

Appraisal Summary Table: A45/A46 Tollbar End Improvement (v26) 03.03.09

<b>Option:</b> A45/A46 Tollbar End Improvement, (Option 3A)		<b>Description:</b> Widening of A45 from dual two-lane to dual three-lane; increase size of Tollbar End roundabout & provide dual two-lane underpass.	<b>Problems:</b> Peak period congestion and accident frequency predicted to increase.	<b>PVC to Public Accounts:</b> £100.4m
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE ASSESSMENT	ASSESSMENT
ENVIRONMENT	Noise	Overall, there would be 193 fewer people annoyed as a result of the Scheme. The Scheme will move traffic flows away from a large proportion of properties at Tollbar End roundabout. Increases in traffic flows on other roads would result in noise increases at some properties.	Estimated Population Annoyed Do-Minimum = 1288 Estimated Population Annoyed Do-Something = 1095	Change in Population annoyed (Yr 15) = -193 PVB (Residential) = £6,427,737.49
	Local Air Quality	There are no AQMAs currently declared across the Scheme. There are no predicted exceedances of the EU Limit Values in the Do Minimum and Do Something. Overall the Scheme will increase NOx emissions and PM <sub>10</sub> emissions by 4.4 tonnes per year and 0.09 tonnes per year respectively.	Number of properties with improvement in PM <sub>10</sub> / NO <sub>2</sub> levels : 660 Number of properties with deterioration in PM <sub>10</sub> / NO <sub>2</sub> levels : 32 PM <sub>10</sub> / NO <sub>2</sub> levels No Change: 0	PM <sub>10</sub> -271.38 NO <sub>2</sub> -485.29
	Greenhouse Gases	Journey time savings and increased vehicle speeds will result from the improved network. This will result in increased fuel consumption which will increase carbon emissions.	There will be a net increase of 359 Tonnes of carbon emitted in total over the 60 year period	Net present value= -£0.011m
	Landscape	Adjacent rural landscape is predominantly good quality. Adverse impacts from the clearance of vegetation adjacent to the A45/A46 will be mitigated by appropriate planting schemes.	Not applicable	Neutral
	Townscape	The adjacent townscape is ordinary which will be maintained by the aesthetic design of the structures and the landscaping, despite the increased scale of the Scheme improvements.	Not applicable	Neutral
	Heritage of Historic Resources	Historic landscapes are unaffected, listed buildings slightly impacted. A boundary post (low value, locally listed) will be relocated. Low potential for unrecorded remains to be present.	Not applicable	Slight Adverse
	Biodiversity	No impacts on statutory nature conservation sites. Slight adverse impact on one local ecosite, and slight adverse impact on woodland, hedgerows and scrub. Slight beneficial effect on amphibians, and slight beneficial effect on watercourses (including two ecosites) and semi-improved grassland. All other habitat and species impacts would be neutral or insignificant, hence the overall balance is a neutral impact.	Not applicable	Neutral
	Water Environment	Provision of new storm water attenuation and treatment facilities will confer a benefit for future water quality & flood protection over the existing absence of such facilities.	Not applicable	Slight Beneficial
	Physical Fitness	The closure of Footpath 443 (low usage and unsafe associated road crossing) will lead to slightly longer journey distances and times. Small changes to the arrangements at Tollbar End roundabout, and along A45 Stonebridge Highway. No change to number of journeys of 30 minutes	Slight increase journey times for pedestrians and cyclists will result.	Neutral
Journey Ambience	Travellers will benefit from better road design and signage and reduced frustration and accident potential arising from congestion. Improvements in the design of the roads and Tollbar End roundabout and associated landscaping will enhance the immediate environment.	85,000 travellers per day will benefit from Scheme.	Large Beneficial	
SAFETY	Accidents	The improvements will have a beneficial impact overall as a result of improved junctions and better signage.	Wide area savings in No. accidents: 401. Wider area savings in casualties: fatal=2, serious=23, slight=486. Wide area accidents PVB= £10,843m. Increase No. accidents during maintenance/construction PVB=-£0.686m.	PVB £m CG = £10.157m
	Security	Not applicable	Not applicable	Neutral
ECONOMY	Public Accounts	Scheme will require significant public capital expenditure.	Central Gov't Capital PVC: (discounted) = £99.059m Central Govt lost tax revenue during operation PVC = -£0.078m Central Govt lost tax revenue from maintenance/construction PVC= +£1.431m Local Gov PVC = N/A	PVC = £100.412m
	TEE: Business Users & Transport Providers	Users will gain journey time and vehicle operating cost benefits, through removal of delays at Tollbar End roundabout. Freight operators will also benefit.	Business users PVB=£129.912m. Business users delay from m/c= -£6.994m	PVB = £122.918m
	TEE: Consumers	Consumers will benefit from reduced journey times and costs though removal of delays at both Stivichall Junction and Tollbar End roundabout.	Consumer users PVB=£123,880m. Consumer users delay from m/c=-£4.599m	PVB = £119.281m
	Reliability	Reduced conflict for through movements at Tollbar End and improved capacity at the 2 main junctions will improve speed/ flow characteristics and journey times.	No quantitative assessment of reliability benefits has been undertaken	Not applicable
	WEI	Should be a small improvement in job accessibility. Potential employment opportunities may arise for regeneration area residents in Coventry Airport environs but debatable whether the Scheme will unleash accessibility opportunities. Plans that have been (or would be) blocked by HA on the grounds of safety or insufficient capacity without the Scheme may be permitted, so increasing employment opportunities.	No quantitative assessment of reliability benefits has been undertaken	Neutral
ACCESSIBILITY	Option values	Not Applicable	Not applicable	Neutral
	Severance	No severance issues result from Scheme. Alternative accesses are provided in all cases.	Not applicable	Neutral
	Access to the T.S.	Not Applicable	Not applicable	Neutral
INTEGRATION	Transport Interchange	There is no provision for passenger interchanges with the Scheme	Not applicable	Neutral
	Transport & Land-Use Policy	Support for the Scheme is reflected in the relevant Adopted or Revised Deposit Local Plans whilst it also complies with the wider policy intentions at Regional and National levels.	Not applicable	Beneficial
	Other Government Policies	Strategic Transport and Economic improvements policies are supported. Policies relating to climate change and emissions would not be supported due to insignificant increase in carbon emissions.	Not applicable	Adverse

