

Appraisal Summary Table

Date produced: 10/03/2020

Name of scheme:	A585 Windy Harbour to Skippool Improvement Scheme
Description of scheme:	4.85km Scheme with alterations to Skippool Roundabout, with a short section of on-line road improvement up to the new Skippool Bridge junction, at which the route would swing southwards as an off-line dual 2-lane all-purpose bypass travelling southeast-wards towards the A586 at the new Poulton junction with the bypass then continuing eastwards to

Contact:	
Name	
Organisation	Highways England
Role	Project Manager

Impacts	Summary of key impacts	Assessment					
		Quantitative			Qualitative	Monetary £m (NPV)	Distributional 7-pt scale/ vulnerable grp
Economy	Business users & transport providers	Value of journey time changes (£m)			£47,550		
		Net journey time changes (£m)					
		0 to 2min	2 to 5min	> 5min	N/A	£45.4	N/A
		£19.1	£24.8	£3.7			
	Reliability impact on Business users	Journey Time Reliability is expected to improve for business users due to the Scheme in all time periods.	£13.08m	N/A	£13.1		
	Regeneration	Not Assessed.	N/A	N/A	N/A		
	Wider Impacts	The Scheme is expected to have effects in areas other than transport. Agglomeration effects account for the majority of the Wider Impacts and it is expected the Scheme will play an important role in improving access to employment and labour.	£46.52m	N/A	£46.5		
Environmental	Noise	Noise levels would increase at dwellings facing the new bypass and along Garstang New Road. Noise mitigation has been included. Noise levels would decrease at dwellings facing on to Mains Lane. There are two properties predicted to qualify for noise insulation and impacts at all schools and nursing homes within the study area have been mitigated to a minimum.	Increased daytime noise in forecast year: 703 Reduced daytime noise in forecast year: 206 Increased night time noise in forecast year: 121 Reduced night time noise in forecast year: 164		N/A	£0.7	Income Quintile 1 - Neutral; Income Quintile 2 - Slight Adverse; Income Quintile 3 - Slight Beneficial; Income Quintile 4 - Neutral; Income Quintile 5 - Large Adverse
	Air Quality	There is an increase in NOx and PM10 emissions as a result of the Scheme.	Damage Costs Approach (emissions). Change in NOx emissions over 60 year appraisal period: 171 tonnes. Change in PM10 emissions over 60 year appraisal period: 39 tonnes.		N/A	-£5.1	N/A
	Greenhouse gases	There is predicted to be an increase in CO2 equivalent emissions with the Scheme.	Change in non-traded carbon over 60y (CO2e)	311,225	N/A	-£13.9	
			Change in traded carbon over 60y (CO2e)	N/A			
	Landscape	The landscape features and character in the vicinity of the Scheme are typical of the Lancashire County Council local landscape area '15d Fylde'. The Scheme would have a major change on the designed landscape of Singleton Hall and Park and a moderate change on the tranquillity and rural features resulting in urban encroachment into the rural urban edge landscape of the Main Dyke.	N/A		Large Adverse	N/A	
	Townscape	The townscape features in the vicinity of the Scheme are typical of the trunk road and main road network of the Fylde. The removal of existing trunk road traffic from A585 Mains Lane and the A586 to an off-line bypass would result in a slight beneficial change.	N/A		Moderate Adverse to Slight Beneficial	N/A	
	Historic Environment	The Scheme will result in the loss of 37 non-designated heritage assets of local significance. There will also be significant alteration of the context of a Grade II listed building (the Ice House at Singleton Hall), as well as a slight adverse effect to the Singleton Conservation Area. However, appropriate mitigation has been specified which has reduced the overall effect.	N/A		Slight Adverse	N/A	
	Biodiversity	The Scheme would not result in any direct impacts on the Morecambe Bay and Duddon Estuary SPA or Morecambe Bay Ramsar site. Direct loss of agricultural land that lies within foraging range of the majority of bird species for which the SPA / Ramsar Site is designated will be lost. However, data, based on a desk study, two years of targeted field survey and a mitigation package agreed with Natural England determined there would be no significant effects as a result of the Scheme.	N/A		Neutral	N/A	
	Water Environment	There is potential for some localised and short-term detriment to the water quality and flow conveyance attributes of some watercourses, namely the Main Dyke, Pool Foot Creek and unnamed drains crossed by the Scheme, but overall the significance of these effects, and effects in the long-term, are insignificant. The exception is a long-term benefit in terms of a reduction in flood risk from the Main Dyke due to the Scheme providing an open span crossing, replacing an existing twin culvert arrangement of the existing Skippool Bridge under the A585.	N/A		Slight Beneficial to Neutral	N/A	
	Social	Commuting and Other users	Value of journey time changes (£m)			£100,560	
Net journey time changes (£m)							
0 to 2min			2 to 5min	> 5min	N/A	£71.7	N/A
£43.6			£49.1	£7.9			
		Reliability impact on Commuting and Other users	All time periods show an improvement in journey time reliability due to the Scheme.	£9.24m	N/A	£9.2	
		Physical activity	Reduction in severance along the existing roads bypassed by the Scheme and particular provision for non-motorised users along those roads should encourage walking and cycling but speeds are unlikely to change.	N/A	Slight Beneficial	N/A	
		Journey quality	The Scheme is expected to improve journey quality for road users by reducing traveller stress as the Scheme provides journey time savings and is expected to reduce accidents.	N/A	Beneficial	N/A	
		Accidents	It is expected that there would be a decrease of around 30 accidents across the study area due to the Scheme over the 60 year appraisal period.	£10.40m	N/A	£10.4	Income Quintile 1 - Neutral; Income Quintile 2 - Neutral; Income Quintile 3 - Neutral; Income Quintile 4 - Neutral; Income Quintile 5 - Neutral
		Security	The Scheme is not expected to change the level of security of road users or public transport users and as the Scheme involve upgrades to an existing route, there will be minimal changes to the security of the area.	N/A	Neutral	N/A	N/A
		Access to services	The Scheme does involve some changes to the road network, however it is not expected to cause any significant changes to the public transport system that would impact the access to services.	N/A	Neutral	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 an adverse impact.	N/A	N/A	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	The Scheme reduces severance for walkers, cyclists and horse riders and improves access across the existing A585 between the Little Singleton and Skippool junctions. Previously there were no controlled crossing points along the A585 between Skippool and Little Singleton junctions. Signalised pedestrian crossings have been introduced at Skippool, Shard Road and Little Singleton junctions. In addition the footpaths will be improved and a combined footway and cycleway will be implemented. The routes for pedestrians and cyclists will follow the existing road network rather than the bypass as this provides direct links between communities along routes with lower traffic flows.	N/A	Beneficial	N/A	N/A	
	Option and non-use values	This is not applicable to the Scheme.	N/A	N/A	N/A		
Public Accounts	Cost to Broad Transport Budget	The Cost to the Broad Transport Budget for the Scheme amounts to £79.34m. It includes investment costs of £75.15m and maintenance costs of £4.20m.	-£79.34m		N/A	-£79.3	
	Indirect Tax Revenues	There is an increase in indirect tax revenues to Government of £21.97m.	£21.97m		N/A	£22.0	