

Appraisal Summary Table				Date produced:		9102014		Contact:		
Name of scheme:		Warfield Link Road						Name	Stuart Jefferies Neil Matthews	
Description of scheme:		The proposal is for a link road to connect Forest Road (B3034) and Warfield Street (A3095) with Harvest Ride. It will also provide useful links to a new development of initially 750 homes including a primary school and a senior living development and providing access to a total of 2,200 homes.						Organisation	Bracknell Forest Borough 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	Capacity improvements and delay reduction measures by installing a new link road will mean less congestion in all periods.		Value of journey time changes(£)			Highly Beneficial	PVB (£13.836k)		
				Net journey time changes (£)						
		0 to 2min	2 to 5min	> 5min						
	Reliability impact on Business users	Increased capacities between Bracknell and Maidenhead offers increased journey reliability.					Highly Beneficial			
	Regeneration	The delivery of the link road is expected to unlock up to 2,200 new homes in the area and all of this will help unlock over 16,500 jobs as evidenced in the North-South Link Road LTB Assessment previously submitted by BFC.					Highly Beneficial			
	Wider Impacts						Neutral			
Environmental	Noise	Within construction there will be some significant roadworks which may affect people, particularly the 7 properties near Three Legged Cross. In addition, several properties around Harvest Ride will be affected as well as by The Splash. During operation noise levels should reduce for The Splash, Harvest Ride and Three Legged Cross area due to slow traffic speeds.This was assessed and approved at Planning Permission stage.					Slightly Adverse			
	Air Quality	There are no AQMA areas within the site. The impact on air quality is shown to have a slightly adverse affect. This is due to most of the area being agricultural and then when the new link road is operational traffic will go through these areas. There are a number of properties in Harvest Ride that will also experience increases in air pollutants. This was assessed and approved at Planning Permission stage.					Slightly Adverse			
	Greenhouse gases	Forecasts for changes in greenhouse gas emissions are neutral due to more efficient speeds along the new link road being set by low speed limits and pedestrian islands. Should should keep greenhouse gas emissions initially similar. Through the development construction the greenhouse concentrations will increase.		Change in non-traded carbon over 60y (CO2e)			Neutral / Slightly Adverse	£270,000		
				Change in traded carbon over 60y (CO2e)						
	Landscape	The landscape will change massively from the current rural, agricultural landscape depicted around Warfield. However the link road will be in keeping with the newly agreed development of 750 homes by the link road. This was assessed and approved at Planning Permission stage.					Slightly Beneficial			
	Townscape	The link road will fit into the design of the new development going ahead and the residential homes to the south of the proposed link road. It will also help improve the ambience of the townscape along Warfield Street to the west by traffic shifting from there to the new link road. However, initially it will change the townscape and affect the current townscapes visual appearance.					Slightly Beneficial			
	Historic Environment	The only area even remotely affected by the scheme would be South Lodge to Warfield Hall where junction improvements will occur for Three Legged Cross. This will require lane widening but it should be under highway land and should not affect the survival or character of the building. This was assessed and approved at Planning Permission stage.					Neutral			
	Biodiversity	Potential evidence of dormice and the removal of trees and hedgerows which could affect the biodiveristy of the area. The River Cut has been quoted to be of poor quality however the diversion will still affect habitats. It is hoped the management strategies of landscaping and enhancing the River Cut and surrounding areas will provide some improvements. However, as the fauna and habitat desktop surveys suggest populations will be affected a Slightly Adverse assessment score has been given. This was assessed and approved at Planning Permission stage.					Slightly Adverse			
	Water Environment	The water environment will change in many ways. The drainage will be altered in line with flooding risk standards and climate change. The diversion of The River Cut will have enhancements to biodiversity and hopefully improve the EA's classification of the river quality. However there are concerns of contamination particularly during construction and the amount of surface water that could be produced within newly impermeable surfaces around the area. This should all balance out to give a Neutral assessment score. This was assessed and approved at Planning Permission stage. Environment Agency consents are still to be agreed.					Neutral			
Social	Commuting and Other users	Capacity improvements and delay reduction measures by installing a new link road will mean less congestion in all periods.		Value of journey time changes(£)			Highly Beneficial	PVB (£25.222k)		
				Net journey time changes (£)						
		0 to 2min	2 to 5min	> 5min						
		Reliability impact on Commuting and Other users	Increased capacities between Bracknell and Maidenhead offers increased journey reliability.					Highly Beneficial		
		Physical activity	It is expected that physical activity will increase due to improved infrastructure like 3m shared use paths along the new link road and reduced traffic along Warfield Street.					Slightly beneficial		
		Journey quality	The journey quality will improve due to the new link road diverting traffic away from Warfield village. It will reduce stress massively and help with new developments being built close to it.					Slightly beneficial		
		Accidents	The development of 750 homes nearby and which will eventually extend to 2200 will add increased traffic onto Harvest Ride and Forest Road. The new link road will provide some relief in traffic to Warfield Street/Newell Green. Any accidents are predicted to remain consistent as well due to slow speeds along Warfield Link Road.					Neutral		
		Security	Highly Beneficial impacts will occur with the new link road providing lighting columns across the new road and onto Forest Road. In addition, landscaping will be able to deter criminals but also allow visibility from residents. There will however be no formal surveillance and along the new link road except perhaps around the elderly residential development and the school, however this has not yet been determined.					Highly Beneficial		
		Access to services	The accessibility of the new link road will be able to provide an increased bus patronage on services creating a better environment and in turn this can provide more public transport services which enhances accessibility. There are currently no proposed public transport enhancements, however they will come with the development when it is constructed.					Slightly Beneficial		
	Affordability	There will be no impact or change on the affordability of public transport systems.					Neutral			
	Severance	Severance will be improved by providing a new link road with shared use paths, pedestrian islands and reduced traffic on Warfield Street. The severance of Harvest Ride will be similar as it currently has shared use paths and pedestrian islands on roundabout junctions which will remain unchanged. There will potentially be some increases in severance Forest Road for pedestrians due to little provision and heavier traffic.					Slightly Beneficial			
	Option and non-use values	Not Applicable					Neutral			
Public Account	Cost to Broad Transport Budget	The total cost of the capital scheme					-	PVC (£5.283k)		
	Indirect Tax Revenues	Vehicles travelling more efficiently due to reduced congestion result in modest reductions in indirect tax revenues to central government (from fuel duty)					Slightly Adverse	PVB (£38.576k)		