2. What type of scheme are you seeking funding for? **Construction or Development**	**3. Scheme Name** (an element of matched funding)	**4. Scheme Priorty Number**	**5. Scheme Type** *(a 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/wheeling/cycle route safer; Area-wide traffic management (including by TROs (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; Restriction or reduction of car parking availability (e.g. controlled parking zones); School streets; Other (please specify)

Construction	Girton to Oakington	1	Improvements to make an existing walking/wheeling/cycle route safer
Construction	Girton to Eddington	2	New permanent footway; New shared use (walking & cycling) facilities; New road crossings; New junction treatment; Other

Construction	Buckden to Brampton	3	Improvements to make an existing walking/wheeling/cycle route safer; New shared use (walking & cycling) facilities; New road crossings
Construction	Whittlesford - Duxford	4	New shared use (walking & cycling) facilities

Development	Alconbury - Little Stukeley - Great Stukeley - Huntingdon Business Park - Huntingdon Station	5	New road crossings; Improvements to make an existing walking/wheeling/cycle route safer;
Development	Godmanchester - Huntingdon Centre	6	Area-wide traffic management; Improvements to make an existing walking/wheeling/cycle route safer; Bus priority measures that also enable active travel (e.g. bus gates)

Development	Granta Park - A505 roundabout	7	New shared use (walking & cycling) facilities; Improvements to make an existing walking/wheeling/cycle route safer
Development	Oundle Road - Ham Lane to Lynchwood	8	New segregated facility; new junction treatment
Development	Thorpe Road - Thorpe Meadows to new rail station entrance	9	New segregated facility; new junction treatment

Development	Bourges Boulevard / Lincoln Road City Centre to Werrington	10	Improvements to make an existing walking/wheeling/cycle route safer
Construction	Thorpe Wood Cycleway Phase 3	11	New segregated facility; new junction treatment; new road crossings

Development	Mill Road	12	Improvements to make an existing walking/wheeling/cycle route safer; Other
Development	Cambridge Busway South	13	Improvements to make an existing walking/wheeling/cycle route safer

Development	Ely - Witchford	14	Improvements to make an existing walking/wheeling/cycle route safer; New junction treatment

Development	Brampton - Hinchingbrooke	15	Improvements to make an existing walking/wheeling/cycle route safer; New junction treatment; Restriction or reduction of car parking availability

Development	Soham - Isleham - Fordham	16	New shared use (walking & cycling) facilities; Improvements to make an existing walking/wheeling/cycle route safer; Area-wide traffic management

Development	Cromwell Road, Wisbech	17	New shared use (walking & cycling) facilities
Development	Village Links - Potential modal filters	18	Other

Development	Huntingdon Centre - station	19	Area-wide traffic management; Improvements to make an existing walking/wheeling/cycle route safer
Development	March Town End - March Centre - March Station	20	Improvements to make an existing walking/wheeling/cycle route safer

Development	Cottenham - Landbeach	21	New shared use (walking & cycling) facilities
Development	Histon Busway South - Impington - Milton	22	Improvements to make an existing walking/wheeling/cycle route safer

Development	Lode - Waterbeach	23	New shared use (walking & cycling) facilities
Development	March SW - town centre	24	Improvements to make an existing walking/wheeling/cycle route safer; New road crossings

Development	Whittlesey to Peterborough via NCN 63	25	Improvements to make an existing walking/wheeling/cycle route safer
Construction	Phorpes Way Cycle Improvement Scheme	26	New segregated facility; new road crossin

6. 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).	7. How much ATF4 funding are you requesting to deliver this scheme in the 22/23 financial year	8. 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.

