

**Appraisal Summary Table**

<b>Option</b> Hucknall Town Centre Improvement Scheme - Low Cost Alternative	<b>Description</b> Pedestrianisation of western end of High Street, new relief road, new bus only link road and junction modifications	<b>Problems</b> Traffic congestion, conflict between pedestrians and motorists.	<b>Present Value of Costs to Public Accounts</b> £7,445m
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OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE ASSESSMENT	ASSESSMENT
ENVIRONMENT	Noise	The removal of large volumes of traffic from the High Street shopping area will result in substantial noise reductions in the retail area. Those properties which overlook the relief new road will however experience a new source of noise pollution, as will some other roads e.g. Derbyshire Lane and Ogle Street which will experience an increase in traffic volumes as a result of displaced traffic.	251 people have been estimated to be annoyed in the DM scenario, with 283 people annoyed in the DS. A net annoyance change of 32 people in the 15th year after opening of the scheme.	£-1,197m over the 60 year appraisal period. Slight adverse
	Local Air Quality	Pollutant levels are expected to fall by 2011 despite the fact that there are more properties which experience deteriorations in pollutant levels as a consequence of the scheme.	Nitrogen Dioxide (NO2) is expected to fall by 213.8 KG and Particulate Matter (PM10) predicted to fall by 264.2 KG.	Slight Beneficial
	Greenhouse Gases	COBA has predicted that there will be an increase in Carbon emission levels in the Do Something scenario. The increases arise from the additional vehicle kilometres travelled by road users.	An extra 100 tonnes of Carbon is expected to be emitted over the 60 year appraisal period.	Slight Adverse
	Landscape	Landscape has been incorporated into Townscape sub-objective.	N/A	Neutral
	Townscape	The pedestrianisation of the western end of the High Street will have some positive effects from a townscape perspective because it allows for the safe and relatively unrestricted movement of pedestrians, unfortunately the use of low quality materials will counter balance any benefits gained. The new road will also be detrimental to the character of the surrounding townscape by severing residential streets and adding new junctions.	N/A	Slight Adverse
	Heritage of Historic Resources	The route of the new road will have a largely negative impact on the heritage of Hucknall town but this will be partially offset by the positives brought about by the pedestrianisation and environmental improvements on the western end of High Street. The two listed buildings within the study area are not directly affected.		Slight Adverse
	Biodiversity	Up to 2000 m <sup>2</sup> of broadleaved woodland and 19 scattered broadleaved trees will be permanently lost. The grey wagtail has been seen in flight within study area and the loss of woodland will affect bird nesting and foraging. Mitigation measures have been recommended by our ecological consultants and will be implemented into the scheme design so that the effect on the biodiversity sub-objective is minimised.		Neutral
	Water Environment	The engineering proposals involve the modification of Baker Lane Brook, a hydraulic model has been built with the aim of determining whether the proposals will affect the watercourse. The Environment Agency have reviewed the model and are satisfied that a new relief road will not have an adverse effect on the existing flooding situation.		Neutral
	Physical Fitness	Improvements to walking and cycling facilities should encourage more trips by these modes providing health benefits for those participating individuals. However duration is unlikely to change and consequently this sub-objective has been scored neutral.		Neutral
	Journey Ambience	The removal of local congestion, queues and delays will reduce traveller stress and frustration.		Moderate Beneficial
SAFETY	Accidents	COBA predicts that the number of accidents will increase when compared to the existing situation. The majority of the increase stems from the construction of additional junctions, High Street experiences a large fall in number of accidents as a result of pedestrianisation.	Net increase of 31 personal injury accidents over 60 year appraisal period. COBA predicts that no. of accidents on High Street will fall from 141 in DM to 37 in DS over 60 year appraisal period.	£-1.061m
	Security	Improved lighting and additional CCTV should reassure pedestrians and cyclists, especially at night.		Slight Beneficial
ECONOMY	Public Accounts	The scheme funding will be split between Central Government and Nottinghamshire County Council.		£7,445m
	Transport Economic Efficiency: Business Users & Transport Providers	Work trips using the network will benefit from a fall in journey times. The SATURN traffic model predicts significant decongestion benefits with smaller queues and less overall delay.		£47,265m
	Transport Economic Efficiency: Consumers	Recreational trips will experience significant falls in journey times and make slight savings in vehicle operating costs.		£33,592
	Reliability	Journey time reliability will improve for all private vehicles and bus operators. However some delays are anticipated during the construction phase.		Slight Beneficial
	Wider Economic Impacts	It is hoped that inward investment would be still attracted to the area despite scheme using low quality materials.	Benefits cannot be quantified so assessment scored as neutral.	Neutral
ACCESSIBILITY	Option values	No provision for a public transport scheme within the design so not applicable.		Neutral
	Severance	Severance will be reduced as a result of improved pedestrian and cycling facilities with improved crossing facilities. The pedestrianisation of High Street will allow the free movement of pedestrians without having to stop for cars but journey quality not as substantial.	6724 pedestrians would gain as a result of the pedestrianisation scheme.	Slight Beneficial
	Access to the Transport System	Scheme does not alter bus frequency.		Neutral
INTEGRATION	Transport Interchange	Scheme does not include additional public transport interchange provision, however the scheme does incorporate a bus plug feature (without canopy) linking the new road with the High Street and only buses will be allowed on Baker Street/South Street during restricted hours.		Neutral
	Land-Use Policy	The scheme is a priority in the Greater Nottinghamshire Local Transport Plan and has been scored as a regional priority within the Regional Funding Allocation.		Beneficial
	Other Government Policies	The scheme is likely to have a positive impact on policies put forward by the DfT and DCLG.		Beneficial

All monetised values in £,000's in 2002 prices and values