

Appraisal Summary Table		Date produced:	Contact:				
Name of scheme: A4 Portway Improvements Scheme		Name: Toby Clayton			Organisation: BCC		
Description of scheme: The proposed key scheme elements include: <ul style="list-style-type: none"> A 24-hour inbound bus lane along most of the route to connect the small section that currently exists. A 24-hour outbound bus lane to extend the small section that exists by the Portway Park & Ride entrance. Widening the existing footway (shared use path) to provide better walking and cycling facilities. Reduction of the speed limit from 50 to 40 just south of Roman Way to just north of Bridge Valley Road. 		Role: Promoter/Official					
Scenario:							
Impacts	Summary of key impacts	Assessment					
		Quantitative			Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
Economy	Business users & transport providers	Value of journey time changes (£)			Slight Beneficial	Neutral	
		Net journey time changes (£)					
		0 to 2min	2 to 5min	> 5min			
	Reliability impact on Business users	Providing dedicated bus infrastructure and bus lanes is likely to reduce the likelihood of incidences where buses are delayed in congestion or incidents from general highway traffic. Therefore, improving reliability for buses along the whole corridor in the outbound and inbound directions. A mode shift of cars to public transport or cycling and walking is also likely to reduce the car trips along the A4 Portway and therefore, reduce incidences with congestion and accidents. However, this has been balanced with the highway disbenefits to traffic as a result of the scheme.			Slight Beneficial		
	Wider Impacts	According to the Urban Transport Group in The Case for Active Travel 'Active travel can play a major role in freeing up valuable space to be used for activities which people attach more value to. Where space has been reallocated cities have seen large benefits, with increased footfall, economic activity and land values'. Schemes that encourage a shift to active modes and public transport were found to have a positive impact on land values, creating benefits beyond the physical scheme. This scheme creates a better environment for those cycling and walking along the A4 Portway, therefore, is likely to have a beneficial impact on land values.					
Environmental	Noise	Noise Important Areas 303 and 234 fall within the study area along the route and will require special consideration and potential mitigation if the study highlights any increase in noise levels, even if negligible. Providing better public transport and active travel infrastructure is likely to make these modes of transport more attractive and therefore provide a mode shift from car to public transport/active travel infrastructure reducing noise levels. Whilst this has not been quantified it is likely to outweigh any negative impacts from any changes in road layout.			Slight Beneficial	N/A	
	Air Quality	The operational phase of the proposed scheme has the potential to affect air quality due to: <ul style="list-style-type: none"> Changes in vehicle emissions associated with changes in the composition of traffic on the local road network; Changes in vehicle emissions associated with changes in speed of traffic on the local road network; and Changes in road layout which may bring road traffic emission sources closer to, or further away from, sensitive receptors. These changes have the potential to result in both adverse and beneficial impacts on existing and future sensitive receptors. However, it is likely that mode shift to more sustainable modes will outweigh any negative impacts.			Slight Beneficial	N/A	
	Greenhouse gases	Providing better public transport and active travel infrastructure is likely to make sustainable modes attractive and therefore promote a mode shift away from car reducing Greenhouse Gases. Whilst this has not been quantified it is likely to outweigh any negative impacts from any changes in congestion and speeds.			Slight Beneficial		
	Landscape	Potential operational phase impacts on landscape character and visual amenity may arise from: <ul style="list-style-type: none"> Materials and surfacing proposed such as new red coloured surfacing to the bus lanes as well as tactile paving at crossing points; Street Furniture such as proposed bollards and any additional signage; Introduction of features such as raised tables; Introduction of new or change to existing lighting; and Removal or reduction in grass verges and vegetation. 			negligible - slightly adverse		
	Townscape	See Landscape					
