

APPENDIX 4: Appraisal Summary Table

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Contact:

Name of scheme:		Bromsgrove NPIF				Name			
Description of scheme:		The provision of new walking and cycling infrastructure to improve the operation of the local transport network				Organisation		WCC	
						Role		Promoter/Official	
Impacts		Summary of key impacts		Assessment					
				Quantitative			Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
				Value of journey time changes(£)					
				Net journey time changes (£)					
				0 to 2min	2 to 5min	> 5min			
				n/a	n/a	n/a			
Economy	Business users & transport providers	Whilst formal TEE analysis has not been undertaken, the scheme is likely to induce journey time savings and other benefits associated with promoting mode shift from car to active modes, therefore reducing traffic volumes, delay and congestion.		n/a			Minor beneficial		
	Reliability impact on Business users	n/a		n/a					
	Regeneration	Scheme will support residential and employment development sites in Bromsgrove and the wider planning aspirations of Bromsgrove District Council		n/a			Minor beneficial		
	Wider Impacts	n/a		n/a					
Environmental	Noise	Reduction in noise resulting from a displacement of car users to sustainable travel modes					Minor beneficial		
	Air Quality	The displacement of car users to sustainable travel modes is expected to improve air quality					Minor beneficial		
	Greenhouse gases	improvements in greenhouse gases resulting from displacement of car users to sustainable travel.		Change in non-traded carbon over 60y (CO2e)			Beneficial		
			Change in traded carbon over 60y (CO2e)						
	Landscape	Minor beneficial due to public realm improvements					Minor beneficial		
	Townscape	Some minor improvements resulting from public realm improvements within the town centre					Minor beneficial		
	Historic Environment	Neutral					Neutral		
Biodiversity	Neutral					Neutral			
Water Environment	Neutral					Neutral			
Social	Commuting and Other users	Whilst formal TEE analysis has not been undertaken, a reduction in traffic as car users switch to sustainable modes could improve traffic flows and reduce delay for commuters.		n/a			Minor beneficial		
			Net journey time changes (£)						
			0 to 2min	2 to 5min	> 5min				
					n/a	n/a	n/a		
	Reliability impact on Commuting and Other users	Whilst formal TEE analysis has not been undertaken, a reduction in traffic as car users switch to sustainable modes could improve traffic flows and reduce delay on the highway network, therefore boosting reliability.		n/a			Minor beneficial		
	Physical activity	Improvements to walking and cycling infrastructure will lead to an uptake in physical activity		£15.1m benefit from improved health and reduced absenteeism associated with increased physical activity			Beneficial		
	Journey quality	The provision of new walking and cycling infrastructure will improve the quality of journey's made by these modes		£4.1m benefit from enhanced journey quality			Beneficial		
	Accidents	It is predicted that the new infrastructure could lead to a reduction in casualty rates		£84k benefits from reduced casualty rate			Minor beneficial		
	Security	Moderate improvement in security through modern lighting techniques					Minor beneficial		
	Access to services	Reduction in delays will have a positive effect on access to services					Minor beneficial		
Affordability	Improvement to due access cycling and walking. more affordable forms of travel					Minor beneficial			
Severance	Improve through enhanced crossing facilities					Beneficial			
Option and non-use values	N/A					N/A			
Public Account	Cost to Broad Transport Budget	N/A		N/A					
	Indirect Tax Revenues	Increase in active modes at the expense of car usage will marginally reduce fuel consumption, resulting in reduced tax revenues.		£100k reduction in indirect tax revenues as a result of the scheme.			Minor detrimental		