

| Appraisal Summary Table              |   | Do-Something Option  |  | Date produced: 15 Oct 18  |                 | Contact:                                    |   |  |                              |   |  |           |           |   |            |  |  |
|--------------------------------------|---|--|--|---|-----------------|---|---|--|------------------------------|---|--|-----------|-----------|---|------------|--|--|
| Name of scheme:                      |   | Wokingham - Lower Earley Way LPPF submission   |  |   |                 | Name  |   |  |                              |   |  |           |           |   |            |  |  |
| Description of scheme:               |   | Widened carriageway from single lane in each direction to two lanes in each direction with widened flare approach to Showcase Cinema Junction and improved pedestrian facilities   |  |   |                 | Organisation                                |   | Wokingham B.C.   |                              |   |  |           |           |   |            |  |  |
|                                      |   |  |  |   |                 | Role  |   | Promoter   |                              |   |  |           |           |   |            |  |  |
| Impacts                              | Summary of key impacts  | Assessment   |  |   | Monetary £(NPV) | Distributional 7-pt scale/ vulnerable grp   |   |  |                              |   |  |           |           |   |            |  |  |
|                                      |   | Quantitative   |  | Qualitative   |                 |   |   |  |                              |   |  |           |           |   |            |  |  |
| Economy                              | Business users & transport providers  | Reduced congestion and delays to key employment areas in Bracknell and Wokingham will reduce employee and business travel costs and improve travel efficiency.   |  | <table border="1"> <tr> <th colspan="3">Value of journey time changes (£)</th> </tr> <tr> <th colspan="3">Net journey time changes (£)</th> </tr> <tr> <td>0 to 2min</td> <td>3 to 5min</td> <td>&gt; 5min</td> </tr> </table>                |                 | Value of journey time changes (£)           |   |  | Net journey time changes (£) |   |  | 0 to 2min | 3 to 5min | > 5min  | Beneficial |  | No significant impacts on different user groups expected, therefore screen out at step 0 |
|                                      | Value of journey time changes (£)   |  |  |   |                 |   |   |  |                              |   |  |           |           |   |            |  |  |
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|                                      | 0 to 2min   | 3 to 5min  | > 5min   |   |                 |   |   |  |                              |   |  |           |           |   |            |  |  |
| Reliability impact on Business users | An improvement in journey reliability is anticipated due to the availability of increased highway capacity on key route with improved lane allocation and stoplines at Showcase Junction. Also, improvement in capacity along main diversion route for M4 traffic (on emergency closer route for the scheme).   |  | N/A  |   | Beneficial      | N/A   |   |  |                              |   |  |           |           |   |            |  |  |
| Regeneration                         | Scheme partially supports delivery of housing area at Hatch Farm Dairies (had planning permission but S106 negotiations ongoing). Potential GVA of housing contributing to road widening (approx 20% of proposed stock) equates to around   |  | Incorporation of GVA benefits would have a major positive impact on the scheme's BCR, but calculation omitted as per guidance. |   | Beneficial      | N/A   |   |  |                              |   |  |           |           |   |            |  |  |
| Wider Impacts                        | A 10% uplift in overall benefit levels is likely for the improved link between residential and employment areas locally (IQ Winners), but has not been included in the appraisal result   |  | Possibility of assessment using WITA software, but not undertaken on technical & proportionality grounds                       |   | Beneficial      | N/A   |   |  |                              |   |  |           |           |   |            |  |  |
| Environmental                        | Noise   | No significant impacts are anticipated. In noise terms, the proposed changes are very slight, with only a limited number of sensitive receptors located in the vicinity. Overall, the noise effects associated with the proposed works are anticipated to be very limited in terms of magnitude and area.  |  | N/A   |                 | Neutral                                     | WebTAG noise analysis not carried out, pending availability of microsimulation model of junction.       | Neutral impact therefore screened out at step 0                  |                              |   |  |           |           |   |            |  |  |
