputs

- Number of cycle trips per year
- Percentage of cycle trips that are recreational and touring
- Percentage of which originate from home or holiday accommodation
- % short round trips
- % short 'out and back' trips
- Average trip length (km)
- Average group size

Outputs

- Current number of recreational trips per year
- Annual recreational spend
- Recreational spend per head per trip
- Annual recreational spend by sector
- Direct and indirect employment supported by recreational spend (FTEs)
- The annual 'social value' of the recreational trips. This is a measure of the value placed upon the route – the 'public good' – by the users, which is not otherwise reflected in their expenditure.