

Table 8-2: Appraisal Summary Table

Appraisal Summary Table		Date produced:	26-Mar-14	Contact:														
Name of scheme:	Travel WEST	Name	Alistair Cox															
Description of scheme:	Travel WEST is an integrated package of focused measures built around the three themes of Stimulating Growth in Enterprise Areas, Connected and Thriving Centres and Transitions to Low-Carbon Lifestyles.	Organisation	Bristol City Council															
		Role	Promoter/Official															
Impacts	Summary of key impacts	Assessment																
		Quantitative		Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp												
Economy	Business users & transport providers	The reduction in private car trips resulting from Travel WEST reduces journey time and vehicle operating costs for the remaining business user highway trips.		Beneficial	£ 57,111	Not available												
	Value of journey time changes(£)																	
	Net journey time changes (£)																	
	<table border="1"> <tr> <th>0 to 2min</th> <th>2 to 5min</th> <th>> 5min</th> <th></th> </tr> <tr> <td>£ 50,720</td> <td>£ 6,365</td> <td>£</td> <td>25</td> </tr> </table>		0 to 2min	2 to 5min	> 5min		£ 50,720	£ 6,365	£	25								
0 to 2min	2 to 5min	> 5min																
£ 50,720	£ 6,365	£	25															
Reliability impact on Business users	The reduction in private car trips resulting from Travel WEST provides improved reliability for the remaining business user highway trips.		Slight beneficial	£ 2,695														
Regeneration	The Travel WEST project will support increased labour market efficiency by improving access to key employment sites across the area in the target travel plan areas, commuter corridors and key centres.		Not assessed	Not assessed														
Wider Impacts	Not assessed		Not assessed	Not assessed														
Environmental	Noise	Not assessed	Not assessed	Not assessed	Not applicable	Not available												
	Air Quality	The reduction in vehicular traffic will improve air quality by reducing NO _x and PM. The impact to receptors has not been quantified at this stage.	Reduction of NO _x by 3.15 tonnes and PM10 by 0.57 tonnes per year in 2016 (Full decay scenario)	Slight beneficial	Not applicable	Not available												
	Greenhouse gases	Travel WEST reduces carbon emissions by reducing the number of highway trips.	<table border="1"> <tr> <td>Change in non-traded carbon over 60y (CO₂e)</td> <td>85.1 million tonnes</td> </tr> <tr> <td>Change in traded carbon over 60y (CO₂e)</td> <td>NA</td> </tr> </table>	Change in non-traded carbon over 60y (CO ₂ e)	85.1 million tonnes	Change in traded carbon over 60y (CO ₂ e)	NA	Slight beneficial	£ 3,972									
	Change in non-traded carbon over 60y (CO ₂ e)	85.1 million tonnes																
	Change in traded carbon over 60y (CO ₂ e)	NA																
	Landscape	The majority of the scheme components that effect the built environment will be located within the urban environment so do not have a landscape impact. For those located in rural areas, the adverse impact to landscape will be minimised during the detailed design.	Not applicable	Not assessed	Not applicable													
	Townscape	The Weston-super-Mare town centre scheme will have a townscape impact. The detailed design will seek to maximise the beneficial impact of Travel WEST . It is envisaged that schemes will be developed in such a way that at a minimum it will have a neutral effects to the townscape, aspiring to have a benefit or slight benefit to the areas affected by the scheme.	Not applicable	Not assessed	Not applicable													
	Heritage of Historic resources	Several schemes are proposed to be implemented in/near sensitive areas. For example, the approaches to Temple Meads Station, composed of two grade I listed buildings and their historic setting. The scheme components in the vicinity of historic resources will be designed to minimise the adverse impacts.	Not applicable	Not assessed	Not applicable													
Biodiversity	Not applicable	Not applicable	Not assessed	Not applicable														
Water Environment	Not applicable	Not applicable	Not assessed	Not applicable														
Social	Commuting and Other users	The reduction in private car trips resulting from Travel WEST results in journey time and VOC costs for the remaining commuting and other user highway trips.	<table border="1"> <tr> <td colspan="3">Value of journey time changes(£)</td> </tr> <tr> <td colspan="3">Net journey time changes (£)</td> </tr> <tr> <th>0 to 2min</th> <th>2 to 5min</th> <th>> 5min</th> </tr> <tr> <td>£ 67,668</td> <td>£ 7,844</td> <td>£ 62</td> </tr> </table>	Value of journey time changes(£)			Net journey time changes (£)			0 to 2min	2 to 5min	> 5min	£ 67,668	£ 7,844	£ 62	Beneficial	£ 75,574	Not available
	Value of journey time changes(£)																	
	Net journey time changes (£)																	
	0 to 2min	2 to 5min	> 5min															
	£ 67,668	£ 7,844	£ 62															
	Reliability impact on Commuting and Other users	The reduction in private car trips resulting from Travel WEST provides improved reliability for the remaining commuting and other user highway trips.		Slight beneficial	£ 3,241													
	Physical activity	The elements of the bid designed to encourage cycling and walking will deliver result in increased physical activity and hence improvement to health.	Conservative estimate of BCR is 3.06 for Walking measures, and 2.65 for cycling measures	Beneficial	Not assessed													
	Journey quality	Within the Travel WEST scheme there are a number of scheme components that will enhance the journey quality for new and existing pedestrian and cycle journeys.	Not applicable	Not assessed	Not applicable													
	Accidents	The reduction in private car trips resulting from Travel WEST provides accident savings to highway users. It is recognised that pedestrian/cycle accidents could increase as a result. This has also been assessed to produce a net benefit (net benefit is shown to the right).	Reduction of serious injury accidents = 2, reduction in slight injury accidents = 19, in 2016 in the full decay scenario	Slight beneficial	£ 4,373	Not available												
	Security	Travel WEST includes numerous changes to the built environment. During the development of these schemes the security aspects will always be considered.	Not applicable	Not assessed	Not applicable	Not available												
Access to services	Travel WEST builds upon the current good levels of non-car access to employment across much of the area by widening the choice of destinations which are accessible to residents, thereby opening up greater opportunities to access to employment.	Not applicable	Not assessed	Not applicable	Not available													
Affordability	Travel WEST includes a number of walking and cycling measures that result in "free" access and public transport services that will be aimed at improving access for low income groups	Not applicable	Not assessed	Not applicable	Not available													
Severance	As part of the Travel WEST scheme the neighbourhood groups will be engaged with to ascertain the barriers to pedestrians/cycle. Schemes will then be developed to overcome these barriers.	Not applicable	Not assessed	Not applicable	Not available													
Option values	Not assessed	Not applicable	Not assessed	Not assessed														
Public Accounts	Cost to Broad Transport Budget	The public sector costs associated with scheme implementation and ongoing support/maintenance			£ 24,195													
	Indirect Tax Revenues	As a result of removing highway trips from the network, indirect taxes such as tax and fuel duty are reduced.			£ 14,491													