



Department  
for Transport

## Appraisal Summary Table (AST)

### **TAG Reference**

Guidance for the Senior Responsible Officer, Guidance for the Technical Project Manager

### **Version Control**

Date	Description
Jan-14	Definitive release
17/10/2013	Release of restructured guidance

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Appraisal Summary Table		Date produced:	17	6	2021	Contact:			
Name of scheme:	Levelling up Central Kempston - Active Travel Projects (Central Scenario - i.e. best estimate)					Name	X		
Description of scheme:	A package of active travel schemes across Kempston including: upgrades to the Kempston Mill Bridge and Back Channel Bridge, Cycle Path and Footpath improvements along the core stretch of the B531, improved lighting and resurfacing for cyclists along Kempston Riverside Path and the core stretch of the B531, cycle parking at the Saxon Centre, general public realm improvements at the Saxon Centre to improve access and an E-bike charging hub					Organisation	Bedford Borough		
						Role	X		
Impacts	Summary of key impacts	Assessment							
		Quantitative			Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp		
Economy	Business users & transport providers Assessment informed by AMAT. Modal shift achieved through the Active Travel project would benefit road business users and transport providers, due to the reduction in congestion on the road network within Kempston and improved journey times. Bus operators may see benefits to their services arising from improved journey times on nearby affected networks. Vehicle operating costs may reduce as a consequence of lower congestion levels.	Value of journey time changes (£)			N/A	N/A	Value (£) is included in 'Commuting and other uses', below	N/A	
		Net journey time changes (£)							
		0 to 2min	2 to 5min	> 5min					
		N/A	N/A	N/A					
	Reliability impact on Business users	Assessment based on professional judgement. Impact expected to be positive. Road users will experience reduced congestion increased journey reliability and reduced variability, especially at peak hours which will benefit existing and future business users of the network. Those switching to walking and cycling are expected to see greater consistency in journey times. An improved pedestrian and cycle network / facilities will also support increase choice of travel which may improve resilience (though this is likely to be a limited benefit).			N/A	Minor Benefit	N/A		
	Regeneration	Assessment based on professional judgement. Impact expected to be positive. There will be high quality cycling and footway path provision, including off road cycle provision, lighting along Kempston high street and new cycle facilities including indoor secure provision. This will complement the Regeneration Project by providing improved access to and facilities in the town centre including urban realm improvements, Saxon Centre office scheme and Saxon Centre Plaza, and new Health Hub providing GP facilities. The Active Travel project has the potential to drive footfall in the town centre, increase local spending and generate civic pride.			N/A	Moderate Benefit	N/A		
	Wider Impacts	Assessment based on professional judgement. Impact expected to be positive as the Active Travel project will improve connectivity and reduce severance between the north and south areas of the river Great Ouse. This will increase travel catchments and opportunities for local residents to access employment opportunities in the wider Bedford area. Reduced noise levels from reduced congestion will benefit vulnerable groups, such as people with hearing impairments and autism.			N/A	Minor Benefit	N/A		
Environmental	Noise	Assessment informed by AMAT. Although there will be some increase in noise levels during the implementation (construction phase) of the scheme, this will be temporary. In the long-run, some benefits will be experienced due to the reduction in congestion as a result of modal shift.			Assessed in AMAT	N/A	£3,156	N/A	
	Air Quality	Assessment informed by AMAT. Positive benefits in air quality will be experienced by the local population due to modal shift and reduced congestion in the road network. It is likely that air quality might reduce temporarily during the implementation of the scheme, but this will be temporary.			Assessed in AMAT	N/A	£6,036	N/A	
	Greenhouse gases	Assessment informed by AMAT. Positive impact as a result of the scheme inducing mode shift away from private vehicles towards active travel and reduced congestion which will lead to reduced emissions.			Change in non-traded carbon over 60y (CO2e)	N/A	N/A	£10,764	
					Change in traded carbon over 60y (CO2e)	N/A			
		Landscape	Assessment based on professional judgement. Impact assumed to be positive as the investment will enhance the quality of pedestrian and cycling infrastructure which is part of the urban landscape. There will be opportunities to provide quality design improvements through use of planting (and hard landscape materials) at the Saxon Centre Plaza, the B531 high street and key junctions.			N/A	Minor Benefit	N/A	