	600,000	
Next to the shared used facility there will be improvements to the bus stop on carriageway. This includes a pad for bus shelter with feeder 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, wheeling, cycling and at the same time encourage people to use the public transport for longer journeys. A reliable bus timetable with RTPI encourages people to use the buses regularly.	400,000	

	300,000	
	500,000	

	90,000	
	60,000	

	60,000	
	400,000	
	300,000	

	286,590	
	2,000,000	

Improvements to Mill Road will also consider the built environment so 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 views, 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	
	100,000	

	100,000	

	100,000	

	75,000	

	115,000	
This scheme considers linking key villages with potential modal filters. - Link to village colleges and greenways: Wilbrahams to Bottisham - Link to greenways: Newton to Harston; Barrington to Haslingfield - Link to rail stations: Foxton to Fowlmere; Orwell to Meldreth - Link to Cambourne and guided bus via potential new A428 St. Neots to Madingley Mulch route: Elsworth to A428 - Link to A428 route to Cambourne: Gamlingay to Little Gransden (segregated path on B1046) - Link to Ely & Sutton: Haddenham to A142 route/Ely - Link to A428 route to Cambourne & Papworth: Great Gransden to Eltisley Many of these villages do not yet have the active travel infrastructure and therefore everyday journeys to school, work or to access the local services are made by private cars. Low-cost modal filters can increase safety by reducing through traffic,while increasing walking, wheeling and cycle access.	75,000	

	100,000	
	75,000	

	75,000	
	75,000	

	50,000	
	50,000	

	87,000	
gs	1,700,000	

	10. Scheme Outputs - Please provide details of the anticipated outpu					
9. 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 Q1); [Scheme name] (as in Q3); [Scheme priority number] (as in Q4); [ATF4 Scheme Design]	New segregated cycling facility (miles)	New segregated cycling facility (number of junctions treated)	New junction treatment (number of junctions treated)	New permanent footway (miles)	New shared use (walking, wheeling & cycling) facilities (miles)	Improvements to make an existing walking/cycle route safer (miles)

CPCA Girton to Oakington 1 ATF4 Scheme Design						0.5
CPCA Girton to Eddington 2 ATF4 Scheme Design			1	0.05	0.1	

CPCA Buckden to Brampton 3 ATF4 Scheme Design					0.2	0.01
CPCA Whittlesford - Duxford 4 ATF4 Scheme Design					0.6	