|                                      | Air Quality   | The proposed scheme is anticipated to lead to an improvement in local air quality overall. The proposed scheme does NOT affect air quality within an AQMA (NO2 & PM10). No properties experience exceedance of the annual mean NO2 EU Limit Value; No properties experience exceedance of the annual mean PM10 EU Limit Value; Neutral to slight beneficial impact anticipated for hospitals, schools and nursing homes. |  | N/A   |                 | Beneficial                                  | WebTAG air quality analysis not carried out, pending availability of microsimulation model of junction. | Neutral impact therefore screened out at step 0                  |                              |   |  |           |           |   |            |  |  |
|                                      | Greenhouse gases  | Possibility of assessment using TUBA, but omitted from this analysis.  |  | <table border="1"> <tr> <th colspan="2">Change in non-traded carbon over 60y (CO2e)</th> </tr> <tr> <td></td> <td></td> </tr> <tr> <th colspan="2">Change in traded carbon over 60y (CO2e)</th> </tr> <tr> <td></td> <td></td> </tr> </table> |                 | Change in non-traded carbon over 60y (CO2e) |   |  |                              | Change in traded carbon over 60y (CO2e) |  |           |           | likely to be slight adverse given potential to increase traffic in corridor | Beneficial | WebTAG greenhouse gas analysis not carried out, pending availability of microsimulation model of junction. |  |
|                                      | Change in non-traded carbon over 60y (CO2e)   |  |  |   |                 |   |   |  |                              |   |  |           |           |   |            |  |  |
|                                      |   |  |  |   |                 |   |   |  |                              |   |  |           |           |   |            |  |  |
|                                      | Change in traded carbon over 60y (CO2e)   |  |  |   |                 |   |   |  |                              |   |  |           |           |   |            |  |  |
|                                      |   |  |  |   |                 |   |   |  |                              |   |  |           |           |   |            |  |  |
| Landscape                            | N/A   |  | N/A  |   | Beneficial      | N/A   |   |  |                              |   |  |           |           |   |            |  |  |
| Townscape                            | The proposed development is close to an existing roundabout and its character is keeping with the existing character type / man made feature in the immediate vicinity. A number of existing field patterns, hedgerows and trees will be lost through the development, which will need to be replaced. The increased traffic, noise and visual appearance of the road within the key highway corridor unlikely to affect local residents. The proposal does not directly infringe upon the setting of any listed buildings, conservation areas or heritage assets. There is an area of local wildlife tree wetland which will lose trees, hedgerows and land which will need to be replaced. Limited local visual receptors, although tree screening will be needed along the route |  | N/A  |   | Beneficial      | N/A   |   |  |                              |   |  |           |           |   |            |  |  |
| Heritage of Historic resources       | The improvements have the potential to result in the truncation and loss of archaeological assets. There is reason to believe that multi-phase archaeological sites may exist, however these are not considered to be of over-riding importance. The built heritage assets in the area are not considered to be in locations whereby the existing setting would be permanently harmed by construction/operational period of the development.  |  | N/A  |   | Beneficial      | N/A   |   |  |                              |   |  |           |           |   |            |  |  |
| Biodiversity                         | No impacts upon statutory or non-statutory designated sites are considered likely. There is a local landscape designation in the Lodon River flood plain. Potential impacts on protected species to be determined by surveys. Hedgerow removal along the Highways verge will be required. Potential need for flood compensation works for loss of flood plain to be determined in discussion with Environment Agency.   |  | N/A  |   | Beneficial      | N/A   |   |  |                              |   |  |           |           |   |            |  |  |
| Water Environment                    | Scheme will increase the area of impermeable surfaces through the widening of slipcarriageway and increase in lanes. This will result in an increase in surface water runoff and may also increase the risk of potential contamination to surface waters. However issues are capable of mitigation through design.  |  | N/A  |   | Beneficial      | N/A   |   |  |                              |   |  |           |           |   |            |  |  |
| Social                               | Commuting and Other users   | N/A  |  | <table border="1"> <tr> <th colspan="3">Value of journey time changes (£)</th> </tr> <tr> <th colspan="3">Net journey time changes (£)</th> </tr> <tr> <td>0 to 2min</td> <td>3 to 5min</td> <td>&gt; 5min</td> </tr> </table>                |                 | Value of journey time changes (£)           |   |  | Net journey time changes (£) |   |  | 0 to 2min | 3 to 5min | > 5min  | Beneficial |  | No significant impacts on different user groups expected, therefore screen out at step 0 |
