

1. What type of scheme are you looking for? (Construction or Development)	2. Scheme Name (or element of matched funding)	3. Scheme Priority Number	4. Scheme Type (or scheme encompasses more than one intervention type, please select all that apply) New segregated cycling facility; New junction treatment; New permanent footway; New shared use (walking & cycling) facilities; Improvements to make an existing walking/whelping/cycle route safer; Area-wide traffic management (including by TMS); Both permanent and experimental; Bus priority measures that also enable active travel (e.g. bus gates); Provision of secure cycle parking facilities; New road crossings (including controlled parking zones); Street streets; Other (please specify)	5. As you have selected 'other', please provide a description of the scheme below, including a description of why a scheme outside of the recommended list has been selected for bid. (max 250 words)	6. How much ALTA funding are you requesting to deliver this scheme in the 2023 financial year	7. Please upload a file(s) of where the scheme will be implemented. Please use the Active Travel Infrastructure Programme (ATIP) to create an image of where the scheme will be implemented.	8. Please upload scheme design(s) below. Note - construction schemes above £150,000 must submit designs. Please use the following format when naming files: Local Transport Authority (name) (as in 03); Scheme priority number (as in 04); (ATIP Scheme Design)	9. New segregated cycling facility (miles)	10. New segregated cycling facility (miles)	11. New permanent footway (miles)	12. New shared use (walking & cycling) facilities (miles)	13. Improvement to make an existing walking/whelping/cycle route safer (miles)	14. Improvement to make an existing walking/whelping/cycle route safer (miles)	15. New area-wide traffic management (including by TMS) (miles)	16. New permanent and experimental measures (including bus gates) (miles)	17. Provision of secure cycle parking facilities (number of parking spaces)	18. New road crossings (number of crossings)	19. New junction treatment (number of junctions treated)	20. New street lighting (number of streetlights)	21. If your scheme is not listed above, please provide details here. Please include scheme type and the number of important outputs (e.g. mile, number)	22. Other - Real Time Passenger Information (RTPI)	23. An estimated date for each of the key project milestones below, or confirmed date if the scheme has already passed a stage	24. Please provide an estimated benefit for your scheme. Note - all schemes above £750,000 must submit a scheme design. Completed on	25. Please provide an estimated benefit for your scheme. Note - all schemes above £750,000 must submit a scheme design. Completed on	26. Please provide an estimated benefit for your scheme. Note - all schemes above £750,000 must submit a scheme design. Completed on	27. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 800 words) Note for those schemes appraised using AMAT, please provide the justification for the value for money category or range given. For schemes not using AMAT, please provide details of the cost effectiveness of the intervention using the accompanying value for money guidance. Please also set out any other supporting information using local evidence or the alternative bank method in section 1.6 of the accompanying value for money guidance.	28. How many additional walking, whelping, or cycling trips will this scheme generate per day? Additional trips per day	29. How many additional walking, whelping, or cycling trips will this scheme generate per day? Additional trips per day
Construction	Gilton to Oakington	1	Improvements to make an existing walking/whelping/cycle route safer		600,000		CPCA Gilton to Oakington 1 ATIP Scheme Design					0.5										0.20995	High	0.20995	The results of the Gilton to Oakington scheme are presented in the AMAT calculation. The scheme will result in a Present Value Benefit of £1,146.41. The scheme will result in a Present Value Costs of £403.19. For each £1 of spending, the scheme is expected to deliver £3.84 of benefit representing high value for money. Cost Effectiveness = 0.20995. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Gilton Road, Cambridge in a 12 hour flow (7 am - 7 pm), based on 10% of active travel users in a standard peak hour (8-9 am, 1-4 pm) ECC - Annual Traffic Counts, 2019. The multiplier was calculated in line with assumptions suggested in Annex B.	1,422 trips per day	1,437 additional trips per day (Photometrics: 434, Cyclists: 1,003)	