						3.69
						0.619

					0.21	0.31

CPCA Thorpe Wood Cycleway Phase3 11 ATF4 Scheme Design	0.53	5			0.23	

						1.12
						1.2

			1			1.43

			3			1.1

					3.5	0.001

					0.28	

						0.42
						1.7

					2.2	
						2.04

					0.58	
						0.74

						5.7
CPCA Phorpes Way Cycle Improvement Scheme 25 ATF4 Scheme Design					0.04	0.28

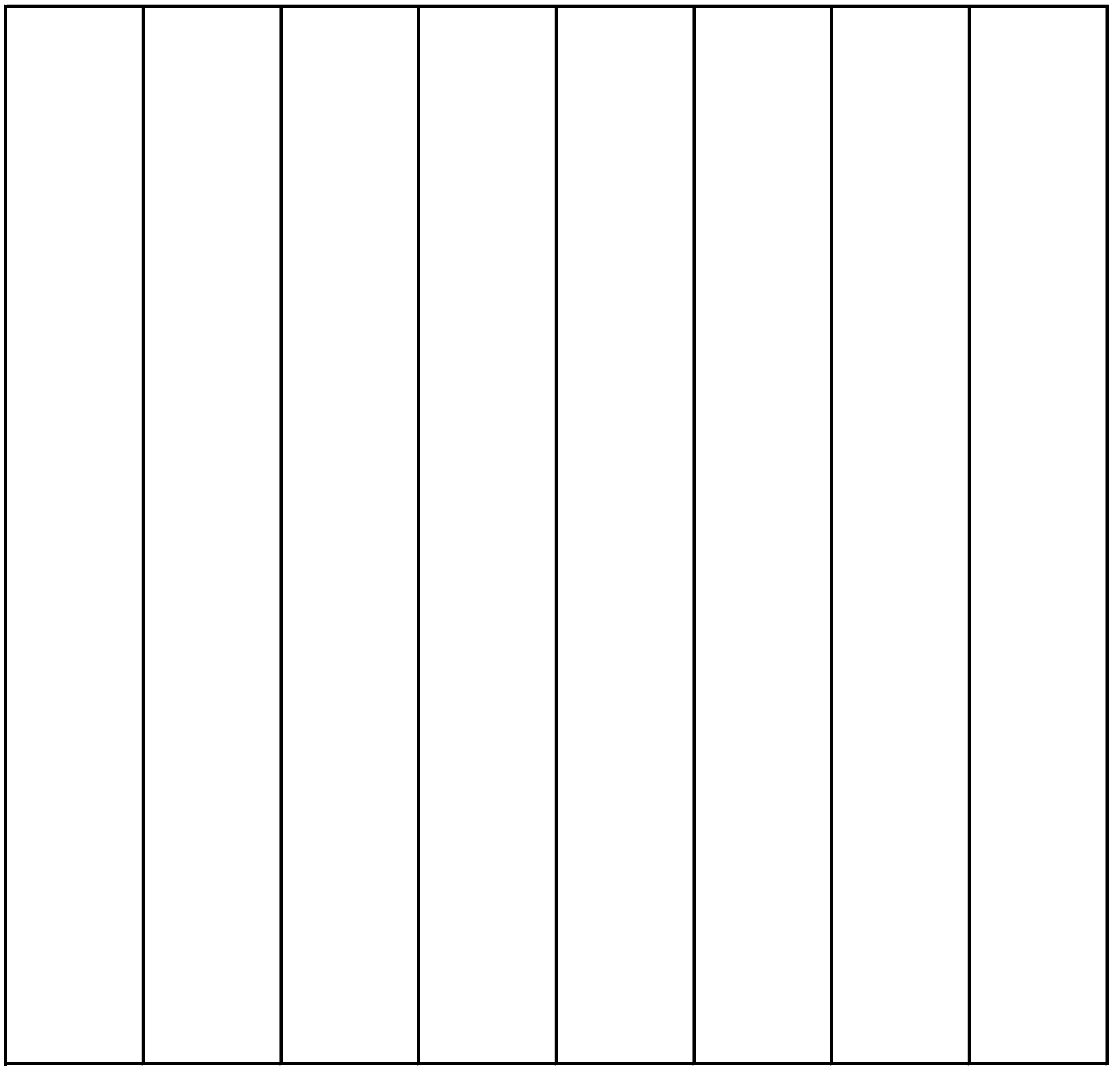
ts for each scheme.							
Improvements to make an existing walking/cycle route safer (number of junctions treated)	Area-wide traffic management (including by TROs (both permanent and experimental)) (size of area) (miles^2)	Bus priority measures that also enable active travel (e.g. bus gates) (miles of road improved)	Provision of secure cycle parking facilities (number of parking spaces)	New road crossings (number of new crossings)	Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (miles)	Restriction or reduction of car parking availability (e.g. controlled parking zones), usually only as a component of other schemes. (number of car parking spaces removed)	School streets (number)

				1			

				1			

				3			
	0.31	0.619					

				4			



						4	

	0.067						

	0.10						

				1			

3				5			

			13. An estimated date for each of the key project m		
11. If your scheme is not listed above, please provide details here. Please include scheme type and the number of relevant outputs (e.g. miles, number). **Scheme type**	**Outputs (miles or number)**	12. What is the current status of this scheme? Development, Feasibility design, Preliminary design, Consultation, Detailed design, Construction	Completion of consultation	Completion of feasibility design	Completion of detailed design

		Detailed desi	30/07/2022	30/10/2022	30/01/2023
Other - Real Time Passenger Information (x1)	1	etailed desi	31/08/2022	30/11/2022	30/03/2023

	Detailed desi	30/07/2022	20/10/2022	01/03/2023
	Detailed desi	01/10/2022	10/12/2022	30/08/2023

	Feasibility des	30/06/2023	30/03/2023	30/03/2024
	Developmen	30/11/2023	30/07/2023	

