

Appraisal Summary Table		Date produced:	10	11	2014	Contact:			
Name of scheme:		A332 Route Enhancement scheme				Name	Praveen Sridharan		
Description of scheme:		The proposed A332 Route Enhancement scheme includes a programme of junction improvements, road widening and other works along the strategic A332 with the aim of improving conditions for general traffic as well as buses along this strategic route, making journeys quicker and more reliable. The design improvements also include public realm enhancements linked with 'Heart of Slough' regeneration				Organisation	Atkins		
						Role	Consultant		
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(£)			£4.29m	Moderate Beneficial	4,570,188		
		Net journey time changes (£)							
		0 to 2min	2 to 5min	> 5min					
		3,753,000	-	7,000	546,000				
	Reliability impact on Business users	Journey time reliability will be improved for highway users and particularly for those accessing the town centre.			N/A	Moderate Beneficial	575,733		
	Regeneration	Reduced congestion on the A332 will complement the Heart of Slough town centre regeneration scheme. If Slough is to compete with other regional centres then the increase in traffic and congestion on this route needs to be reversed, in order to attract investment and allow local residents an easy route to work in neighbouring boroughs, and vice versa.			N/A	Slight Beneficial	N/A		
	Wider Impacts	The scheme is of importance in a strategic economic context and will create jobs, not just through the construction of the scheme, but also as it will encourage the anticipated economic and housing growth planned for Slough in the next six years (the period of the TVB Strategic Economic Plan) and beyond.			N/A	Slight Beneficial	N/A		
Environmental	Noise	The scoping assessment indicates that the impacts arising from changes in road traffic noise on the local road traffic network are not expected to exceed DMRB threshold criteria. Road traffic noise impacts on the local road network may therefore be scoped out from further assessment.			N/A	Neutral	N/A		
	Air Quality	The expected changes in traffic due to the proposed scheme and the location of air quality sensitive receptors relative to road widening, local air quality can be scoped out of the assessment as the proposed scheme is not expected to affect air quality			N/A	Neutral	N/A		
	Greenhouse gases	Reduced congestion and delay will result in lower fuel consumption and thus lower emission of CO2.			Change in non-traded carbon over 60y (CO2e)	-2794t	Slight Beneficial	133,000	
					Change in traded carbon over 60y (CO2e)	-2t			
		Landscape	As the scheme is entirely located within an urban townscape, all landscape issues are considered in the Townscape aspect. The landscape aspect has been scoped out of further assessment.			N/A	Neutral	N/A	
		Townscape	Changes to section 1 Herschel Street to Albert Street and section 3 Arborfield Close to Ragstone Road would have negligible impact on local townscape character. In section 3 the sense of space that is created by the setting of the built forms together with structural planting will overcome the negative impact of encroachment of the carriageway and footway. Section 2 Albert Street to Arborfield Close proposed alterations will encompass the loss of front gardens along the eastern side of the A332 leading to a reduction in human scale elements albeit ones of a degraded condition will create slight adverse impact on local townscape character.			N/A	Slight Adverse	N/A	
		Historic Environment	The potential for affecting the historic environment is low and the historic environment should therefore be scoped out for further assessment.			N/A	Neutral	N/A	
		Biodiversity	The majority of the scheme is on existing hard standing areas devoid of any vegetation or biodiversity value. However, the proposals to relocate or remove three trees from the A332 would have an effect on biodiversity as this would remove habitat for nesting birds or bats. The removal of roadside verges and flowerbeds would have a small, localised impact on biodiversity.			N/A	Slight Adverse	N/A	
	Water Environment	The scheme is located in an area designated by the Environment Agency as at very low risk from flooding. By extending hard surface area of the carriageway, increased volumes of water are collected that can exacerbate flooding and should be considered in detailed design.			N/A	Slight Adverse	N/A		
Social	Commuting and Other users	Value of journey time changes(£)			£7.59m	Moderate Beneficial	7,588,842		
		Net journey time changes (£)							
		0 to 2min	2 to 5min	> 5min					
		5,988,000	-	3,000	951,000				
		Reliability impact on Commuting and Other users	Journey time reliability will be improved for highway users including bus services....			N/A	Moderate Beneficial	1,622,269	
		Physical activity	Scoped out as not relevant to the nature of the scheme			N/A	Neutral	N/A	
		Journey quality	Scoped out as not relevant to the nature of the scheme			N/A	Neutral	N/A	
		Accidents	Improved network performance leads to increased flow. Without targeted safety improvements the result is a marginal increase in accident numbers.			A forecast increase of 99 damage only accidents, 19 slight injuries, 1 serious injury and 0 fatalities over 60 years.	Slight Adverse	-484,740	
		Security	Scoped out as not relevant to the nature of the scheme			N/A	Neutral	N/A	
		Access to services	Scoped out as not relevant to the nature of the scheme			N/A	Neutral	N/A	
	Affordability	Car users will benefit from modest savings in vehicle operating costs through reduced congestion and journey times.			N/A	Neutral	N/A		
	Severance	Increased traffic flow on local roads where there are concentrations of vulnerable groups (older people, under 16s and no car households) has the potential to impact on these groups' ability to access attractors such as primary schools and the town centre. Although some footway widths will be reduced, a minimum of 3m will be retained in areas of heavy footfall and 2.5m elsewhere. Controlled pedestrian facilities (toucan crossings) will be provided at the junction of Windsor Road and Herschel Street.			N/A	Neutral	N/A		
	Option and non-use values	Scoped out as not relevant to the nature of the scheme			N/A	Neutral	N/A		
Public Account	Cost to Broad Transport Budget	Implementation cost and ongoing maintenance will be partially offset by a contribution from developers			N/A	Moderate Adverse	5,513,028		
	Indirect Tax Revenues	Reduced congestion will lead to lower fuel consumption. The high rate of tax on fuel means that this will lead to a drop in tax revenues.			N/A	Slight Adverse	335,000		