Appraisal Summary Table

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Contact:	
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Organisation	Wiltshire Council
Role	Promoter/Official

Name of scheme:	A350 Farmers Roundabout Improvements
Description of scheme:	Capacity and safety improvements via installation of new traffic signals at the roundabout, and linking the nearby existing traffic signals to improve operations carriageway resurfacing and street-light improvements.

Impacts		Summary of key impacts	Assessment				
			Quantitative			Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
Economy	Business users & transport providers	Business users will benefit from the improvements to performance for Farmers Roundabout. Both journey time and vehicle operating costs will be reduced for business travellers and freight users, HGV and LGVs	Value of journey time changes(£) £8.0m Net journey time changes (£) 0 to 2min: 3,469,000 / 2 to 5min: 4,528,000 / > 5min: 2,752,000			N/A	8,325,000	No evidence of significant impact on user groups. Stage 0 - scoped out of further assessment
	Reliability impact on Business users	The largest change in reliability will be in AM peak for the A350 South where there will be a significant reduction in queuing. The westbound B3107 also has significant improvement in the PM peak. However, it is expected that where there is no existing issue with queues (A370 North in AM and PM peak) the scheme will create marginal reductions in reliability.	N/A			Beneficial	N/A	
	Regeneration	Not assessed	N/A			N/A	N/A	
	Wider Impacts	Not assessed	N/A			N/A	N/A	
Environmental	Noise	Due to the scale of the scheme it is considered very unlikely that it will result in any increase in daily traffic flow and whilst the inclusion of signals may result in a change in the pattern of vehicle speed on the approach to the junction, there are no sensitive receptors within 200m of the scheme. Therefore, the noise aspect has been scoped out of further assessment.	N/A			Neutral	N/A	No evidence of significant impact on user groups. Stage 0 - scoped out of further assessment
	Air Quality	The scheme will result in reduced congestion on the roundabout and across A350 near Melksham, hence reduced stationary traffic. This will result in slightly improved air quality in the vicinity of the junction. The scheme won't result in an increase in traffic or vehicle speeds.	N/A			Slight Beneficial	N/A	No evidence of significant impact on user groups. Stage 0 - scoped out of further assessment
	Greenhouse gases	The scale of the scheme means that it is very unlikely to result in an increase in traffic flows or journey distances. However, the reduction in delay is expected to result in a reduction in carbon emissions.	Change in non-traded carbon over 60y (CO2e): N/A Change in traded carbon over 60y (CO2e): N/A			Slight Beneficial	N/A	
	Landscape	No national or local landscape designations are within 2km of any part of the scheme.	N/A			Neutral	N/A	
	Townscape	Scheme is on the edge of Melksham between the retail/light industrial fringe and the surrounding rural landscape. The traffic signals may be more perceptible than the existing highway for a greater distance, but will be widely screened by existing nearby trees.	N/A			Neutral	N/A	
	Historic Environment	Melksham Conservation Zone is 300m south-east of the Farmers roundabout.	N/A			Neutral	N/A	
	Biodiversity	There are no designated sites in the vicinity of the scheme.	N/A			Neutral	N/A	
	Water Environment	River Avon flows within 200m of the Farmers Roundabout on the east and south. There is to be no increase in the impermeable area due to the scheme at this roundabout and no alteration to the existing surface water drainage and no loss of floodplain or flood storage area.	N/A			Neutral to Slight Adverse	N/A	
Social	Commuting and Other users	Commuters will enjoy large journey time benefits and moderate reductions in vehicle operating costs as a result of reduced congestion. A large proportion of these will consist of significant journey time reductions for individual trips	Value of journey time changes(£) £12.3m Net journey time changes (£) 0 to 2min: 3,262,000 / 2 to 5min: 5,631,000 / > 5min: 3,373,000			N/A	9,727,000	No evidence of significant impact on user groups. Stage 0 - scoped out of further assessment
	Reliability impact on Commuting and Other users	The largest change in reliability will be in AM peak for the A350 South where there will be a significant reduction in queuing. The westbound B3107 also has significant improvement in the PM peak. However, it is expected that where there is no existing issue with queues (A370 North in AM and PM peak) the scheme will create marginal reductions in reliability.	N/A			Beneficial	N/A	
	Physical activity	Not assessed	N/A			N/A	N/A	
	Journey quality	Whilst traveller stress may be reduced as an impact of a reduction in delays, these impacts are likely to be diluted due to the assumed length of the journeys which would pass through this trun road network junction.	N/A			Neutral	N/A	
	Accidents	One of the objectives of the scheme is to improve the safety at the roundabout. The signals will reduce conflicts when vehicles join at the roundabout. The signalisation and buffer zones would help the traffic flow which would reduce the chances of accidents	N/A			Slight Beneficial	N/A	No evidence of significant impact on user groups. Stage 0 - scoped out of further assessment
	Security	The scheme proposes no changes which would improve or degrade security on the highway network.	N/A			Neutral	N/A	No evidence of significant impact on user groups. Stage 0 - scoped out of further assessment
	Access to services	The scheme does not propose any changes which would improve or hinder users' access to bus services through the junction.	N/A			Neutral	N/A	No evidence of significant impact on user groups. Stage 0 - scoped out of further assessment
	Affordability	One of the aims of the scheme is to reduce congestion at the junction and cause a smoother flow of traffic. The improvement in journey times for all uses will reduce vehicle operating costs.	N/A			Neutral	N/A	No evidence of significant impact on user groups. Stage 0 - scoped out of further assessment
	Severance	The scheme aims to reduce congestion at the roundabout, which is likely to increase speed and flow in general. Adding short lanes before the signal or at the roundabout may reduce the side walk and bring vehicles closer to pedestrians. This poses new hazards to the pedestrians in the area.	N/A			Neutral	N/A	No evidence of significant impact on user groups. Stage 0 - scoped out of further assessment
	Option and non-use values	The scheme does not lead to a change in the availability of transport services or transport options	N/A			Neutral	N/A	
Public Accounts	Cost to Broad Transport Budget	Design, preparation, supervision and construction costs. Operating and maintenance costs assumed to be negative, but not monetised due to uncertainty over do-minimum approach to maintaining network	2,653,000			N/A	2,653,000	
	Indirect Tax Revenues	Reduction in revenue due to greater fuel efficiency of vehicles through the junction.	-200,000			N/A	-200,000	