	Feasibility des	30/06/2023	30/03/2023	30/10/2023
1 miles of improved cycling infrastrcuture along Oundle Road between Ham Lane and Lynchwood, specific improvements unknown at this stage as still as feasibility stage. Segregated cycleway will be first consideration.	Developmer	31/01/2024	31/03/2024	31/03/2025
1 miles of improved cycling infrastrcuture along Thorpe Road between Thorpe Meadows and new rail station entrance, specific improvements unknown at this stage as still at feasibility stage. Segregated cycleway will be first consideration.	Developmer	31/01/2024	31/03/2024	31/03/2025

3.61 miles of improved cycling infrastrcuture along Bourges Boulevard / Lincoln Road between City Centre and Werrington, specific improvements unknown at this stage as still at feasibility stage.		Developmer	31/01/2024	31/03/2024	31/03/2025
	0.77 miles of new cycle infrastructure, 5 junctions treated, 3 new controlled crossings and 1 new uncontrolled crossings.	Construction	31/12/2023	30/09/2023	28/02/2024

Other: benches (5), cycle parking (20 spaces)	25	)evelopmer	30/06/2023	30/01/2024	
		Developmer	02/01/2024	01/10/2023	

	Feasibility des	30/06/2023	30/03/2023	30/03/2024

	Feasibility des	30/09/2023	30/08/2023	03/01/2024

	Developmer	30/01/2024	30/11/2023	

		Feasibility des	31/10/2023	29/09/2023	29/03/2024
Modal filters (9)	17.9	)evelopmer	30/06/2023	30/01/2024	

	Developmen	20/12/2023	30/09/2023	
	Developmen	30/01/2024	30/10/2023	

	Developmer	20/02/2024	30/11/2023	
	Developmer	20/02/2024	20/12/2023	

	Developmen	20/02/2024	30/11/2023	
	Developmen	30/01/2024	30/10/2023	

		Development	26/01/2024	30/11/2023	28/06/2024
	0.32 miles of new cycle infrastructure, 3 junctions treated and 5 new crossing points	Construction	30/06/2023	31/01/2023	31/08/2023

ilestones below (or confirmed date if the scheme has already passed a stage).						
Submission for consideration at design review gate	Start of scheme construction	Completion of scheme construction	Date scheme opens for public use	Completion of monitoring and evaluation activities	14. Please provide an estimated Benefit Cost Ratio (BCR) below for your scheme below. Note - **all schemes £750,000 or above must appraise the scheme using AMA T**. If this does not apply, please leave blank.	15. Please provide the value for money category or range of your scheme. Note - **all schemes £750,000 or above must appraise the scheme using AM AT.** If this does not apply, please leave blank.

	30/09/2023	20/01/2024	22/01/2024	22/01/2025	The scheme BCR is calculated at 3.84	High
	01/09/2023	30/11/2023	01/12/2023	01/12/2024	The project BCR is calculated at 1.75.	Medium

	23/06/2023	20/08/2023	22/08/2023	22/02/2025	The scheme BCR is calculated at 3.60.	High
	30/10/2023	30/01/2024	01/02/2024	01/02/2025	The scheme BCR is calculated at 2.26.	High

					The scheme BCR is calculated at 0.82 (based on central estimates). The scheme BCR is calculated at 1.60 (based on sensitivity testing).	Poor (based on central estimates) Medium (based on sensitivity testing)
					The scheme BCR is calculated at 5.96.	Very High

					The scheme BCR is calculated at 2.21.	High
					1.84	Medium
					1.51	Medium

					2.2	High
31/01/2024	01/03/2024	30/09/2024	01/10/2024	31/03/2025	2.55	High

					The scheme BCR is calculated at 4.14.	Very High
					The scheme BCR is calculated at 1.54.	Medium

					The scheme BCR is calculated at 0.53 (based on central estimates). The scheme BCR is calculated at 1.54 (based on sensitivity testing).	Poor (based on central estimates) Medium (based on sensitivity testing)

