

Scheme Impact Pro Forma for Small Project Bids - Please fill in the cells highlighted in yellow  
NPIF

Year of assessment	2019
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Scenario	Input Data / Key Performance Indicators	Unit	AM Peak Hr Weekday	PM Peak Hr Weekday	Inter-Peak Hr Weekday
Do-Minimum	Number of highway trips affected *1	vehicles	5,079	5,467	4,198
	Total vehicle travelled time *2	vehicle-hours	363	387	72
	Total vehicle travelled distance	vehicle-km	n/a	n/a	n/a
	Highway peak period conversion factor *5	-	12.70	11.80	15.36
	Number of PT passenger trips on affected routes *3	passenger trips	116	98	103
	Total PT travelled time	passenger-hrs	10 hours 10 mins	8 hours 15 mins	1 hour 45 minutes
	PT peak period conversion factor to daily passenger trips *4	-	8.00	9.50	9.15
Do-Something	Number of highway trips affected	vehicles	5,079	5,467	4,198
	Total vehicle travelled time	vehicle-hours	107	92	35
	Total vehicle travelled distance	vehicle-km	n/a	n/a	n/a
	Highway peak period conversion factor	-	12.70	11.80	15.36
	Number of PT passenger trips on affected routes	passenger trips	116	98	103
	Total PT travelled time	passenger-hrs	4hours 50 mins	2 hours 20 mins	1 hour 10 minutes
	PT peak period conversion factor	-	8.00	9.50	9.15

- \*1

This is based on total inflow to both junctions combined.
- \*2

This is based on LINSIG modelled total junction delays in pcu hours at both junctions combined.
- \*3

This is based on average passenger levels recorded by Trent Barton buses between May and June 2017 passing through the A611 / Shoulder of Mutton Hill junction.
- \*4

These conversion factors multiply to give the recorded average daily total number of passengers of 933 person trips per day passing through the A611 / Shoulder of Mutton Hill junction..
- \*5

These conversion factors multiply to give the 16 hour Monday to Friday average weekday traffic flows, based on an ATC on the A611.

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### **Notes:**

- 1) The scheme assessment year should be as close as possible to the scheme opening year (and not final)
- 2) A base or forecast year model could be used for the assessment of the scheme. This depends on the age of base year model and the availability of a forecast year model for the scheme opening year.
- 3) To enable an assessment of travel time savings, at the very least, the vehicle (and/or passenger)-hours and vehicle (and/or passenger)-km rows in the Scheme Impact Pro-forma (for at least some time periods) should
- 4) Highway and PT trip demand, travelled time and distance matrices should be obtained from the Area of Influence (which may be a set of selected links or cordoned network). Matrix calculation is required by multiplying OD trip demand matrix and time/distance matrix in order to calculate the highway and PT total
- 5) It is expected that the assessment should have been carried out on a fixed trip matrix basis. We therefore expect the number of trips affected in the Do-minimum and Do-something as reported to be the same (or similar e.g. within +/- 5%). If this is not the case a more appropriate reanalysis may be required and/or some
- 6) Highway and/or Public Transport period conversion factors need to be derived from local data and be
- 7) Evidence should be provided of the validation of any model used – focussed on the key area of impact (including information on data used etc). If no model has been used then details of the data used and details/source of any assumptions (e.g. about changes in journey between Do-minimum and Do-something)
- 8) If the scheme has significant impacts on cycling and walking, additional evidence should be provided to suppoc