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|                                      | Reliability impact on Commuting and Other users   | Improvement in journey reliability for commuters and other users is anticipated at Coppid Beech for the same reasons as business travel benefits. The scale of impact may be larger due to greater sensitivity of the location at commuting (peak) times of day.   |  | N/A   |                 | Beneficial                                  | N/A   |  |                              |   |  |           |           |   |            |  |  |
|                                      | Physical activity   | The scheme will provide improved conditions for pedestrians and cyclists in central Wokingham by providing a simplified and more easily comprehended highway layout and improved dedicated crossing and linking facilities. The scheme aims to generally improve safety and encourage use of sustainable modes of transport alongside its primary objective of congestion relief.  |  | N/A   |                 | Beneficial                                  | N/A   |  |                              |   |  |           |           |   |            |  |  |
|                                      | Journey quality   | A large positive impact is achieved by simplifying conflicting movements and reducing fear of accidents, by introducing the gratuity arrangement. Further benefits arise from information and other improved facilities available to public transport users and cyclists.  |  | N/A   |                 | Beneficial                                  | N/A   |  |                              |   |  |           |           |   |            |  |  |
|                                      | Accidents   | The combination of additional road width and improved capacity at junction/top lines will assist in improving the flow of traffic along the route and thus reduce driver stress and risk taking  |  | annual reduction in accidents not calculated  |                 | Beneficial                                  | N/A   |  |                              |   |  |           |           |   |            |  |  |
|                                      | Security  | Slight improvement for pedestrians and cyclists. Relatively few cyclists and pedestrians using this link currently but provision of additional footway and island crossing facility (in advance of new signal junction) will improve pedestrian connectivity between Winnersh and Earley where there is already signs of occasional use (worn grass verge)   |  | N/A   |                 | Beneficial                                  | N/A   |  |                              |   |  |           |           |   |            |  |  |
|                                      | Access to services  | Slight improvement for pedestrians and cyclists. Relatively few cyclists and pedestrians using this link currently but provision of additional footway and island crossing facility (in advance of new signal junction) will improve pedestrian connectivity to local services in Winnersh   |  | N/A   |                 | Beneficial                                  | N/A   |  |                              |   |  |           |           |   |            |  |  |
| Affordability                        | The scheme will have a neutral impact on affordability as it will not impact of user charges.   |  | N/A  |   | Beneficial      | N/A   |   |  |                              |   |  |           |           |   |            |  |  |
| Severance                            | The scheme would have minor impact on cycle and pedestrian users, low numbers today but likely to increase with development buildout. Proposed new junction would assist on improving, but widening works and new footway would assist  |  | N/A  |   | Beneficial      | N/A   |   |  |                              |   |  |           |           |   |            |  |  |
| Option values                        | User of motor vehicles would experience improvement in conditions with less congestion and improved junction operation on this arm.   |  | N/A  |   | Beneficial      | N/A   |   |  |                              |   |  |           |           |   |            |  |  |
| Public                               | Cost to Broad Transport Budget  | PVC of total investment costs for all contributions at 44% OB and 0% OB for comparative purposes. Note includes 15% of outturn costs in year 30 to represent structural maintenance requirements   |  | N/A   |                 | Beneficial                                  | BCR not calculated, but likely to be moderate positive if dependant GVA taken into account              | PVC = £x,xxx,xxx @ 44% OB and £x,xxx,xxx @0% (60 year appraisal) |                              |   |  |           |           |   |            |  |  |
|                                      | Indirect Tax Revenues   | TUBA analysis not carried out so impact not assessed in this case  |  | N/A   |                 | Beneficial                                  | N/A   |  |                              |   |  |           |           |   |            |  |  |