					The scheme BCR is calculated at 0.89 (based on central estimates). The scheme BCR is calculated at 1.65 (based on sensitivity testing).	Poor (based on central estimates) Medium (based on sensitivity testing)

					The scheme BCR is calculated at 1.13 (based on central estimates). The scheme BCR is calculated at 2.95 (based on sensitivity testing).	Low (based on central estimates) High (based on sensitivity testing)

					The scheme BCR is calculated at 0.94 (based on central estimates). The scheme BCR is calculated at 1.66 (based on sensitivity testing).	Poor (based on central estimates) Medium (based on sensitivity testing)
					The scheme BCR is calculated at 2.27.	High

					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) Medium (based on sensitivity testing)
					The scheme BCR is calculated at 2.45.	High

					The scheme BCR is calculated at 1.67.	Medium
					The scheme BCR is calculated at 1.62.	Medium

					The scheme BCR is calculated at 1.48 (based on central estimates). The scheme BCR is calculated at 2.12 (based on sensitivity testing).	Low (based on central estimates) High (based on sensitivity testing)
					The scheme BCR is calculated at 2.75.	High

					The scheme BCR is calculated at 1.05 (based on central estimates). The scheme BCR is calculated at 1.92 (based on sensitivity testing).	Low (based on central estimates) Medium (based on sensitivity testing)
01/08/2023	01/02/2024	30/05/2024	01/06/2024	31/03/2025	1.88	Medium

Cost Effectiveness	17. Please set out your justification or rationale for the value for money assessment of this scheme. (Max 300 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 alongside justification.** **Please also set out any other supporting information using local evidence or the alternative tools outlined in section 1.6 of the accompanying value for money guidance.**	18. How many walking, wheeling, or cycling trips are currently undertaken per day in the area where the scheme will be implemented? **Trips per day**	19. How many additional walking, wheeling, or cycling trips will this scheme generate per day? **Additional trips per day**

0.20995	The results of the Girton to Oakington scheme are presented on the AMAT calculation. • The scheme will result in a Present Value Benefit of £1,548.41. • 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 Girton 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, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.	1,412 trips per day (Pedestrians: 428; Cyclists: 984)	1,437 additional trips per day (Pedestrians: 434; Cyclists: 1,003)
0.13996	The results of the Girton to Eddington scheme are presented on the AMAT calculation. • The scheme will result in a Present Value Benefit of £471.46. • The scheme will result in a Present Value Costs of £269.85. For each £1 of spending, the scheme is expected to deliver £1.75 of benefit representing medium value for money. Cost Effectiveness = 0.13996. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Girton 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, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.	1,412 trips per day (Pedestrians: 428; Cyclists: 984)	1,429 additional trips per day (Pedestrians: 432; Cyclists: 997)

0.01293	The results of the Buckden to Brampton scheme are presented on 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 £3.60 of benefit representing high value for money. Cost Effectiveness = 0.01293. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Town Bridge, Huntington in a 12 hour flow (7 am – 7 pm), based on 52% of active travel users in a standard peak hour (8-9 am, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.	2,204 trips per day (Pedestrians: 1,214; Cyclists: 990)	2,217 additional trips per day (Pedestrians: 1,217; Cyclists: 1,000)
0.15184	The results of the Whittlesford - Duxford scheme are presented on the AMAT calculation. • The scheme will result in a Present Value Benefit of £762.02. • 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 = 0.15184. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Shelford 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, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.	957 trips per day (Pedestrians: 231; Cyclists: 726)	978 additional trips per day (Pedestrians: 236; Cyclists: 742)

