

APPRAISAL SUMMARY TABLE

A590 High and Low Newton Bypass		Description: 3.8km of new dual carriageway bypass, 4 new underpasses, 1 new overbridge; Estimated scheme cost estimate £36.310M (out-turn, Line L of Annex 4 form); Opening Year 2008	Problems: Congestion from high traffic volumes and %HGVs through villages; safety and environmental impacts	Present Value of Costs to Public Accounts: £25.692m
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENT	Noise	The removal of traffic from the existing A590 would result in a reduction of noise at nearby properties. With the scheme, the number of people exposed to noise levels of greater than 75dB is expected to reduce from 55 to zero. There would also be a reduction of people, (from 26 to 17), exposed to a noise levels between of 70 and 74dB.	Estimated population annoyed— Do-Minimum: 77.6 Do-Something: 50.3	Estimated Population Annoyed by Noise would be reduced by 27
	Local Air Quality	Residents of properties along the existing road will benefit, while a smaller number close to the bypass would experience a deterioration in air quality. Overall, there is not an air quality problem in the area.	No. of properties where air quality would be: improved = 105; worse off = 89; no change = 12	Aggregate PM ₁₀ = -120.79 Aggregate NO ₂ = -313.38
	Greenhouse Gases	Emissions of CO ₂ emissions can be expected to increase by 9% as a result of increased vehicle speeds on the bypass	Do-Minimum: 4821 tonnes/year Do-Something: 5273 tonnes/year	Increase in CO ₂ of 452 tonnes/year
	Landscape	Offline bypass avoiding High and Low Newton. Important communication route and gateway to major tourist area. Attractive high quality rural landscape within the southern part of the Lake District National Park. Route follows transitional zone between lowland vale and upland fell. Small loss of woodland but significant impact on fields, walls and hedgerows. Incompatible with undulating landform.	Not applicable	Large Adverse
	Townscape	Removes traffic from High and Low Newton. Conflict with existing small scale, fine grain townscape local to Ayside.	Not applicable	Slight Beneficial
	Heritage of Historic Resources	All known impacts could be adequately mitigated through a programme of archaeological works in advance of, or during, construction. The setting of the Listed Buildings at Low Newton would benefit from the removal of traffic from the existing road. The Listing Building at High Newton would experience slight visual intrusion which would be ameliorated by planting schemes. Black Beck Hall is not a Listed Building but has some local significance and will be recorded prior to demolition	Not applicable	Neutral
	Biodiversity	Significant impacts on protected species, notably badgers, breeding birds and commuting, foraging and roosting bats. The impact on ecological features at a landscape scale is considerable, and in places there are insurmountable connectivity and severance issues for protected species – notably bats. There is scope for conservation of species-rich grasslands through appropriate seeding.	Not applicable	Moderate Adverse
	Water Environment	Negligible overall impact on water quality and surface run-off.	Not applicable	Neutral
	Physical Fitness	Traffic reduction will produce substantial relief of existing community severance and improvement in amenity. Provision of 4 underpasses and 1 overbridge will remove conflict between equestrians/cyclists/pedestrians and the bypass road traffic.	No quantitative data, but consultations with local population suggest suppressed demand.	Slight Benefit
	Journey Ambience	Improvements for both public transport and road users	>10,000 travellers (daily) experiencing benefits	Large Beneficial
SAFETY	Accidents	Significant benefits accrued as a consequence of traffic diverting from single to dual carriageway and the subsequent reduction in accident rate.	No. of accidents saved = 431 Casualty reductions: 10 Fatal, 72 Serious, 559 Slight	£24.18m saving; 94% of PVC
	Security	Significant improvements for road users, neutral for public transport user	10,000 travellers (daily) experiencing benefits	Moderate Beneficial
ECONOMY	Public Accounts	All costs to central government	Central Government PVC	PVC £25.692m
	Transport Economic Efficiency	Moderate journey benefits for road users during peak and off-peak periods. Peak hour journey time savings of 1 minute 35 seconds. Off-peak hour journey time savings of 1 minute 26 seconds. Overall the scheme provides a modest economic return.	Users PVB Transport Providers PVB Other PVB Consumers PVB	PVB £36.214m PVB £0.145m PVB £0m PVB £31.875m
	Reliability	The percentage stresses are below the value at which stress becomes significant.	Route Stress Before 74%, After 24%	Neutral
	Wider Economic Impacts	The scheme is not in a designated regeneration area, nor are there any significant developments dependent on the proposed bypass.	Serves regeneration priority area? Development depends on scheme?	No No
ACCESSIBILITY	Option Values	Not applicable for road schemes. Scheme does not include any additional public transport provision.	Not applicable	Neutral
	Severance	High level of relief from severance for local population and tourists	Approx 205 local population	Moderate Beneficial
	Access to the Transport System	Scheme does not include proposals for public transport nor does it directly affect access to existing public transport.	Not applicable	Neutral
INTEGRATION	Transport Interchange	Scheme does not include any additional public transport provision or freight interchange facilities	Not applicable	Neutral
	Land-Use Policy	The scheme is specifically proposed in regional and more local level planning documents.	Not applicable	Neutral
	Other Gov't Policies	The scheme is in line with the Northern Way Growth Strategy and the Government's transport objectives at a national level.	Not applicable	Neutral