

Appraisal Summary Table		Date produced:	20-Apr-20	Contact:		
Name of scheme:	West Cheltenham Walking and Cycling Improvement (WCWCI) Scheme	Name		Organisation		
Description of scheme:	This scheme covers proposals to create a series of interlinked pedestrian and cycleways in West Cheltenham. Six component links are proposed: 1A) Aite Court roundabout to Tetney Way junction, 1B) Tetney Way junction to Bennell roundabout, 2A) Bennell roundabout to TGI Fridays junction (A40/B4633), 3A) Gloucestershire College/Princess Elizabeth Way junction to Bennell roundabout, 4A) Gloucestershire College/Princess Elizabeth Way Junction to Cheltenham Spa Railway Station, via Shakespeare Road, 5A) Gloucestershire College/Princess Elizabeth Way Junction to Cheltenham Spa Railway Station, via Shelley Road	Role	Promoter/Official			
Impacts	Summary of key impacts	Assessment				
		Quantitative	Qualitative	Monetary E(NPV)	Distributional 7-pt scale/ Vulnerable, etc.	
Economy	Business users & transport providers	As the scheme is not a highway-based scheme, no appraisal has been undertaken on journey time savings using economic software such as TUBA. There will be a small reduction in congestion and a reduction in damage done to road services from modal shift that will benefit all road users.	N/A	Slight Beneficial	N/A	Not assessed
	Reliability impact on Business users	Reliability impact on all users has been calculated. A reduction in car trips will provide decongestion benefits for all Road users, including those travelling for business purposes. Drivers who switch to cycle use will reduce the impact of time delay as cycle users are not subject to unforeseen traffic issues.	N/A	Slight Beneficial	N/A	
	Regeneration	No regeneration areas (as specified in WebTAG) are expected to be impacted by the implementation of the scheme. The impact is assessed qualitatively as neutral.	N/A	Neutral	N/A	
	Wider Impacts	There are not considered to be any significant wider impacts of the scheme, due to the local nature of cycling and pedestrian movements. However, improvements to cycling and walking routes in close proximity to the West Cheltenham strategic allocation will provide some extra capacity to accommodate additional trips generated by the Cyber Central development, which includes 45 hectares of land for a new Cyber Park development and an additional 1,000 housing units adjacent to the current GCHO site. Therefore, the impact is assessed as <b>slightly beneficial</b> .	1,000 new homes in close proximity to the WCWCI scheme.	Slight Beneficial	N/A	
Environmental	Noise	The main source of noise in the area of the proposed schemes is from road traffic. A small percentage of road journeys could be converted to walking and/or cycling. The WCWCI proposals will result in an anticipated modal shift from motorised travel to cycling leading to a reduction in noise pollution. The AMAT calculates the noise benefits from a reduction in vehicle kms arising from modal shift, however, the anticipated impacts are expected to be small even over the 20-year appraisal period.		Neutral	£1,629	Not assessed
	Air Quality	It is expected that the scheme in its entirety will lead to additional cycle journeys across the scheme. The potential change in traffic flow will allow vehicles to travel more efficiently and could lead to a minor reduction in the emissions of NOx in the study area. This may have a slight beneficial effect, although without modeling of the displacement of traffic, this change is based on professional judgement.		Slight Beneficial	£538	Not assessed
	Greenhouse gases	The scheme is predicted to add movements by bicycle in the 'Do Something' scenario as well as encouraging a modal shift towards bicycle and active travel movements. This will likely lead to a minor reduction in distance movements and therefore have a slight beneficial effect on Greenhouse Gas emissions by removing some greenhouse gas emitting vehicles from the highway.		Slight Beneficial	£3,079	
	Landscape and Townscape	The overall effect of the proposed scheme without mitigation is expected to be slight adverse and, once appropriate mitigation planting has matured the effect is expected to be <b>neutral/slightly beneficial, depending upon the extent of mitigation measures</b> .	N/A	Neutral (with mitigation)	N/A	
Social	Historic Environment	No Designated Assets, such as Listed Buildings, Scheduled Monuments, Registered Parks and Gardens, Registered Battlefields or World Heritage Sites will be directly impacted upon by the scheme. Noise will be indirectly impacted as a result of changes to their settings, during this phase of the scheme. The scheme travels through part of The Poets Conservation Area at Kingsley Gardens. Care will need to be undertaken with the scheme to limit effects upon the conservation area and prevent any effects on its current setting. The impact of the scheme would therefore be neutral, and this topic has been scoped out from further assessment, however the potential for enhancement of these assets, has where possible, been taken into consideration in the scheme design.	N/A	Neutral	N/A	
	Biodiversity	Habitats in the scheme area are within the urban landscape and planted or managed. None are considered to be rare or distinctive (in a biodiversity context). The scheme will result in a net loss of some 'soft landscaped' habitats, but others will be retained and areas will be planted to managed for nature conservation benefit. Surveys have identified potential for protected species including bats, hazel dormice, reptiles, otter, water vole, white-clawed crayfish and great crested newts. Pre-works surveys will identify mitigation appropriate to any protected species on the site. Therefore, the effect of the scheme is considered to be neutral when mitigation is applied.	N/A	Neutral (with mitigation)	N/A	
	Water Environment	Based on the design assumptions, the key issues are: 1. For surface water quality owing to the discharge of runoff from the cycleway into Hathery Brook, it is recommended that the drainage design takes this into account to ensure no increase in discharge rates and ensure there is no decrease in water quality as a result of the scheme. 2. The need for a Flood Risk Assessment and Drainage Strategy will be discussed with the Lead Local Flood Authority (Gloucestershire County Council) and Environment Agency. Detailed design will be progressed in consultation with the Lead Local Flood Authority and Environment Agency to discuss any flood management actions/issues under the Flood and Water Management Act 2010. If the drainage design can suitably factor in the above, the proposed effect of the scheme is likely to be neutral.	N/A	Neutral (with mitigation, if drainage can be suitably factored into design)	N/A	
