

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:	The scheme covers proposals to create a series of interlinked pedestrian and cycleways in West Cheltenham. Six component links are proposed: 1A) A400 roundabout to TGI Fridays junction (A40/B4463); 2A) Benhall roundabout to TGI Fridays junction (A40/B4463); 3) Gloucestershire College/Princess Elizabeth Way junction to Cheltenham Spa; 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 Shirley Road	Role	Promoter/Official				
Impacts		Summary of key impacts		Assessment			
Economy	Business users & transport providers	As the scheme is not a highway-based scheme, no appraisal has been undertaken on the impact on business users. The scheme will have a 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 benefits to 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 significant impacts in WebTAGI 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 route will provide some extra capacity for cycling and walking by the Cyber Park development and an additional 1,000 housing units adjacent to the current GCHO site. Therefore, the impact is assessed as positive.		1,000 new homes in close proximity to the WCWCI scheme.	Slight Beneficial	N/A	
	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 attributed to walking and/or cycling. The WCWCI proposals will result in an overall reduction in traffic volume, leading to a reduction in noise levels. 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.		Only noise impacts from modal shift that reduces vehicle kms is claimed. The AMAT calculates the benefit from a reduction in noise at £1,629 over the 20 year appraisal period.	Neutral	£1,629	Not assessed
Environmental	Air Quality	The proposed schemes 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 modelling of the displacement of traffic, this change is based on professional judgement.		The main source of poor air quality in the area of the proposed schemes is from road traffic. The proposed schemes are expected to result in a decrease in car traffic. The AMAT calculates the benefit from a reduction in vehicle kms arising from modal shift from motorised travel to cycling. However, the anticipated impact is expected to be small.	Slight Beneficial	£538	Not assessed
	Greenhouse gases	The scheme is predicted to add movements by bicycle in the 'Us Somethings' scenario as well as encouraging a modal shift towards bicycle and active travel movements. This will likely lead to a minor reduction in vehicle movements and therefore have a slight beneficial effect on Greenhouse Gas emissions by removing some greenhouse gas emitting vehicles from the highway.		The proposed schemes are expected to result in a decrease in car traffic from mode shift. The AMAT calculates this benefit at £3,079 over the 20-year appraisal period.	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 return to negligible, depending upon the extent of mitigation measures.		N/A	Neutral (with mitigation)	N/A	
	Historic Environment	No Designated Assets, such as Listed Buildings and Registered Parks and Gardens. Registered Battlefields or World Heritage Sites will be directly impacted upon by the scheme. None will be indirectly impacted as a result of changes to their settings, due to the scheme. Care will be taken to ensure the scheme does not impact on the 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 not be needed on this topic but could occur as a result of the scheme. The impact is assessed as neutral, however, the potential for impact of these assets has been possible, however, no impact on the scheme is deemed.		N/A	Neutral	N/A	
	Biodiversity	None. The scheme will not change the landscape and planned 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 presence of rare and protected species, including dormouse, water vole, otter, and 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 due to the nature of the scheme.		N/A	Neutral (with mitigation)	N/A	
Social	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 Hatherley Brook. It is recommended by the drainage design takes this into account to ensure no increase in surface water runoff 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. Design detail 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 easily 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 use the route for commuting and leisure purposes. The scheme will also encourage people to use the scheme as a leisure route 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 estimated as approximately £0.06m over the appraisal period (2010 prices, discounted to 2010). As such, the impact is quantitatively assessed as slight beneficial.	Slight Beneficial	£66,087	Not Assessed
	Reliability impact on Commuting and Other users	Reliability impact on all users has been calculated. A reduction in car trips will provide benefits to 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 walking and cyclists. The quantitative assessment is based on the benefits from gaining life years.		N/A	Moderate Beneficial	£3,004,286	
	Journey quality	Increasing lane widths and providing segregated walking routes will improve overall journey quality and encourage more trips to help to reduce user conflict with cyclists and vehicles on a busy stretch of the A40, which is the main entry point into Cheltenham from the west. Enhancement to street scape and the quality of routes will also enhance the scheme.		Journey Quality impacts from the scheme are monetised (£421,027) using AMAT.	Moderate Beneficial	£421,027	
Public Accounts	Accidents	High traffic volumes on the A40, particularly between Benhall roundabout and TGI Fridays Junction (A40/B4463), has led to a number of pedestrian and cyclists accidents in the scheme area. In 2018/19, there were 15 accidents involving pedestrians and cyclists along links making up the WCWCI scheme. This is a 20% increase from 2014 and 2018.		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 pedestrian security. However, the links where improvements are proposed, in this scheme, have a greater number of users than the number of users on the proposed routes also run alongside the carriageway so personal security is not thought to be adversely affected. The impact is therefore qualitatively assessed as neutral.		N/A	Neutral	N/A	Not Assessed
	Access to services	The scheme does not inherently provide any change in public transport accessibility as there is no significant impact on the provision of 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
	Severance	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 junctions. The scheme will also improve the safety of the scheme by increasing both safety and priority for existing and new cyclists and pedestrians.		N/A	Slight Beneficial	N/A	Not Assessed
Public Accounts	Option and non-use values	The scheme does not significantly affect 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 availability of public transport 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 £1.6m. Maintenance costs over the 20 converted to 2010 prices and values, the present value cost (PVC) of the scheme is £1.24m. A small reduction of £628 originating from a reduction in car trips will mean that 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	