

Distributional Impact Appraisal Screening Proforma

<p>Scheme description: The proposed key scheme elements include: •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.</p>

Indicator	(a) Appraisal output criteria	(b) Potential impact (yes / no, positive/negative if known)	(c) Qualitative Comments	(d) Proceed to Step 2
User benefits	The TUBA user benefit analysis software or an equivalent process has been used in the appraisal; and/or the value of user benefits Transport Economic Efficiency (TEE) table is non-zero.	Yes - Positive and Negative	There are positive travel time impacts for those currently travelling by bus along the A4 Portway. This may have positive impacts for those in the more deprived areas surrounding Shirehampton and Stoke Bishop areas, especially those without access to a car. However, there are some travel time disbenefits to car traffic which might also impact those travelling along the A4 Portway, however, these benefits cannot be spatially disaggregated.	Qualitative
Noise	Any change in alignment of transport corridor or any links with significant changes (>25% or <-20%) in vehicle flow, speed or %HDV content. Also note comment in TAG Unit A3.	No	This scheme is unlikely to have any significant change in vehicle flow, speed or HGV content or changes in the alignment of the corridor, therefore, this is screened out.	No
Air quality	any links with significant changes in vehicle flow, speed or %HDV content: <ul style="list-style-type: none"> • Change in 24 hour AADT of 1000 vehicles or more • Change in 24 hour AADT of HDV of 200 HDV vehicles or more • Change in daily average speed of 10kph or more • Change in peak hour speed of 20kph or more • Change in road alignment of 5m or more 	No	This scheme is unlikely to have any significant change in vehicle flow, speed or HGV content or changes in the alignment of the corridor, therefore, this is screened out.	No
Accidents	Any change in alignment of transport corridor (or road layout) that may have positive or negative safety impacts, or any links with significant changes in vehicle flow, speed, %HGV content or any significant change (>10%) in the number of pedestrians, cyclists or motorcyclists using road network.	Yes, Positive	Due to the provision of better and safer cycling and walking infrastructure there are likely to be a reduction in accidents with vulnerable cyclist and pedestrian casualties. Whilst the better infrastructure will attract more pedestrian and cyclists to the casualties it is likely the safer environment will reduce casualties.	Qualitative
Security	Any change in public transport waiting/interchange facilities including pedestrian access expected to affect user perceptions of personal security.	Yes, Positive	There are some small changes to public transport waiting facilities as a result of the scheme which may positively impact public transport users. There are also likely to be some impacts to the perception of security for pedestrians and cyclists, as mentioned in the social impacts section.	Qualitative
Severance	Introduction or removal of barriers to pedestrian movement, either through changes to road crossing provision, or through introduction of new public transport or road corridors. Any areas with significant changes (>10%) in vehicle flow, speed, %HGV content.	Yes, Positive	There is the upgrading of crossings in this scheme which will also include the addition of tactile paving and other enhancement to help those with disabilities. This will also help those	Qualitative
Accessibility	Changes in routings or timings of current public transport services, any changes to public transport provision, including routing, frequencies, waiting facilities (bus stops / rail stations) and rolling stock, or any indirect impacts on accessibility to services (e.g. demolition & re-location of a school).	Yes, Positive	There are positive impacts to accessibility, including journey time improvements through bus priority measures, this will have a positive impact for those without access to a car, especially those living around Shirehampton and Stoke Bishop.	Qualitative
Affordability	In cases where the following charges would occur; Parking charges (including where changes in the allocation of free or reduced fee spaces may occur); Car fuel and non-fuel operating costs (where, for example, rerouting or changes in journey speeds and congestion occur resulting in changes in costs); Road user charges (including discounts and exemptions for different groups of travellers); Public transport fare changes (where, for example premium fares are set on new or existing modes or where multi-modal discounted travel tickets become available due to new ticketing technologies); or Public transport concession availability (where, for example concession arrangements vary as a result of a move in service provision from bus to light rail or heavy rail, where such concession entitlement is not maintained by the local authority(1)).	No	There are unlikely to be any changes to ticket prices or significant changes to fuel and non-fuel operating costs as a result of this scheme, therefore, this has been screened out.	No