Appraisal Summary Table

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Name of scheme:	Slough Mass Rapid Transit
Description of scheme:	Widening of carriageways and utilisation of existing service roads to enable bus priority routes along the A4 through central Slough. Enhancement of signalised junctions, primarily through the introdcution of MOVA signal optimisation.

Impacts		Summary of key impacts	Assessment			
			Quantitative	Qualitative	Monetary £000s(NPV)	Distributional 7-pt scale/ vulnerable grp
Economy	Business users & transport providers	Business users will benefit most from the improvments to performance for highway users. Both journey time and vehicle operating costs will be reduced for business travelers and freight users. Some benefits will also be generated for business trips using bus.	**Value of journey time changes(£000s)** 10,956 **Net journey time changes (£000s)** 0 to 2min: 8,650 / 2 to 5min: 1,027 / > 5min: 1,279	Large Beneficial	11,878	
	Reliability impact on Business users	Journey time reliability will be improved for bus users and particularly for those accessing the trading estate. These movements however are more relevant to commuters.	A 19% reduction in journey time variability will be achieved for bus movements between Slough trading estate and the station	Slight Beneficial	215	
	Regeneration	Reduced congestion on the A4 corridor will help to consolidate Slough as a commercial centre, complementing 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.		Slight Beneficial		
	Wider Impacts	The scheme is of significant 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		Slight Beneficial		
Environmental	Noise	Distributional analysis has considered the likely population affected and, due to the small change in flows and affected links, it is considered that these areas suffer no benefits or disbenefits as a result of the scheme. The overall noise and air impacts assessment has therefore been appraised as neutral.		Neutral		
	Air Quality	Given the expected changes in traffic due to the Scheme and the location of air quality sensitive receptors relative to road widening, local air quality can be scoped out of the next stage of assessment as the proposed SMaRT scheme is not expected to affect air quality.		Neutral		
	Greenhouse gases	Greenhouse gas emissions will be reduced due to congestion relief achieved mainly through MOVA signalisation. Improvments to bus performance will also help reduce emissions on a smaller scale	Change in non-traded carbon over 60y (CO2e) -8,851 Change in traded carbon over 60y (CO2e) -19	Slight Beneficial	419	
	Landscape	As the Slough MRT 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.		Neutral		
	Townscape	As the proposals at this stage mainly consist of amendments within the footprint of the existing road/service road, a proportionate study area is localised at close range to the site. Therefore, Townscape is to be scoped in for further assessment.		Neutral		
	Historic Environment	The potential for affecting the historic environment is low and the historic environment should therefore be scoped out for further assessment.		Neutral		
	Biodiversity	The majority of the scheme is on existing hard standing areas devoid of any vegetation or biodiversity value. However, the proposals to remove trees along the 'chestnut avenue' would have an effect on biodiversity as this would remove habitat for nesting birds or bats. The removal of roadside verges would have a small, localised impact on biodiversity.		Slight/Moderate Adverse		
	Water Environment	4.43. The majority of the scheme is not located in an area designated by the Environment Agency as at risk from flooding. Where there is a risk, this is classed as a very low risk. By extending hard surface area of the carriageway, increased volumes of water are collected that can exacerbate flooding and should be conisdered in detailed design.		Neutral/ Slight Adverse		
Social	Commuting and Other users	Non-business users experience the greatest time benefit amongst bus passengers. Both users of PSVs and those currently using shuttle buses will receive time savings as a result of the scheme. Operating costs for	**Value of journey time changes(£)** 50,452 **Net journey time changes (£)** 0 to 2min: 22,932 / 2 to 5min: 13,950 / > 5min: 13,570	Large Beneficial	55,307	
	Reliability impact on Commuting and Other users	Journey time reliability will be improved for bus users and particularly for those accessing the trading estate. This improvement to reliability will result in a more attractive service with greater potential for interchange with other buses and with the rail network.	A 19% reduction in journey time variability will be achieved for bus movements between Slough trading estate and the station	Slight Beneficial	599	
	Physical activity	The improved bus service will lead to a slight increase in use of public transport and hence increased walking as part of these journeys. However, with the improvement to highway performance the level of mode shifting will be negligible		Neutral		
	Journey quality			Neutral		
	Accidents	Reduced congestion and smoother traffic flows will result in a reduction to accident numbers		Moderate	7,574	
	Security	The Scheme does not propose any new high quality facilities such as CCTV, real time passenger information, or high standard of lighting. Reduced interchange times and improved reliability will result in some small security benefits.		Neutral		
	Access to services	The scheme demonstrates an improved bus service frequency and thus was appraised as slight beneficial.		Slight Beneficial		
	Affordability	There will be no impact on user charges for public transport services while car users will benefit from modest savings in vehicle operating costs.		Slight Beneficial		
	Severance	The assessment has appraised the impact on severance as neutral to the vulnerable groups within the scheme area given the likely population affected and the small change in flows on the relevant links.		Neutral		
	Option and non-use values			Neutral		
Public Accounts	Cost to Broad Transport Budget			Large Adverse	9,950	
	Indirect Tax Revenues	Reduced operating cost for car users results in lower payments of fuel duty and VAT. Changes to demand for public transport are limited and so have little impact on indirect taxation.		Moderate Adverse	1,175	