	Historic Environment	There is the potential for adverse impacts on the value of designated and non-designated historic buildings due to changes to their setting during construction and operation. There is the potential for adverse effects on the setting of designated historic landscapes during the construction and operation phases. There would be some potential for adverse impacts to the value of archaeological remains due to changes to their setting during construction and operation. There may be the potential for the development to uncover and/or disturb hitherto unknown archaeological features within the route of the proposed scheme. The impacts to cultural heritage can be mitigated, through the preparation of the following: a Cultural Heritage Baseline Assessment (CHBA); and a Construction Environmental Management Plan.			slight to moderate adverse		
	Biodiversity	The impact of the Scheme is Neutral to Large Adverse (but these impacts will vary dependent upon detailed design and the design should be iterated to prevent impacts to designated species and habitats adjacent to the route). No impacts are predicted in the vicinity of Avon Gorge.			neutral to large adverse		
	Water Environment	The majority of the site is located within Flood Zone 1 (with some areas of FZ 2 and 3 at the north-western end of the A4 Portway, near Avonmouth, and to the south-east in the vicinity of Sea Mills). Surface water flood risk is considered very low risk. So overall, a mostly low risk of flooding from rivers, but the two areas mentioned above. Surface water risk can increase due to the nature of the proposed works.			insignificant/low adverse		
Social	Commuting and Other users	Value of journey time changes (£)			Slight Beneficial	Neutral	
		Net journey time changes (£)					
		0 to 2min	2 to 5min	> 5min			
		Reliability impact on Commuting and Other users	Providing dedicated bus infrastructure and bus lanes is likely to reduce the likelihood of incidences where buses are delayed in congestion or incidents from general highway traffic. Therefore, improving reliability for buses along the whole corridor in the outbound and inbound directions.				
		Physical activity	Improvements to the cycling infrastructure along the A4 Portway in the form of a share-use path is likely to encourage people to cycle more. This has been monetised within the economic appraisal through health and absenteeism benefits. Furthermore, improved crossing facilities may also attract more people to walk along the A4 Portway, whilst this has not been monetised.				
		Journey quality	For the A4 Portway Scheme, there is likely to be improved public information and wayfinding and consequently the improved perception of safety for pedestrians and cyclists. There is also likely to be reduced traveller stress through more reliable and faster journey times by bus.				
		Accidents	Transport interventions may alter the risk of individuals being killed or injured as a result of accidents. This scheme has localised improvements to junctions, which include upgrading crossing facilities along the A4 Portway, this is likely to reduce accidents with pedestrians. Furthermore, upgrading the cycle and pedestrian shared-use facilities along the A4 Portway will provide further segregation from traffic reducing accidents between motor vehicles, pedestrians and cyclists. Furthermore, by providing a scheme aimed at mode shift away from cars this scheme is also likely to reduce accidents between vehicles (this has been monetised).				
		Security	Improved active travel facilities along the A4 Portway are more likely to attract new users cycling and walking, this will help improve informal surveillance along the A4 Portway Corridor. The improved pedestrian and cyclist environment, along with upgraded bus stops is also likely to improve the perception of personal security along with improvements to lighting and signage.				
		Access to services	The scheme is likely to improve accessibility for those who travel by public transport as it will improve journey times and reliability for public transport users. Furthermore, there may be the option for further services to be added as a result of the increased demand on current bus services because the scheme. This is likely to improve accessibility for those travelling by bus along the A4 Portway Corridor.				
		Affordability	Personal affordability is unlikely to be significantly impacted by this scheme.				Neutral
	Severance	Whilst the scheme encourages the use of public transport and active travel, which is likely to reduce car trips, this is unlikely to have a significant impact on severance. The scheme involves upgrading and new crossing facilities for pedestrians which may help pedestrians travel across between each side of the A4 Portway.			Slight Beneficial	Slight Beneficial	
	Option and non-use values	TAG A4.1 indicates that Option and non-use values should be assessed if the scheme being appraised includes measures that will substantially change the availability of transport services within the study area, therefore, this is not assessed as part of this scheme.			N/A		
Public Accounts	Cost to Broad Transport Budget	Cost to the broad transport budget is composed of investment costs alongside maintenance savings.				5.25	
	Indirect Tax Revenues	An increase in indirect tax revenue will have a negative impact on the public accounts.				-0.94	