Appraisal Summary Table

Date produced:	21	7	2017

Contact:	
Name	
Organisation	Southend-on-Sea Borough Council
Role	Promoter/Official

Name of scheme:	S-CATS Phase 2 London Road
Description of scheme:	Improvements to public realm on London Road between Queensway roundabout and College Way, comprising footway replacement, wide raised crossings, new central reserve with tree planting, footway and segregated cycle lanes, and new LED lighting. Seating and cycle parking will also be provided along London Rd. London Rd / College Way mini-roundabout to be removed. New footway and planting on College Way / Queens Rd, and new footway on Elmer Avenue.

Impacts		Summary of key impacts	Assessment: Quantitative	Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
Economy	Business users & transport providers	No impact on business vehicle journey times or business vehicle operating costs expected as traffic capacity on London Rd and access to all business premises is to be maintained.	Value of journey time changes(£): 0 Net journey time changes (£): 0 to 2min: -; 2 to 5min: -; > 5min: -	N/A	0	Not assessed
	Reliability impact on Business users	No impact expected.	-	N/A	0	
	Regeneration	S-CATS Phase 2 represents the next step in supporting the continued growth and regeneration of the Southend Central Area, by improving the public realm and streetscape on the key western approach for pedestrians and cyclists into the town centre. The improvements are expected to work towards creating the right conditions for employment growth in Southend.	-	Beneficial	N/A	
	Wider Impacts	Phase 2 is a necessary precursor to Phase 3 which is expected to lead to wider economic impacts. Wider impacts for Phase 2 not assessed separately.	-	-	-	
Environmental	Noise	Slight reduction in vehicle trips due to mode shift to walking and cycling will lead to slight beneficial noise impacts. Monetary value estimated using WebTAG Marginal External Costs method.	-	Slight Beneficial	1,092	Not assessed
	Air Quality	Slight reduction in vehicle trips due to mode shift to walking and cycling will lead to slight beneficial impacts on local air quality.	-	Slight Beneficial	-	Not assessed
	Greenhouse gases	Slight reduction in greenhouse gas emissions expected due to mode shift to walking and cycling. Monetary value estimated using WebTAG Marginal External Costs method.	Change in non-traded carbon over 60y (CO2e): - Change in traded carbon over 60y (CO2e): -	Slight Beneficial	3,650	
	Landscape	No impact expected.	-	Neutral	-	
	Townscape	Scheme will enable sense of place to be restored to London Rd, through well-designed environmental design measures including tree planting to soften the urban environment.	-	Slight Beneficial	-	
	Historic Environment	No impacts expected on any known or potential historic environmental assets.	-	Neutral	-	
	Biodiversity	No impacts expected on biodiversity or geological interests.	-	Neutral	-	
	Water Environment	Reduced surface water discharge expected as SUDS to be implemented as part of the new walking / cycling central reserve on London Rd.	-	Slight Beneficial	-	
Social	Commuting and Other users	Slight beneficial impact on congestion as a result of mode shift from private car to walking / cycling for commuting and other non-business journeys. Will lead to slight reduction in journey times and vehicle operating costs. Monetary value estimated using WebTAG Marginal External Costs method.	Value of journey time changes(£): - Net journey time changes (£): 0 to 2min: -; 2 to 5min: -; > 5min: -	N/A	102,277	Not assessed
	Reliability impact on Commuting and Other users	Impact not assessed.	-	N/A	-	
	Physical activity	Increased levels of physical activity resulting from an increase in walking and cycling trips into central Southend. Key scheme components expected to encourage increased cycling are the segregated on-road cycle lanes and additional cycle parking. General public realm improvements expected to encourage increase in walking trips. Quantitative and monetised impact estimated using TAG Units A4-1 and A5-1.	Increase in cycling trips per day: 39 (21 individuals) Increase in walking trips per day: 257 (135 individuals)	Moderate Beneficial	4,778,688	
	Journey quality	Improved journey quality for pedestrians and cyclists, resulting from new on-road segregated cycle lanes, additional cycle parking, upgraded street lighting, reduced kerb level, renewed pavement, seating, directional signage, and tree planting. Monetary benefit estimated using TAG Units A4-1 and A5-1.	Benefits to approx. 150 cycle trips per day and 8,100 walking trips per day.	Moderate Beneficial	3,546,530	
	Accidents	Slight beneficial impact on accidents as a result of reduced car trips on the highway network. Monetary value estimated using WebTAG Marginal External Costs method.	-	Slight Beneficial	16,748	Not assessed
	Security	Improved personal security expected due to upgraded street lighting.	Benefits to approx. 150 cycle trips per day and 5,200 walking trips on London Road.	Sight Beneficial	N/A	Not assessed
	Access to services	Impact not specifically assessed, although no impact expected.	-	Neutral	N/A	Not assessed
	Affordability	No impact on personal affordability expected.	-	Neutral	N/A	Not assessed
	Severance	Reduced severance on London Rd as a result of carriageway narrowing, new central footway / cycle lanes and wide raised crossing areas.	Benefits to approx. 150 cycle trips per day and 5,200 walking trips on London Road.	Moderate Beneficial	N/A	Not assessed
	Option and non-use values	No change in availability of transport services.	-	Neutral	N/A	
Public Accounts	Cost to Broad Transport Budget	Includes preparatory, construction and supervision costs, and risk layer. Also includes maintenance costs over the full appraisal period. Optimism Bias at 15%. Real cost inflation on construction costs at 1% per annum for 5 years. Costs paid for through developer funding are removed from PVC and treated as a disbenefit in the PVB.	PVC: £2.08 million NPV: £6.36million (PVB: £8.44 million) BCR: 4.06	N/A	-2,076,831	
	Indirect Tax Revenues	Slight reduction in indirect tax revenues as a result of mode shift from private car to walking and cycling.	-	N/A	-10,754	

S-CATS Phase 2 London Road
Active Mode Economic Appraisal

Southend-on-Sea Borough Council

Present Value of Benefits (PVB) breakdown by benefit type

Type	PVB (£ 2010 prices discounted to 2010)	
Physical Fitness - Cycle (A)	524,977	6.2%
Physical Fitness - Walk (B)	4,210,773	49.9%
Absenteeism (C)	42,938	0.5%
Journey Quality - Cycle (D)	126,161	1.5%
Journey Quality - Walk (E)	3,420,369	40.5%
Externalities - reducing congestion (F)	113,013	1.3%
Developer Costs	0	
	8,438,232	
Present Value of Costs (PVC)	2,076,813	
Benefit to Cost Ratio (BCR)	**4.06**