0.01565	The results of the Alconbury - Little Stukeley - Great Stukeley - Huntingdon Business Park - Huntingdon Station scheme based on central estimates are presented on 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 £2,673.77. For each £1 of spending, the scheme is expected to deliver £0.82 of benefit representing high value for money. The results of the Alconbury - Little Stukeley - Great Stukeley - Huntingdon Business Park - Huntingdon Station scheme based on sensitivity testing are presented on 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 £2,673.01. 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	580 trips per day (Pedestrians: 411; Cyclists: 169)	753 additional trips per day (Pedestrians: 450; Cyclists: 303) (based on central estimates). 960 additional trips per day (Pedestrians: 509; Cyclists: 451) (based on sensitivity testing).
0.00259	The results of the Godmanchester - Huntingdon Centre scheme are presented on 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 Town Bridge, Huntington in a 12 hour flow (7 am – 7 pm), based on 52% of active travel users in a standard peak hour (8-9 am, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.	2,204 trips per day (Pedestrians: 1,214; Cyclists: 990)	2,247 additional trips per day (Pedestrians: 1,240; Cyclists: 1,007)

0.01822	The results of the Granta Park - A505 roundabout scheme are presented on the AMAT calculation. • The scheme will result in a Present Value Benefit of £595.24. • The scheme will result in a Present Value Costs of £269.22. 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 Shelford 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, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.	957 trips per day (Pedestrians: 231; Cyclists: 726)	974 additional trips per day (Pedestrians: 235; Cyclists: 739)
	The AMAT assessment has identified that the project will result in a Present Value of Benefits of £3,138, 280 of which 61% of which are health benfits, 33% journey quality and 6% mode shift. AMAT will be re-run once scheme specifics and more detailed cost estimates are known.	Cycling 506, Walking - 130	Cycling - 148. Walking -62
	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 benfits, 42% journey quality and 4% mode shift. AMAT will be re-run once scheme specifics and more detailed cost estimates are known.	Cycling 482, Walking - 1011	Cycling - 74. Walking - 34

	The AMAT assessment has identified that the project will result in a Present Value of Benefits of £10,334,770 of which 61% of which are journey quality benefits, 36% health and 4% mode shift. AMAT will be re-run once scheme specifics and more detailed cost estimates are known.	Cycling - 1320	Cycling- 184
	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	Cycling 251, Walking - 14

0.01431	The results of the Mill scheme are presented on the AMAT calculation. • The scheme will result in a Present Value Benefit of £6,912.67 • The scheme will result in a Present Value Costs of £1,670.65. For each £1 of spending, the scheme is expected to deliver £4.14 of benefit representing very high value for money. Cost Effectiveness = 0.01431. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Granchester Path, Granchester Meadows, Cambridge in a 12 hour flow (7 am – 7 pm), based on 31% of active travel users in a standard peak hour (8-9 am, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.	1,114 trips per day (Pedestrians: 737; Cyclists: 377)	1,831 additional trips per day (Pedestrians: 1,055; Cyclists: 776)
0.01008	The results of the Cambridge Busway South scheme are presented on the AMAT calculation. • The scheme will result in a Present Value Benefit of £1,552.46. • The scheme will result in a Present Value Costs of £1,005.48. 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 12 hour flow (7 am – 7 pm), based on 21% of active travel users in a standard peak hour (8-9 am, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.	2,334 trips per day (Pedestrians: 598; Cyclists: 1,736)	2,475 additional trips per day (Pedestrians: 635; Cyclists: 1,840)

0.05230	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 Benefit of £1,236.82. • The scheme will result in a Present Value Costs of £2,338.43. 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 Benefit of £3,609.78. • 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 = 0.05230. 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 12 hour flow (7 am – 7 pm), based on 47% of active	201 trips per day (Pedestrians: 68; Cyclists: 133)	305 additional trips per day (Pedestrians: 103; Cyclists: 202) (based on central estimates). 532 additional trips per day (Pedestrians: 154; Cyclists: 378) (based on sensitivity testing).

0.01738	The results of the Brampton - Hinchingbrooke scheme based on central estimates are presented on the AMAT calculation. • The scheme will result in a Present Value Benefit 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 - Hinchingbrooke scheme based on sensitivity testing are presented on the AMAT calculation. • The scheme will result in a Present Value Benefit of £1,990.53. • 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 Ermine Street, Huntington in a 12 hour flow (7 am – 7 pm), based on 49% of	580 trips per day (Pedestrians: 411; Cyclists: 169)	658 additional trips per day (Pedestrians: 429; Cyclists: 229) (based on central estimates). 751 additional trips per day (Pedestrians: 455; Cyclists: 296) (based on sensitivity testing).