Construction	Gilton to Edgington	2	New permanent footway; New shared use (walking & cycling) facilities; New road crossings; New junction treatment; Other	Next to the shared use facility there will be improvements to the bus stop canopy. This includes a post for bus shelter with transfer pillar and NAL socket with associated ducting installed for Real Time Passenger Information (RTPI) to be installed at a future date. This scheme will encourage walking, whelping, cycling and at the same time encourage people to use the public transport for longer journeys. A visible bus timetable with RTPI encourages people to use the buses regularly.	400,000		CPCA Gilton to Edgington 2 ATIP Scheme Design		1	0.05	0.1					1					Other - Real Time Passenger Information (RTPI)	1	0.19996	Medium	0.19996	The results of the Gilton to Edgington scheme are presented in the AMAT calculation. The scheme will result in a Present Value Benefit of £1,146.41. The scheme will result in a Present Value Costs of £209.55. For each £1 of spending, the scheme is expected to deliver £3.75 of benefit representing medium value for money. Cost Effectiveness = 0.19996. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Gilton Road, Cambridge in a 12 hour flow (7 am - 7 pm), based on 10% of active travel users in a standard peak hour (8-9 am, 1-4 pm) ECC - Annual Traffic Counts, 2019. The multiplier was calculated in line with assumptions suggested in Annex B.	1,422 trips per day	1,429 additional trips per day (Photometrics: 432, Cyclists: 997)
Construction	Buckden to Brampton	3	Improvements to make an existing walking/whelping/cycle route safer; New shared use (walking & cycling) facilities; New road crossings		300,000		CPCA Buckden to Brampton 3 ATIP Scheme Design				0.2	0.01				1						0.02293	High	0.02293	The results of the Buckden to Brampton scheme are presented in the AMAT calculation. The scheme will result in a Present Value Benefit of £729.13. The scheme will result in a Present Value Costs of £202.55. For each £1 of spending, the scheme is expected to deliver £3.62 of benefit representing high value for money. Cost Effectiveness = 0.02293. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Gilton Road, Cambridge in a 12 hour flow (7 am - 7 pm), based on 10% of active travel users in a standard peak hour (8-9 am, 1-4 pm) ECC - Annual Traffic Counts, 2019. The multiplier was calculated in line with assumptions suggested in Annex B.	2,204 trips per day	2,217 additional trips per day (Photometrics: 1,217, Cyclists: 1,000)	
Construction	Whitwellford - Duxford	4	New shared use (walking & cycling) facilities		500,000		CPCA Whitwellford - Duxford 4 ATIP Scheme Design				0.6											0.11184	High	0.11184	The results of the Whitwellford - Duxford scheme are presented in the AMAT calculation. The scheme will result in a Present Value Benefit of £742.02. The scheme will result in a Present Value Costs of £336.52. For each £1 of spending, the scheme is expected to deliver £2.26 of benefit representing high value for money. Cost Effectiveness = 0.11184. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Duxford Road, Great Shelford in a 12 hour flow (7 am - 7 pm), based on 17% of active travel users in a standard peak hour (8-9 am, 1-4 pm) ECC - Annual Traffic Counts, 2019. The multiplier was calculated in line with assumptions suggested in Annex B.	957 trips per day	978 additional trips per day (Photometrics: 236, Cyclists: 742)	
Development	Alconbury - Little Stukeley - Huntingdon Business Park - Huntingdon Station	5	New road crossings; Improvements to make an existing walking/whelping/cycle route safer		90,000							3.69				3						0.01565	High	0.01565	The results of the Alconbury - Little Stukeley - Great Shelford scheme based on central estimates are presented in the AMAT calculation. The scheme will result in a Present Value Benefit of £2,195.45. The scheme will result in a Present Value Costs of £2,678.77. For each £1 of spending, the scheme is expected to deliver £0.81 of benefit representing high value for money. The results of the Alconbury - Little Stukeley - Great Shelford scheme based on sensitivity testing are presented in the AMAT calculation. The scheme will result in a Present Value Benefit of £4,270.03. The scheme will result in a Present Value Costs of £2,678.01. For each £1 of spending, the scheme is expected to deliver £1.60 of benefit representing medium value for money. Cost Effectiveness = 0.01565. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Duxford Road, Great Shelford in a 12 hour flow (7 am - 7 pm), based on 17% of active travel users in a standard peak hour (8-9 am, 1-4 pm) ECC - Annual Traffic Counts, 2019. The multiplier was calculated in line with assumptions suggested in Annex B.	580 trips per day	713 additional trips per day (Photometrics: 450, Cyclists: 300) based on central estimates. 960 additional trips per day (Photometrics: 505, Cyclists: 451) based on sensitivity testing.	
