

Appendix C: Scheme Impact Proforma Full Scheme



**BIRMINGHAM
CYCLE REVOLUTION**

 **Birmingham City Council**

Birmingham Cycle Bid - Aggregate impacts Proforma

Please provide one Pro Forma for each element of your scheme (e.g. each route) as well as for the aggregate impact.			
Input data	Without Scheme	With Scheme	Reference to supporting information (e.g. section of Economic Assessment Report).
Description of infrastructure/facilities	Significant cycling barriers between where people live and where they work in Birmingham. Please refer to Strategic Case for details.	Safer cycling and better access to employment centres by bike. Please refer to Strategic Case for details.	<i>Details are available as part of the Strategic Case. This aggregate Proforma is also submitted with proforma details and descriptions for each component cycling scheme in the Birmingham packages of cycling schemes. Please refer to that for further details.</i> <i>Further details are also available in the economic case report which forms part of the submission for Section B7.</i>
Route length (km)	97	212	<i>Detailed maps and descriptions of the schemes are provided as part of the Strategic Case. Details for each component cycling scheme in the Birmingham packages of cycling schemes including route lengths.</i> <i>Further details are available in the economic case report which forms part of the submission for Section B7.</i>
Average trip length (km)	3.7	3.7	<i>Average trip length has been calculated from household interview data for Birmingham. The average trip length is calculated as 3.7km which, because of the urban nature of Birmingham, is shorter than the NTS average cycling trip length of 4.8km.</i> <i>Further details are available in the economic case report which forms part of the submission for Section B7.</i>
Average cycling speed (km/hr)	20	20	<i>One average speed has been used for all the proposed cycling schemes in Birmingham. This is discussed further in the economics report which forms part of the submission for Section B7.</i>
Number of users (per day)	7,896	10,027	<i>The estimation of demand is detailed in the economic case report which forms part of the submission for Section B7. The forecast includes both background growth in cycling and the direct impact of the schemes that are proposed for Birmingham.</i>
Percentage of additional cyclists that would have driven a car otherwise.	N.A.	100%	<i>The economic appraisal assumes that all mode shift to cycling is from car-available road users. Mode shift from bus, for example, is considered insignificant. This is consistent with the findings in the Cycling Demonstration Towns report.</i>
Car Traffic vehicle kilometres (per average day)	3,297,204	3,289,319	<i>Total vehicle kms have been estimated for Birmingham. The reduction in vehicle kilometres is due to mode shift to cycling. This is based on average cycling trip length and the increase in cyclists. Average car kms calculated from PRISM model.</i>