0.00279	The results of the Soham - Isleham - Fordham scheme based on central estimates are presented on the AMAT calculation. • The scheme will result in a Present Value Benefit 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 Soham - Isleham - Fordham scheme based on sensitivity testing are presented on the AMAT calculation. • The scheme will result in a Present Value Benefit of £3,168.34. • The scheme will result in a Present Value Costs of £1,072.35. For each £1 of spending, the scheme is expected to deliver £2.95 of benefit representing low value for money. Cost Effectiveness = 0.00279. 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 (nearest monitoring site) in a 12 hour flow (7 am – 7 pm),	2,558 trips per day (Pedestrians: 1,918; Cyclists: 640)	2,560 additional trips per day (Pedestrians: 1,919; Cyclists: 641) (based on central estimates). 2,565 additional trips per day (Pedestrians: 1,920; Cyclists: 645) (based on sensitivity testing).

0.04349	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 Benefit of £315.40. • The scheme will result in a Present Value Costs of £336.20. For each £1 of spending, the scheme is expected to deliver £0.94 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 Benefit of 558.31. • The scheme will result in a Present Value Costs of £336.10. For each £1 of spending, the scheme is expected to deliver £1.66 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 12 hour flow (7 am – 7 pm), based on 47% of active	278 trips per day (Pedestrians: 202; Cyclists: 76)	301 additional trips per day (Pedestrians: 207; Cyclists: 94) (based on central estimates) 324 additional trips per day (Pedestrians: 210; Cyclists: 114) (based on sensitivity testing)
0.00621	The results of the Village Links - Potential modal filters scheme are summarised and presented on the AMAT calculation. • The scheme will result in a Present Value Benefit of £384.05. • The scheme will result in a Present Value Costs of £169.20. For each £1 of spending, the scheme is expected to deliver £2.27 of benefit representing high value for money. Cost Effectiveness = 0.00621. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on A1303 & Newmarket Road, Cambridge (nearest monitoring site with baseline data) in a 12 hour flow (7 am – 7 pm), based on 33% of active travel users in a standard peak hour (8-9 am, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.	201 trips per day (Pedestrians: 68; Cyclists: 133)	222 additional trips per day (Pedestrians: 81; Cyclists: 141)

0.01738	The results of the Huntingdon Centre - station scheme based on central estimates are presented on the AMAT calculation. • The scheme will result in a Present Value Benefit of £616.49. • The scheme will result in a Present Value Costs of £537.16. For each £1 of spending, the scheme is expected to deliver £1.15 of benefit representing low value for money. The results of the Huntingdon Centre - station scheme based on sensitivity testing are presented on the AMAT calculation. • The scheme will result in a Present Value Benefit of £996.32. • The scheme will result in a Present Value Costs of £537.02. For each £1 of spending, the scheme is expected to deliver £1.86 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 Ermine Street, Huntington in a 12 hour flow (7 am – 7 pm), based on 49% of	580 trips per day (Pedestrians: 411; Cyclists: 169)	615 additional trips per day (Pedestrians: 419; Cyclists: 196)(based on central estimates) 648 additional trips per day (Pedestrians: 423; Cyclists: 225) Medium (based on sensitivity testing)
0.01230	The results of the March Town End - March Centre - March Station scheme are presented on the AMAT calculation. • The scheme will result in a Present Value Benefit of £822.90. • The scheme will result in a Present Value Costs of £336.20. For each £1 of spending, the scheme is expected to deliver £2.45 of benefit representing high value for money. Cost Effectiveness = 0.01230. 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, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.	753 trips per day (Pedestrians: 541; Cyclists: 212)	776 additional trips per day (Pedestrians: 546; Cyclists: 230)