Development	Godmanchester - Huntingdon Centre	6	Area-wide traffic management; Improvements to make an existing walking/whelping/cycle route safer; Bus priority measures that also enable active travel (e.g. bus gates)		60,000							0.69	0.11	0.69								0.00259	Very High	0.00259	The results of the Godmanchester - Huntingdon Centre scheme are presented in the AMAT calculation. The scheme will result in a Present Value Benefit of £2,002.45. The scheme will result in a Present Value Costs of £336.18. For each £1 of spending, the scheme is expected to deliver £5.96 of benefit representing very high value for money. Cost Effectiveness = 0.00259. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Duxford Road, Great Shelford in a 12 hour flow (7 am - 7 pm), based on 17% of active travel users in a standard peak hour (8-9 am, 1-4 pm) ECC - Annual Traffic Counts, 2019. The multiplier was calculated in line with assumptions suggested in Annex B.	2,204 trips per day	2,247 additional trips per day (Photometrics: 1,240, Cyclists: 1,007)	
Development	Granta Park - ASD roundabout	7	New shared use (walking & cycling) facilities; Improvements to make an existing walking/whelping/cycle route safer		60,000						0.21	0.11										0.01822	High	0.01822	The results of the Granta Park - ASD roundabout scheme are presented in the AMAT calculation. The scheme will result in a Present Value Benefit of £595.04. The scheme will result in a Present Value Costs of £330.02. For each £1 of spending, the scheme is expected to deliver £2.21 of benefit representing high value for money. Cost Effectiveness = 0.01822. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Duxford Road, Great Shelford in a 12 hour flow (7 am - 7 pm), based on 17% of active travel users in a standard peak hour (8-9 am, 1-4 pm) ECC - Annual Traffic Counts, 2019. The multiplier was calculated in line with assumptions suggested in Annex B.	917 trips per day	974 additional trips per day (Photometrics: 235, Cyclists: 726)	
Development	Granta Road - Hem Lane to Lynchwood	8	New segregated facility; New junction treatment		400,000																	0.84	Medium	0.84	The AMAT assessment has identified that the project will result in a Present Value of Benefits of £3,136,280 of which 43% of which are health benefits, 39% journey quality and 18% mode shift. AMAT will be run on a scheme specific and more detailed cost estimates are to be provided.	cycling 50k, walking 130	cycling 148, walking 42	

Development	Thorp Road - Thorpe Millbrook to new rail station entrance	9	New segregated facility, new junction treatment		300,000															1 mile of improved cycling infrastructure along Thorpe Road between Thorpe Millbrook and new rail station entrance, specific improvements unknown at this stage as still at feasibility stage. Segregated cycleway will be first consideration.	Developed	31/01/2024	31/03/2024	31/03/2025								0.51	Medium	The AMAT assessment has identified that the project will result in a Present Value of Benefits of £2,360,580 of which 55% of which are health benefits, 42% journey quality and 4% mode shift. AMAT will be run once scheme specifics and more detailed cost estimates are known.	Cycling 482, Walking 1011, 34	Cycling 74, Walking 184		
Development	Bevington Boulevard / Lincoln Road City Centre to Werrington	10	Improvements to make an existing walking/cycling route safer		286,500															3.61 miles of improved cycling infrastructure along Bevington Boulevard / Lincoln Road between City Centre and Werrington, specific improvements unknown at this stage as still at feasibility stage.	Developed	31/01/2024	31/03/2024	31/03/2025								2.2	High	The AMAT assessment has identified that the project will result in a Present Value of Benefits of £1,030,770 of which 61% of which are journey quality benefits, 36% health and 4% mode shift. AMAT will be run once scheme specifics and more detailed cost estimates are known.	Cycling 1330	Cycling 184		
