

Appraisal Summary Table		Date produced:	28 June 2017			Contact:			
Name of scheme:		Somerset Traffic Signal Efficiency Package				Name	Sunita Mills		
Description of scheme:		The project is to upgrade 11 sites across the County located on corridors linking growth locations to established areas of economic activity. This project will bring traffic signalling, detection and communication equipment to a modern standard; provide an efficient and intelligent system, minimise travel delay and improve journey quality for all road users.				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 deliver new technology and equipment, improve the efficiency and reliability at key locations in the County and facilitate economic growth. Business and transport provider will benefit from improve journey time, quality, and reduce delay at the junctions.		Value of journey time changes(£) N/A		Beneficial	Value of impact has been included alongside Commuter and Other		
			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 deliver improvements in reliability for Business Users. Modern installations are capable to adapt, react to changing demand, minimising delays for all road users.		No quantitative assessment undertaken.		Beneficial	N/A		
	Regeneration	The project will support regeneration of the towns as part of the Local Plan policy. Modern installations will bring improvements to accessibility and connectivity for all road users. The project will have some secondary benefit to regeneration.		No quantitative assessment undertaken.		Beneficial	N/A		
	Wider Impacts	The project ensures the key corridors close to the locations of planned housing and employment growth have good access and movements for all road users. This compliment the competitiveness of Somerset and enable growth to take place in the wider area.		No quantitative assessment undertaken.		Beneficial	N/A		
Environmental	Noise	The project will bring improvements to noise levels. Efficient traffic signals will minimise delay of vehicles; allows progression to take place at a more constant speed. This reduces the number of "start-stops" and reduces vehicular noise.		No quantitative assessment undertaken.		Slight Beneficial	N/A		
	Air Quality	The project will bring improvements to air quality. Efficient traffic signals will minimise delay of vehicles; allows progression to take place at more constant speed. This reduces the number of "start-stops" and reduces vehicular emissions. The improved Yeovil sites should contribute towards managing the AQMA identified.		No quantitative assessment undertaken.		Slight Beneficial	N/A		
	Greenhouse gases	The project should improve fuel efficiency, which has small benefit in improving the level of greenhouse gas emission.		Change in non-traded carbon over 60y (CO2e) N/A		Slight Beneficial	N/A		
			Change in traded carbon over 60y (CO2e) N/A						
		Landscape	The project is delivering works within build up areas; it is unlikely to affect the landscape.		No quantitative assessment undertaken.		Neutral	N/A	
		Townscape	The project is delivering works in build up areas; there maybe opportunities to de-clutter and improve townscape.		No quantitative assessment undertaken.		Neutral	N/A	
		Historic Environment	The project is delivering works in build up areas; it is unlikely that the scale of works will affect historic environment.		No quantitative assessment undertaken.		Neutral	N/A	
		Biodiversity	The scale of works is unlikely to affect existing biodiversity.		No quantitative assessment undertaken.		Neutral	N/A	
	Water Environment	The scale of works is unlikely to affect existing water environment.		No quantitative assessment undertaken.		Neutral	N/A		
Social	Commuting and Other users	The project will benefit commuting, school travel and other users. Traffic signals will be operating more efficiently, reacting to changing demand and minimising delay for all road users. This is particularly noticeable during the commuting periods.		Value of journey time changes(£) £16,915,000		Highly Beneficial	£16,915,000		
			Net journey time changes (£)						
			0 to 2min	2 to 5min	> 5min				
		Reliability impact on Commuting and Other users	The project will improve journey time reliability for all road users. Traffic signals will be operating more efficiently, reacting to changing demand and minimising delay for all road users. This is particularly noticeable during the commuting periods.		No quantitative assessment undertaken.		Beneficial	N/A	
		Physical activity	The project will improve movements for non-motorised users. However, impact on physical activities will not be significant.		No quantitative assessment undertaken.		Neutral	N/A	
		Journey quality	The project will improve journey quality of all road users. Modern installations are capable to adapt, react to changing demand, minimising delays for all road users.		No quantitative assessment undertaken.		Beneficial	N/A	
		Accidents	The project will deliver junction efficiency, improve safety and reduced conflicts. However, there is insufficient information and time to determine accident saving.		No quantitative assessment undertaken.		Neutral	N/A	
		Security	The project has no impact on security.		No quantitative assessment undertaken.		Neutral	N/A	
		Access to services	The project will deliver junction efficiency, which includes people movement. Access to services will see some improvements, although this is not expected to represent a step-		No quantitative assessment undertaken.		Slightly Beneficial	N/A	
		Affordability	The project is likely to have benefits on affordability. More efficient traffic signals should reduce vehicle operating costs due to reduce in delay and fuel efficiency savings, although this not expected to represent a step-change.		No quantitative assessment undertaken.		Slightly Beneficial	N/A	
	Severance	The project will improve access for all road users becoming more inclusive. This will reduce level of severance of isolated clusters.		No quantitative assessment undertaken.		Slightly Beneficial	N/A		
	Option and non-use values	The scheme has no impact 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 associated with delivering the project. Maintenance and operating costs for modern installations will generally be lower than the out-dated sites but the difference has not been included.		Total Scheme Cost £3,226,000 (2016 value 2016 price base) Optimism Bias £1,624,000 (year value 2016 price base) Total Project Cost £4,112,000 (2010 price base market price)		Adverse	-£3,226,000		
	Indirect Tax Revenues	A net negative impact on indirect tax revenues due to road users are experiencing less delay and using less fuel.		No quantitative assessment undertaken.		Slightly Adverse	N/A		