0.02942	The results of the Cottenham - Landbeach scheme are presented on the AMAT calculation. • The scheme will result in a Present Value Benefit of £894.01. • The scheme will result in a Present Value Costs of £536.85. For each £1 of spending, the scheme is expected to deliver £1.67 of benefit representing medium value for money. Cost Effectiveness = 0.02942. 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, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.	229 trips per day (Pedestrians: 152; Cyclists: 77)	263 additional trips per day (Pedestrians: 160; Cyclists: 103)
0.01072	The results of the Histon Busway South - Impington - Milton scheme are presented on the AMAT calculation. • The scheme will result in a Present Value Benefit of £653.04. • The scheme will result in a Present Value Costs of £403.19. For each £1 of spending, the scheme is expected to deliver £1.62 of benefit representing medium value for money. Cost Effectiveness = 0.01072. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on The Busway NCN51, North: A14 underpass, Cambridge (nearest monitoring site with baseline data) in a 12 hour flow (7 am – 7 pm), based on 20% of active travel users in a standard peak hour (8-9 am, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.	1,729 trips per day (Pedestrians: 217; Cyclists: 1,512)	1,754 additional trips per day (Pedestrians: 223; Cyclists: 1,531)

0.01961	The results of the Lode - Waterbeach scheme based on central estimates are presented on the AMAT calculation. • The scheme will result in a Present Value Benefit of £297.63. • The scheme will result in a Present Value Costs of £201.59. For each £1 of spending, the scheme is expected to deliver £1.48 of benefit representing low value for money. The results of the Lode - Waterbeach scheme based on sensitivity testing are presented on the AMAT calculation. • The scheme will result in a Present Value Benefit of £427.59. • The scheme will result in a Present Value Costs of £201.55. For each £1 of spending, the scheme is expected to deliver £2.12 of benefit representing high value for money. Cost Effectiveness = 0.01961. 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	229 trips per day (Pedestrians: 152; Cyclists: 77)	242 additional trips per day (Pedestrians: 155; Cyclists: 87) (based on central estimates) 254 additional trips per day (Pedestrians: 157; Cyclists: 97) (based on sensitivity testing
0.00820	The results of the March SW - town centre scheme are presented on the AMAT calculation. • The scheme will result in a Present Value Benefit of £461.19. • The scheme will result in a Present Value Costs of £167.94. For each £1 of spending, the scheme is expected to deliver £2.75 of benefit representing high value for money. Cost Effectiveness = 0.00820. 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, 5-6 pm) (CCC – Annual Traffic Counts, 2019). The multiplier was calculated in line with assumptions suggested in Annex B.	753 trips per day (Pedestrians: 541; Cyclists: 212)	764 additional trips per day (Pedestrians: 543; Cyclists: 221)

0.06674	The results of the Whittlesey to Peterborough via NCN 63 scheme based on central estimates are presented on the AMAT calculation. • The scheme will result in a Present Value Benefit of £560.94. • The scheme will result in a Present Value Costs of £536.52. For each £1 of spending, the scheme is expected to deliver £1.05 of benefit representing low value for money. The results of the Whittlesey to Peterborough via NCN 63 scheme based on based on sensitivity testing are presented on the AMAT calculation. • The scheme will result in a Present Value Benefit of £1,029.11. • The scheme will result in a Present Value Costs of £536.36. For each £1 of spending, the scheme is expected to deliver £1.92 of benefit representing medium value for money. Cost Effectiveness = 0.06674. The average number of active travel users per day was estimated using the annual traffic count data taken in October 19 on Peterborough Road, Whittlesey in a 12 hour flow (7 am – 7 pm), based	113 trips per day (Pedestrians: 91; Cyclists: 22)	150 additional trips per day (Pedestrians: 99; Cyclists: 51) based on central estimates). 186 additional trips per day (Pedestrians: 103; Cyclists: 83) based on central estimates).
	The AMAT assessment has identified that the project will result in a Present Value of Benefits of £1,909,320 of which 87% of which are health benefits, 40% are journey quality benefits and 9% mode shift.	Cycling 243, Walking - 209	Cycling 99, Walking - 86