Construction	Thorp Wood Cycleway Phase 3	11	New segregated facility, new junction treatment, new road crossings		2,000,000															0.77 miles of new cycle infrastructure, 5 junctions, 5 new, controlled crossings and 1 new uncontrolled crossing.	Construct	31/12/2023	30/09/2023	28/02/2024	31/01/2024	01/03/2024	30/09/2024	01/10/2024	31/03/2025	0.55	High	The AMAT assessment has identified that the project will result in a Present Value of Benefits of £3,627,250 of which 78% of which are health benefits, 15% are journey quality benefits and 8% mode shift.	Cycling 532, Walking 113, 14	Cycling 251, Walking 14				
Development	Mil Road	12	Improvements to make an existing walking/cycling route safer, Other	Improvements to Mil Road will also consider the built environment to that healthy activities and experiences are integral to people's everyday lives. Engaging with the local community - adults, children, elderly people, residents, commuters, local businesses at an early stage to understand their view, needs and preferences in their community. The scheme would consider landscaping to encourage people to use social spaces, benches for resting and ample cycle parking. This scheme will increase active trips, better connectivity to the station, improve health and wellbeing and tackle climate change.		100,000															Other benches (10 cycle parking (20 spaces)	Developed	30/06/2023	30/01/2024									0.0411	Very High	The results of the Mil scheme are presented on the AMAT calculation. The scheme will result in a Present Value of Benefits of £6,912.67. The scheme will result in a Present Value Costs of £1,614.65. For each £1 of spending, the scheme is expected to deliver £4.4 of benefit representing very high value for money. Cost Effectiveness = 0.01411. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Grandchester Path, Grandchester Meadows, Cambridge in a 1.2 hour flow (7 am - 7 pm), based on 31% of active travel users in a standard peak hour (8 am - 5 pm) (CC - Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.	2,134 trips per day (Photometrics: 1,255, Cyclists: 776)	1,831 additional trips per day (Photometrics: 1,255, Cyclists: 776)	
Development	Cambridge Busway South	13	Improvements to make an existing walking/cycling route safer		100,000																Developed	02/01/2024	01/10/2023									0.0200	Medium	The results of the Cambridge Busway South scheme are presented on the AMAT calculation. The scheme will result in a Present Value of Benefits of £1,552.46. The scheme will result in a Present Value Costs of £1,005.46. For each £1 of spending, the scheme is expected to deliver £1.54 of benefit representing medium value for money. Cost Effectiveness = 0.01008. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on The Busway South, Cambridge in a 1.2 hour flow (7 am - 7 pm), based on 21% of active travel users in a standard peak hour (8 am - 5 pm) (CC - Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.	2,134 trips per day (Photometrics: 651, Cyclists: 1,840)	2,475 additional trips per day (Photometrics: 651, Cyclists: 1,840)		
Development	Ely, Witchford	14	Improvements to make an existing walking/cycling route safer, New junction treatment		100,000																Feasibility de	30/06/2023	30/01/2023	30/03/2024									0.0230	Poor	The results of the Ely - Witchford scheme based on central estimates are presented on the AMAT calculation. The scheme will result in a Present Value of Benefits of £1,238.82. The scheme will result in a Present Value Costs of £2,336.41. For each £1 of spending, the scheme is expected to deliver £0.53 of benefit representing poor value for money. The results of the Ely - Witchford scheme based on sensitivity testing are presented on the AMAT calculation. The scheme will result in a Present Value of Benefits of £3,609.76. The scheme will result in a Present Value Costs of £2,337.55. For each £1 of spending, the scheme is expected to deliver £1.54 of benefit representing medium value for money. Cost Effectiveness = 0.0230. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Witchford Road, Ely in a 1.2 hour flow (7 am - 7 pm), based on 47% of active	201 trips per day (Photometrics: 161, Cyclists: 133)	305 additional trips per day (Photometrics: 161, Cyclists: 133)	
