Appraisal Summary Table

Date produced:	19/12/2019

Name of scheme:	A66 Northern Trans-Pennine Project
Description of scheme:	The A66 is a key national and regional strategic link for a range of traffic movements across the North of England and provides vital connections for freight and businesses in the regions. The existing A66 route varies in standards between single and dual carriageway with 6 sections of single carriageway totalling 17 miles located within the 50 mile section between the M6 at Penrith and the A1(M) at Scotch Corner. The main objective of the A66 Northern Trans-Pennine Project is to dualise the remaining single carriageway sections of the A66, between the M6 at Penrith and the A1(M) at Scotch Corner and making other improvements along its length in order to support future local and national growth and development.

Contact:	
Name	
Organisation	Highways England
Role	Project Manager

Impacts		Summary of key impacts	Assessment			
			Quantitative		Qualitative	Monetary	Distributional
						£m (NPV)	7-pt scale/ vulnerable grp
Economy	Business users & transport providers	Business users benefit significantly from the provision of A66 Northern Trans-Pennine Scheme through reduced travel time (including reductions in congestion) and vehicle operating costs amounting to £583.7m PV and £5.7m PV respectively. The road user charge also amounts to a benefit to users of £0.008m PV. There is a disbenefit of £7.6m to the business users during construction giving an overall net benefit of £570.3m PV.	**Value of journey time changes (£m)**: £583.668 **Net journey time changes (£m)** 0 to 2min: -£28.0; 2 to 5min: £70.2; > 5min: £541.5		N/A	£583.7	N/A
	Reliability impact on Business users	The total reliability PVB, discounted to a 2010 present value year, on business users is £57.7m based on an assessment which follows the principles of journey time reliability set out in TAG and uses MyRIAD software parameters to calculate standard deviation time savings.	57.7		N/A	£57.7	
	Regeneration	Regeneration assessment has not been undertaken.	N/A		N/A	N/A	
	Wider Impacts	It is expected that the scheme will improve wider economic impacts due to increased business opportunity and increased land value in local towns/villages. At PCF Stage 2, only the changes in outputs to imperfectly competitive markets have been assessed, which is 10% of business user benefits.	106.75		N/A	£106.8	
Environmental	Noise	It is expected there will be an increased level of noise at some receptors due to high traffic volumes during operation.	increased daytime noise in forecast year: 1533 reduced daytime noise in forecast year: 284 increased night time noise in forecast year: 967 reduced night time noise in forecast year: 176		N/A	-£4,357,107.0	Income Quintile 1 - Neutral; Income Quintile 2 - Large Adverse; Income Quintile 3 - Slight Beneficial; Income Quintile 4 - Moderate Adverse; Income Quintile 5 - Large Adverse
	Air Quality	It is expected there will be an increased level of PM10 and NOx emissions due to high traffic volumes during operation.	NOx emissions in forecast year: 17.6 tonnes PM10 emissions in forecast year: 4.4 tonnes		N/A	-£1,084,457.0	Income Quintile 1 - Neutral; Income Quintile 2 - Neutral; Income Quintile 3 - Slight Beneficial; Income Quintile 4 - Large Adverse; Income Quintile 5 - Large Adverse
	Greenhouse gases	It is expected there will be an increased level of CO2 emissions due to high traffic volumes during operation.	Change in non-traded carbon over 60y (CO2e): 3,308,479 Change in traded carbon over 60y (CO2e): N/A		N/A	-£141,277,651.0	
	Landscape	It is expected there would be an increased risk of negative impacts on landscape quality	N/A		Up to Moderate Adverse	-£42,909,782.0	
	Townscape	Not assessed at Stage 2	N/A		N/A	N/A	
	Historic Environment	It is expected there will be an increased risk of negative impacts on unknown heritage assets along the route	N/A		Up to Large Adverse (further assessment required)	N/A	
	Biodiversity	It is expected there will an increased risk of negative impacts on biodiversity due to the removal of habitats as a result of the proposed route.	N/A		Up to Large Adverse (further assessment required)	N/A	
	Water Environment	It is expected that construction activities would decrease the quality of watercourses along the route	N/A		Up to Slight Adverse	N/A	
Social	Commuting and Other users	Transport users benefit significantly from the provision of A66 Northern Trans-Pennine Scheme through reduced travel time (including reductions in congestion) amounting to £149.9m PV. There is a slight increase in the vehicle operating costs, primarily due to the increase in vehicle kilometres with dis-benefit of £54.2m PV. The road user charge also amounts to a benefit to users of £0.079m PV. There is a disbenefit of £4.59m to the transport users during construction and maintenance giving an overall net benefit of £149.9m PV.	**Value of journey time changes (£m)**: £149.931 **Net journey time changes (£m)** 0 to 2min: £53.9; 2 to 5min: £36.1; > 5min: £60.0		N/A	£149.9	Income Quintile 1 - Slight Beneficial; Income Quintile 2 - Slight Beneficial; Income Quintile 3 - Large Beneficial ; Income Quintile 4 - Large Beneficial ; Income Quintile 5 - Slight Beneficial
	Reliability impact on Commuting and Other users	The total reliability PVB, discounted to a 2010 present value year, on commuting and other users is £15m based on an assessment which follows the principles of journey time reliability set out in TAG and uses of MyRIAD software parameters to calculate standard deviation time savings.	14.9		Beneficial	£14.9	
	Physical activity	This is to assess the change in level of physical activity, for example walking, cycling and public transport use. As the severance impact in the Distributional Impact assessment is insignificant, there is no likely impact on physical activity.	N/A		Neutral	N/A	
	Journey quality	As the scheme provides journey time savings and reliability, and is expected to reduce accidents, journey quality for road users is expected to improve and reduce traveller stress.	N/A		Beneficial	N/A	
	Accidents	It is expected that there would be a decrease of around 247 (0.31%) accidents across the study area with the A66 Northern Trans-Pennine Scheme in place over the 60-year appraisal period.	28.703		Beneficial	£28.7	N/A
	Security	There is no impact on the security of road users.	N/A		Neutral	N/A	N/A
	Access to services	The scheme does not affect the provision or location of transport facilities; hence, it has no impact on access to services.	N/A		N/A	N/A	N/A
	Affordability	The affordability impact was associated with vehicle operating costs and forms part of the user benefits but was assessed separately for affordability impacts. Vehicle Operating costs appear to increase due to the scheme resulting in a slight adverse impact.	N/A		Slight Adverse	N/A	Income Quintile 1 - Slight Adverse; Income Quintile 2 - Slight Adverse; Income Quintile 3 - Large Adverse; Income Quintile 4 - Large Adverse; Income Quintile 5 - Moderate Adverse
	Severance	As assessed in the Distributional Impact assessment, the impact is neutral.	N/A		Neutral	N/A	N/A
	Option and non-use values	Data not available	N/A		N/A	N/A	
Public Accounts	Cost to Broad Transport Budget	The Cost to Broad Transport Budget for the A66 Northern Trans-Pennine scheme amounts to £477.5m PV. It includes investment costs of £477.5m and revenue of £0.004m.	477.486265		N/A	£477.5	
	Indirect Tax Revenues	There is an increase in indirect tax revenue of £80.3m.	80.28747986		N/A	£80.3	