

Appraisal Summary Table			Date produced: 28 June 2017			Contact:		
Name of scheme:		M5 Junction 25 Walking and Cycling Improvement				Name	Sunita Mills	
Description of scheme:		The scheme is to provide a sustainable link connecting the Strategic Employment Site (Nexus25) with the build up area of Taunton at M5 Junction 25. This link replaces the existing sub-standard walk/cycle facility at M5J25. The new link, in the form of a landmark bridge spanning over the motorway, signify the gateway to Somerset. This raises the profile of Nexus25, attracts investment from high-profile tenants, unlock growth, improve productivity and transport potential.				Organisation	Somerset County Council	
						Role	Promoter/Official	
Impacts		Summary of key impacts		Assessment				
				Quantitative		Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
Economy	Business users & transport providers	The project will transfer some car based commuting/business trips to the Nexus25, from the Taunton area, to walk and cycle. This reduces vehicular impact on the local network and at M5J25. Business and transport provider will find some reduction in journey time.		Value of journey time changes(£)		Slightly Beneficial	N/A	Slight Beneficial
			Net journey time changes (£)					
			0 to 2min	2 to 5min	> 5min			
			N/A	N/A	N/A			
	Reliability impact on Business users	The project will transfer some car based commuting trips to walk and cycle, reducing vehicular impact on the local network and at M5J25. Car based trip will find a small improvement on reliability of journey time. For walk and cycle trips, the project provides a direct, car free route to Nexus25; which improves the journey reliability.		No quantitative assessment undertaken.		Slightly Beneficial	N/A	
	Regeneration	The sustainable link forms part of the transport infrastructure provision to support economy growth in the Taunton area. Regeneration in Taunton would benefit from more sustainable travel options		No quantitative assessment undertaken.		Slightly Beneficial	N/A	
	Wider Impacts	The project raises the profile of Nexus25 and the potential to attract high-profile investment and business to Taunton. The link reduces barriers to investment and provide quality transport link for labour pool. This leads to benefiting the economy of the wider area of Somerset.		No quantitative assessment undertaken.		Slightly Beneficial	N/A	
Environmental	Noise	The sustainable link leads to increase in walking and cycling, which will have a slight beneficial impact on noise levels due to the reduction in the number of cars on the highway network during the peak commuting periods (528 car kms saved when Nexus25 is fully built).		Noise forms part of the Calculation of Marginal Cost Appraisal.		Slightly Beneficial	£3,828	Slight Beneficial
	Air Quality	The project leads to increase in walking and cycling, especially when commuting to Nexus25, which will have a marginal impact on air quality due to the reduction in the number of cars on the highway network during the peak commuting periods (528 car kms saved when Nexus25 is fully built).		Local air quality forms part of the Calculation of Marginal Cost Appraisal.		Neutral	£0	Neutral
	Greenhouse gases	The project leads to increase in walking and cycling, which will have a marginal impact on greenhouse gas emission due to the reduction in the number of cars on the highway network during the peak commuting periods (528 car kms saved when Nexus25 is fully built).		Change in non-traded carbon over 60y (CO2e)	N/A	Slightly Beneficial	£10,570	
			Change in traded carbon over 60y (CO2e)	N/A				
	Landscape	The project will add a visual landmark to the surrounding landscape.		No quantitative assessment undertaken.		Neutral	N/A	
	Townscape	The project will add a visual landmark to the surrounding townscape.		No quantitative assessment undertaken.		Neutral	N/A	
	Historic Environment	The project is not in conflict with preserving the historic environment.		No quantitative assessment undertaken.		Neutral	N/A	
	Biodiversity	The project is not in conflict with preserving the biodiversity.		No quantitative assessment undertaken.		Neutral	N/A	
Water Environment	This scheme is adjacent to various drainage channels adjacent to M5. No assessment has been undertaken this time. However, it is expected suitable mitigation will be provided.		No quantitative assessment undertaken.		Neutral	N/A		
Social	Commuting and Other users	Pedestrian and cyclist, within the Taunton catchment area, switching mode using the sustainable link for the commute to Nexus25 will generally find their journey no slower than driving. Commuters will see a saving in time and distance over driving.  Recreational users will find the sustainable link forms part of a wider cycling network and connecting to rural areas; providing a better opportunity to explore the wider Somerset area.		Value of journey time changes(£) £799,726		Beneficial	£799,726	Beneficial
			Net journey time changes (£)					
			0 to 2min	2 to 5min	> 5min			
			£184,552	£246,070	£369,104			
	Reliability impact on Commuting and Other users	Pedestrian and cyclist switching mode to use the sustainable link for the commute and undertake business related trips to Nexus25 will find improvement on journey reliability. Recreational users will also see improvement on reliability as the sustainable link is bypassing the substandard route crossing M5J25.		Reliability forms part of the Marginal Cost appraisal under the heading of Decongestion.		Beneficial	£194,564	
	Physical activity	The project will increase the level of cycling and walking as part of the commute to Nexus25. This forms part of the Active Mode Appraisal. An increase amount of physical activity will improve health.		Part of the Active Mode Appraisal		Highly Beneficial	£22,869,268	
	Journey quality	Journey Quality forms part of the Active Mode Appraisal (see Physical Activity above).		Part of the Active Mode Appraisal		See Physical Activity	Included in Physical Activity	
	Accidents	The project will transfer some car based travel to the Nexus25, from the Taunton area, to walk and cycle. This reduces conflicts on local network and at M5J25. There will be some reduction in incidents in general. Also, the project routes away from M5J25 will reduce incidents involving pedestrian and cyclists currently crossing at the motorway junction.		Accident forms part of the Marginal External Cost appraisal.		Slightly Beneficial	£56,178	Slight Beneficial
	Security	Security forms part of the Active Mode Appraisal (see Physical Activity above) under Journey Quality.		Part of the Active Mode Appraisal		See Physical Activity	Included in Physical Activity	Slight Beneficial
	Access to services	The project will provide new connections between with Nexus25 and the existing services already established within Blackbrook Business Park and Taunton town.		No quantitative assessment undertaken.		Slightly Beneficial	N/A	Slight Beneficial
Affordability	The project is likely to have a neutral effect on affordability. There will be minimal impacts to vehicle operating costs due to minor rerouting and fuel efficiency savings, although this not expected to represent a step-change.		No quantitative assessment undertaken.		Neutral	N/A	Neutral	
Severance	The project will improve severance, either sides of the motorway. Nexus25 and Blackbrook Business Park will be connected with high quality car free route.		No quantitative assessment undertaken.		Slightly Beneficial	N/A	Slight Beneficial	
Option and non-use values	The project is likely to have a neutral effect on option and non-use values.		No quantitative assessment undertaken.		Neutral	N/A		
Public Accounts	Cost to Broad Transport Budget	There is a capital cost. Maintenance and operating costs of the sustainable link with Nexus25 will from part of the budget of SCC. Structural maintenance is likely to be the responsibility of Highways England; however, SCC may be contributing towards the costs.		Total PVC £15,576,689		Adverse	-£15,576,689	
	Indirect Tax Revenues	A net negative impact on indirect tax revenues due to commuters switching mode to walking and cycling, which reduces car kilometres. Indirect Tax Revenues is within part of the Marginal External Cost appraisal.		Indirect Tax Revenues form part of the Marginal External Cost appraisal.		Slightly Adverse	-£36,962	