Development	Brampton - Hitchingbrook	15	Improvements to make an existing walking/cycling route safer, new junction treatment, restriction or reduction of car parking availability		100,000																Feasibility de	30/09/2023	30/06/2023	01/01/2024									0.0278	Poor	The results of the Brampton - Hitchingbrook scheme based on central estimates are presented on the AMAT calculation. The scheme will result in a Present Value of Benefits of £1,068.39. The scheme will result in a Present Value Costs of £1,204.82. For each £1 of spending, the scheme is expected to deliver £0.89 of benefit representing poor value for money. The results of the Brampton - Hitchingbrook scheme based on sensitivity testing are presented on the AMAT calculation. The scheme will result in a Present Value of Benefits of £1,968.53. The scheme will result in a Present Value Costs of £1,204.47. For each £1 of spending, the scheme is expected to deliver £1.65 of benefit representing medium value for money. Cost Effectiveness = 0.01738. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Emma Street, Haurington in a 1.2 hour flow (7 am - 7 pm), based on 49% of active	140 trips per day (Photometrics: 411, Cyclists: 169)	168 additional trips per day (Photometrics: 426, Cyclists: 169) (based on central estimates). 751 additional trips per day (Photometrics: 455, Cyclists: 280) (based on sensitivity testing).	
Development	Sabham - Ibbaham - Fouthy	16	New shared use (walking & cycling) facilities, Improvements to make an existing walking/cycling route safer, Area-wide traffic management		70,000																Developed	30/01/2024	30/11/2023											0.0279	Low	The results of the Sabham - Ibbaham - Fouthy scheme based on central estimates are presented on the AMAT calculation. The scheme will result in a Present Value of Benefits of £1,213.91. The scheme will result in a Present Value Costs of £1,072.37. For each £1 of spending, the scheme is expected to deliver £1.13 of benefit representing low value for money. The results of the Sabham - Ibbaham - Fouthy scheme based on sensitivity testing are presented on the AMAT calculation. The scheme will result in a Present Value of Benefits of £3,368.34. The scheme will result in a Present Value Costs of £1,072.35. For each £1 of spending, the scheme is expected to deliver £2.25 of benefit representing low value for money. Cost Effectiveness = 0.0279. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Station Road, Ely (journal monitoring 20) in a 1.2 hour flow (7 am - 7 pm).	2,558 trips per day (Photometrics: 1,510, Cyclists: 840)	2,540 additional trips per day (Photometrics: 1,520, Cyclists: 840) (based on central estimates).
Development	Cromwell Road, Wisbech	17	New shared use (walking & cycling) facilities		115,000																Feasibility de	31/10/2023	29/09/2023	29/01/2024										0.04349	Poor	The results of the Cromwell Road, Wisbech scheme based on central estimates are presented on the AMAT calculation. The scheme will result in a Present Value of Benefits of £135.40. The scheme will result in a Present Value Costs of £316.00. For each £1 of spending, the scheme is expected to deliver £0.43 of benefit representing poor value for money. The results of the Cromwell Road, Wisbech scheme based on sensitivity testing are presented on the AMAT calculation. The scheme will result in a Present Value of Benefits of £58.31. The scheme will result in a Present Value Costs of £336.00. For each £1 of spending, the scheme is expected to deliver £0.17 of benefit representing medium value for money. Cost Effectiveness = 0.04349. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Cromwell Road, Wisbech in a 1.2 hour flow (7 am - 7 pm), based on 47% of active	278 trips per day (Photometrics: 207, Cyclists: 70)	301 additional trips per day (Photometrics: 207, Cyclists: 70) (based on central estimates). 324 additional trips per day (Photometrics: 210, Cyclists: 134) (based on sensitivity testing).