	Commuting and Other users	By providing new and improved cycle and walking links in West Cheltenham, it is expected that this will encourage members of the public to utilize the route for commuting and leisure purposes, particularly for less confident cycle users as the existing situation does not allow for a safe and efficient journey between residential and employment sites. AMAT does not disaggregate by commuting and other user groups. As such, there will be a small reduction in congestion and a reduction in damage done to road services from modal shift that will benefit all road users.	The economic benefit to road users from the WCWCI scheme is estimated at approximately £3,066 over the appraisal period (2010 prices, discounted to 2010). As such, the impact is quantitatively assessed as slight beneficial.	Slight Beneficial	£65,087	Not Assessed
Public Accounts	Reliability impact on Commuting and Other users	Reliability impact on all users has been calculated. A reduction in car trips will provide decongestion benefits for all Road users, including those travelling for leisure purposes. Drivers who switch to cycle use will reduce the impact of time delay as cycle users are not subject to unforeseen traffic issues.	N/A	Slight Beneficial	N/A	
	Physical activity	Physical activity impacts typically form a significant proportion of the benefits from active mode schemes. The method for estimating physical activity impacts is based on monetising the change in mortality resulting from a change in walkers and cyclists. The quantitative assessment is based on the benefits from gaining life years.	The impact has been quantitatively assessed as moderate beneficial, with health benefits from reduced absenteeism and reduced risk of premature death estimated at approximately £3,000 over the appraisal period (2010 prices, discounted to 2010) across all scheme links.	Moderate Beneficial	£3,004,296	
	Journey quality	Increasing lane widths and providing segregated walking routes will improve overall journey quality and encourage repeated and return trips. It will also help to reduce user conflict with cyclists and vehicles on a busy stretch of the A40, which is the main entry point into central Cheltenham from the west. Enhancement to street scape and the quality of routes will also have <b>impacts on the quality of the urban public realm</b> .	Journey Quality impacts from the scheme are monetised (£421,027) using AMAT.	Moderate Beneficial	£421,027	
	Accidents	High traffic volumes on the A40, particularly between Bennell roundabout and TGI Fridays Junction (A40/B4633), has led to a number of pedestrian and cyclist accidents in the scheme area of investigation. There were 15 accidents involving pedestrians and cyclists along links making up the WCWCI scheme, between 2014 and 2015.	Reduction in accidents from a decrease in vehicle traffic	Slight Beneficial	£24,430	Not Assessed
	Security	Moving cyclists off the carriageway away from potential public surveillance on some of the routes could reduce personal security. However, the links where improvements are proposed, in the majority of cases, have a good level of natural surveillance and a number of the proposed routes also run alongside the carriageway so personal security is not thought to be <b>seriously affected. The impact is therefore qualitatively assessed as neutral</b> .	N/A	Neutral	N/A	Not Assessed
	Access to services	The scheme does not inherently provide for any change in public transport accessibility as there are no proposed changes in routing or timings of current public transport services.	N/A	Neutral	N/A	Not Assessed
	Affordability	No impact is expected. Therefore, the impact is assessed as qualitatively neutral.	N/A	Neutral	N/A	Not Assessed
	Governance	The introduction of improved and dedicated walking and cycling infrastructure on links that make up the WCWCI scheme will reduce severance for pedestrians and cyclists, alike. The addition of new and improved crossing points will also contribute to reducing severance at the links outlined below. The impact is assessed as slight beneficial by increasing both safety and priority for existing and new cyclists and pedestrians. Link 2A: Table top crossings at A40 junctions with Tenney Road and Gallifra Avenue, providing improved priority for cyclists and pedestrians. Improvements to existing informal crossing opportunities will increase visibility and aid users. Link 2A: General improvements to the junction arrangements at TGI Fridays Junction (A40/B4633), including adjustments to signalised junction to aid pedestrian and cycle movements e.g. to provide 2 stage crossing. Link 4/5A: Create standard details for side Road uncontrolled crossings by lighting junction radii to 2m and providing correct tactile paving arrangements. Adding new advisory cycle lanes to narrow turning radius and give protection to turning cyclists at crossroads. Switch priority at crossroads to Shakespeare Road and provide advisory cycle lanes across junction with Shakespeare and Tenney Road.	N/A	Slight Beneficial	N/A	Not Assessed
	Option and non-use values	The scheme will not substantially change the availability of transport services along the scheme corridor. The provision of walking and cycling infrastructure is off-Road and improvements to cycle and pedestrian priority at junctions is not expected to materially effect the provision of good quality bus or rail services.	N/A	Neutral	N/A	
	Cost to Broad Transport Budget	The total scheme cost in 2020 prices (including risk but excluding inflation) is approximately £2.6m. Maintenance costs over the 20-year period are £1.2m and values, the present value cost (PVC) of the scheme is £1.24m. A small reduction of £628 originating from a reduction in vehicle kms and maintenance of the existing road network will have a very small impact on costs to the broad transport budget.	N/A	N/A	£1,320,669	
Indirect Tax Revenues	Reduction in tax revenue e.g. fuel duty from a reduction in vehicle kms.	N/A	N/A	-£10,872		