

Appraisal Summary Table

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Contact:

Name of scheme:		A329 Corridor Improvements				Name		Stuart Jefferies Neil Matthews		
Description of scheme:		The A329 Corridor Improvements are to replace the existing Martins Heron roundabout with a fully signalised junction and to modifying the highway between the junction of A329 London Road / B3017 Priory Road and A329 London Road / Fernbank Road and also the layout at the junctions themselves				Organisation		Bracknell Forest Borough Council		
Impacts		Summary of key impacts			Initial Assessment					
					Quantitative			Initial Qualitative Assessment	Initial Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
					Value of journey time changes(£)					
					Net journey time changes (£)					
					0 to 2min	2 to 5min	> 5min			
Economy	Business users & transport providers	Capacity improvements and delay reduction measures by improving the Martins Heron junction and the A329 London Road. This includes travel time and vehicle-operating costs from goods vehicles and business cars						Beneficial	£7,630,000	
	Reliability impact on Business users	Increased capacity at key junctions providing improved journey reliability and reducing delays						Beneficial		
	Regeneration	The sites in the Site Allocations Development Plan Document (SADPD) are dependant on the provision of necessary infrastructure across Bracknell Forest which includes improvements to many of the junctions along the A322/A329 corridor. This requirement was included in modelling evidence in support of the SADPD however no developments are directly dependant on the A329 Corridor Improvements						Beneficial		
	Wider Impacts	The South East Plan (SEP) notes that "the strategic road network through the Thames Valley Berkshire area, and linking to neighbouring economies, is increasingly constrained; there is little scope for new roads, so the challenge is to maximise existing capacity and to tackle known 'pinch-points". The Martins Heron roundabout is one of those pinch points. It is located on a key north to south routes through central Thames Valley Berkshire, where the greatest weaknesses in the strategic transport network lie						Beneficial		
Environmental	Noise	During construction there would be some localised noise increases however once the highway works are completed there are unlikely to be noticeable impacts						Neutral		
	Air Quality	There are no AQMA areas within the area and the impact on air quality can be assumed as neutral. Although there would be an increase in traffic due to the A329 Corridor Improvements traffic delays and queuing are reduced with the new junction improvements						Neutral		
	Greenhouse gases	Greenhouse gases have been calculated in TUBA			Change in non-traded carbon over 60y (CO2e)		£141,000	Neutral	£141,000	
					Change in traded carbon over 60y (CO2e)		£0			
	Landscape	The current area is suburban with housing and green areas adjacent to the area of the A329 Corridor Improvements which is largely within existing highway boundaries						Neutral		
	Townscape	The current area is suburban with housing and green areas adjacent to the area of the A329 Corridor Improvements which is largely within existing highway boundaries						Neutral		
	Historic Environment	The current area is suburban with housing and green areas adjacent to the area of the A329 Corridor Improvements which is largely within existing highway boundaries						Neutral		
	Biodiversity	The current area is suburban with housing and green areas adjacent to the area of the A329 Corridor Improvements which is largely within existing highway boundaries						Neutral		
Water Environment	The current area is suburban with housing and green areas adjacent to the area of the A329 Corridor Improvements which is largely within existing highway boundaries						Neutral			
Social	Commuting and Other users	Capacity improvements and delay reduction measures by improving key junctions will mean less congestion in all periods and will include travel time, vehicle operating costs and user charges from road (cars & LGV's)			Value of journey time changes(£)					
					Net journey time changes (£)					
					0 to 2min	2 to 5min	> 5min	Beneficial	£14,335,000	
	Reliability impact on Commuting and Other users	Junction improvements providing improved highway network management and capacity which in turn provides for more reliable journeys						Beneficial		
	Physical activity	It is expected that physical activity will increase due to improved infrastructure like improved crossing facilities at the Martins Heron junction						Slightly beneficial		
	Journey quality	It is expected that journey quality will increase due to improved infrastructure as it will relieve congestion on the A329 London Road during peak periods, improving travellers' environment and reducing the stress and frustration associated with driving in congestion						Slightly beneficial		
	Accidents	The provision of junction improvements is likely to assist in reducing accidents and accident severity. However given that there are already low number and severity of the observed accidents no COBALT assessment has been completed						Slightly Beneficial		
	Security	The new crossing facilities will be observable						Slightly Beneficial		
	Access to services	Junction improvements providing improved highway network management and capacity which in turn provides for more reliable journeys may increase access to services e.g. buses						Slightly Beneficial		
	Affordability	It is unlikely that there will be an impact or change on the affordability of public transport systems, although increased patronage may impact on reduced fares or improved commerciality of existing routes (reducing subsidy)						Slightly Beneficial		
Severance	Severance will be improved by providing new crossing facilities at the Martins Heron junction						Slightly Beneficial			
Option and non-use values	Not Applicable						Neutral			
Public Accounts	Cost to Broad Transport Budget	Cost of the capital scheme are set out in the covering report contributing to PVB above. Further elements to be added to costs once fuller benefits completed on cycle, footway, VMS and urban realm improvements assessed and monetised						-	£4,710,000	
	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	-£312,000	