Development	Village Links - Potential modal filter	18	Other	This scheme considers linking key villages with potential modal filter: <ul style="list-style-type: none"> Link to village colleges and primary schools: Wilburton to Botsfham Link to greenways: Newton to Horston, Harrington to Haslefield Link to rail stations: Foston to Howmans, Owell to Midburn Link to Cambois and Guller bus via potential new A28 to Reddy Mill Link to Madingley Mill route: Elsworth to A28 Link to A28 route to Cambois: Cambois to Little Granden (improved path on B2046) Link to A63 to Sutton: Middleton to A28 route Link to A28 route to Cambois & Pigworth: Great Granden to Elstley <p>Many of these villages do not yet have the active travel infrastructure and therefore carrying capacity to school, work or to access the local services are made by private cars. Low cost modal filter can increase safety by reducing through traffic, while increasing walking, wheeling and cycle access.</p>	75,000																Model Filter (P)	17.9	Developed	30/06/2023	30/01/2024					The scheme BCR is calculated at 2.27. Low based on central estimates. The scheme will result in a Present Value Benefit of £284.05. <ul style="list-style-type: none"> The scheme will result in a Present Value Cost of £489.20. <p>For each £1 of spending, the scheme is expected to deliver £2.27 of benefit representing high value for money.</p> <p>Cost Effectiveness = 0.0021. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on A1303 & Howmans Road, Cambridge (nearest monitoring site with baseline data) in a 12 hour flow (7 am – 7 pm), based on 376 of active travel users in a standard peak hour (8.9 am, 5.4 pm) CCC - Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	202 trips per day (Pedestrians: 81, Cyclists: 141)	222 additional trips per day (Pedestrians: 81, Cyclists: 141)															
Development	Harrington Centre - station	19	Area-wide traffic management improvements to make an existing walking/wheeling/cycle route safer			0.43	0.30															Developed	30/12/2023	30/06/2024						The scheme BCR is calculated at 1.15 based on central estimates. The scheme BCR is calculated at 1.86 based on sensitivity testing. Low based on central estimates. The scheme will result in a Present Value Benefit of £537.16. <ul style="list-style-type: none"> The scheme will result in a Present Value Cost of £996.32. <p>For each £1 of spending, the scheme is expected to deliver £1.15 of benefit representing low value for money.</p> <p>Cost Effectiveness = -0.0178. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Centre Drive, Harrington in a 12 hour flow (7 am – 7 pm), based on 408 of active travel users in a standard peak hour (8.9 am, 5.4 pm) CCC - Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	186 trips per day (Pedestrians: 411, Cyclists: 200)	615 additional trips per day (Pedestrians: 411, Cyclists: 200)															
Development	March Town End - March Centre - March Station	20	Improvements to make an existing walking/wheeling/cycle route safer			1.7																Developed	30/01/2024	30/10/2023						The scheme BCR is calculated at 2.45. High based on central estimates. The scheme will result in a Present Value Benefit of £236.50. <ul style="list-style-type: none"> The scheme will result in a Present Value Cost of £139.32. <p>For each £1 of spending, the scheme is expected to deliver £2.45 of benefit representing high value for money.</p> <p>Cost Effectiveness = 0.0120. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Centre Drive, Harrington in a 12 hour flow (7 am – 7 pm), based on 408 of active travel users in a standard peak hour (8.9 am, 5.4 pm) CCC - Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	753 trips per day (Pedestrians: 546, Cyclists: 312)	778 additional trips per day (Pedestrians: 546, Cyclists: 312)															
Development	Cottenham - Lambach	21	New shared use (walking & cycling) facilities			2.2																Developed	20/02/2024	30/11/2023						The scheme BCR is calculated at 1.47. Medium based on central estimates. The scheme will result in a Present Value Benefit of £394.21. <ul style="list-style-type: none"> The scheme will result in a Present Value Cost of £139.55. <p>For each £1 of spending, the scheme is expected to deliver £1.47 of benefit representing medium value for money.</p> <p>Cost Effectiveness = 0.0242. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Beach Road, Cottenham in a 12 hour flow (7 am – 7 pm), based on 50% of active travel users in a standard peak hour (8.9 am, 5.4 pm) CCC - Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	229 trips per day (Pedestrians: 152, Cyclists: 77)	363 additional trips per day (Pedestrians: 160, Cyclists: 103)															