		Townscape	Assessment based on professional judgement. Impact assumed to be positive as the ground floor of the Saxon Centre Office Block will be converted into a community area and surfacing works will be undertaken to break up the public space with contrasting high-quality materials.			N/A	Moderate Benefit	N/A	
		Historic Environment	No formal assessment - impact assumed to be neutral			N/A	Neutral Benefit	N/A	
	Biodiversity	No formal assessment - impact assumed to be neutral			N/A	Neutral Benefit	N/A		
	Water Environment	No formal assessment - impact assumed to be neutral			N/A	Neutral Benefit	N/A		
Social	Commuting and Other users	Assessment informed by AMAT. Similar to business users, the reduction in congestion and improved journey time reliability during peak hours due to the implementation of the scheme will have positive benefits to commuting and other users, such as car users, cyclists and pedestrians.			Value of journey time changes (£)			N/A	N/A
					Net journey time changes (£)				
					0 to 2min	2 to 5min	> 5min		
					N/A	N/A	N/A		
		Reliability impact on Commuting and Other users	Assessment based on professional judgement. Impact assumed to be positive due to the reduction in congestion. Road users will experience increased journey reliability, especially at peak hours which will positively affect existing and future commuting journeys. Through modal shift, there may be more significant reliability benefit for those undertaking shorter commutes.			N/A	Minor Benefit	N/A	
		Physical activity	Assessment informed by AMAT. Improved cycling and walking infrastructure and the provision of charging hubs for e-bikes in the town centre will increase the potential for more physical activity for Kempston residents. There will be health benefits to individuals, such as reduced risk of premature death and cardiovascular diseases, as well as the potential to improve wider benefits to all such as actual or relative improvements in air quality.			Assessed in AMAT	N/A	£5,285,648	
		Journey quality	Assessment informed by AMAT. Journey quality will be improved due to the new high quality infrastructure changes proposed (paths and facilities including indoor secure cycle storage) and lighting improvements proposed. In addition, modal shift will support reduced congestion that further benefit journey quality. This may be relatively limited though as even if modal shift is significant there may be induced demand for car use through the relative increase in capacity on the road network.			Assessed in AMAT	N/A	£4,660,184	
		Accidents	Assessment informed by AMAT. Reduced number of accidents due to the mode shift away from private vehicles and provision of cycle provision segregated from road users. The improvements to cycle and pedestrian footpath will also enable better segregation between those walking and those cycling. Though the correlation between volume of traffic and accident severity is complex, it is expected that reductions in congestion could reduce the number of accidents in Kempston.			Assessed in AMAT	N/A	£47,341	N/A
		Security	Assessment based on professional judgement. Impact assumed to be positive as Improved lighting along the Kempston Riverside Path and along the core stretch of the B531 will improve safety and security along these routes.			N/A	Moderate Benefit	N/A	N/A
		Access to services	Assessment based on professional judgement. The improvements to pedestrian and cycling paths run 1.48km along Bedford Road improving links between the south west part of the town with the north west. Many residential areas lie close to this core route and their accessibility to the town centre functions including the Health Hub, Saxon Centre / Plaza (Regeneration Project) will be enhanced by the improved quality of provision, lighting and facilities to support cyclists (such as the indoor secure cycling and charging hub). Severance will also be reduced through the Kempston Mill and Back Channel bridge improvements.			N/A	Moderate Benefit	N/A	N/A
Public Account	Affordability	Assessment based on professional judgement. The improvements will benefit local residents many of which are from low-income backgrounds. Pedestrian and cycling infrastructure improvements will help improve affordability (through modal shift).			N/A	Minor Benefit	N/A	N/A	
	Severance	Assessment based on professional judgement. Impact assumed to be positive due to the provision of walking and cycling paths along the bridges across the river Great Ouse. These would not only reduce severance between the north and south side of the river but would also improve connections between existing and future active travel infrastructure. This will provide better links to Kempston, which will lead to more people travelling to Kempston town centre for leisure activities and retail.			N/A	High Benefit	N/A	N/A	
	Option and non-use values	Not applicable			N/A	N/A	N/A		
	Cost to Broad Transport Budget	Information from AMAT output, PVC			Assessed in AMAT	N/A	£6,784,649		
	Indirect Tax Revenues	Assessment informed by AMAT. Slight reduction in indirect tax revenues as a result of modal shift.			Assessed in AMAT	N/A	-£27,082		