Development	Histon Busway South - Impington - Milton	22	Improvements to make an existing walking/wheeling/cycle route safer			2.04																Developed	20/02/2024	20/12/2023						The scheme BCR is calculated at 1.42. Medium based on central estimates. The scheme will result in a Present Value Benefit of £553.04. <ul style="list-style-type: none"> The scheme will result in a Present Value Cost of £403.19. <p>For each £1 of spending, the scheme is expected to deliver £1.42 of benefit representing medium value for money.</p> <p>Cost Effectiveness = 0.0107. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on The Busway North, North's 1/4 underpass, Cambridge (nearest monitoring site with baseline data) in a 12 hour flow (7 am – 7 pm), based on 300 of active travel users in a standard peak hour (8.9 am, 5.4 pm) CCC - Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	3,729 trips per day (Pedestrians: 213, Cyclists: 1,517)	1,754 additional trips per day (Pedestrians: 228, Cyclists: 1,531)															
Development	Lode - Waterbeach	23	New shared use (walking & cycling) facilities			0.58																Developed	30/02/2024	30/11/2023						The scheme BCR is calculated at 1.48 based on central estimates. The scheme BCR is calculated at 2.22 based on sensitivity testing. Low based on central estimates. The scheme will result in a Present Value Benefit of £297.53. <ul style="list-style-type: none"> The scheme will result in a Present Value Cost of £201.59. <p>For each £1 of spending, the scheme is expected to deliver £1.48 of benefit representing low value for money.</p> <p>Cost Effectiveness = 0.0191. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Beach Road, Cottenham in a 12 hour flow (7 am – 7 pm), based on 55% of active travel users in a standard peak hour (8.9 am, 5.4 pm) CCC - Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	229 trips per day (Pedestrians: 152, Cyclists: 77)	412 additional trips per day (Pedestrians: 152, Cyclists: 87)															
Development	March SW - town centre	24	Improvements to make an existing walking/wheeling/cycle route safer; new road crossings			0.74		1														Developed	30/01/2024	30/10/2023						The scheme BCR is calculated at 2.75. High based on central estimates. The scheme will result in a Present Value Benefit of £465.19. <ul style="list-style-type: none"> The scheme will result in a Present Value Cost of £167.94. <p>For each £1 of spending, the scheme is expected to deliver £2.75 of benefit representing high value for money.</p> <p>Cost Effectiveness = 0.0020. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Elm Road, March in a 12 hour flow (7 am – 7 pm), based on 40% of active travel users in a standard peak hour (8.9 am, 5.4 pm) CCC - Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	753 trips per day (Pedestrians: 546, Cyclists: 312)	764 additional trips per day (Pedestrians: 548, Cyclists: 221)															
Development	Whitby to Peterborough via N21	25	Improvements to make an existing walking/wheeling/cycle route safer			0.7																Developed	26/01/2024	30/11/2023	28/06/2024						The scheme BCR is calculated at 1.05 based on central estimates. The scheme BCR is calculated at 1.52 based on sensitivity testing. Low based on central estimates. The scheme will result in a Present Value Benefit of £565.84. <ul style="list-style-type: none"> The scheme will result in a Present Value Cost of £130.12. <p>For each £1 of spending, the scheme is expected to deliver £1.05 of benefit representing low value for money.</p> <p>Cost Effectiveness = 0.0191. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Beach Road, Cottenham in a 12 hour flow (7 am – 7 pm), based on 55% of active travel users in a standard peak hour (8.9 am, 5.4 pm) CCC - Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.</p>	113 trips per day (Pedestrians: 95, Cyclists: 18)	150 additional trips per day (Pedestrians: 99, Cyclists: 51)														
Construction	Phages Way Cycle Improvement Scheme	26	New segregated facility; new road crossings			0.04	0.18	3														0.33 miles of new cycle infrastructure; 3 junctions treated; and 5 new crossing points	Completed	30/06/2013	31/01/2013	31/08/2013	31/08/2013	01/01/2014	30/06/2014	31/03/2014						The AMAT assessment identified the project will result in a Present Value Benefit of £1,000,240 of which 87% of which are health benefits, 6% are journey quality benefits and 9% mode shift.	0.01181	0.08	Medium								