Appraisal Summary Table

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Name of scheme:	Workington Gateway - Transport Scheme
Description of scheme:	This package of schemes includes: 1. Junction realignment and road widening proposal(s) along the A66 and A596 to improve HGVs access to strategic employment sites to the north of the town, including the PoW. 2. Local public realm & active travel network improvements to meet new LTN 1/20 guidance and further develop east-to-west cycle network through Hall Park.

Impacts		Summary of key impacts	Assessment			
			Quantitative	Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
Economy	Business users & transport providers	Capacity improvements and delay reduction measures by improving the A66/A596 junction and widening sections of A596 (Hall Brow) will help address congestion issues. This includes travel time and vehicle operating cost savings for goods vehicles and other businesses north of the town including the Port of Workington (PoW).	Value of journey time changes(£): 17,679,000 Net journey time changes (£): 0 to 2min: 2,458,000; 2 to 5min: 3,381,000; > 5min: 11,840,000	Large beneficial	£18,959,089	Large beneficial
	Reliability impact on Business users	Increased capacity at key junction and removal of pinch points along A596 (Hall Brow) through carriageway widening provides improved journey reliability and reduces delays to industrial area north of town and on the wider network by providing an alternative route which would reduce the impact of incidents, reduce the variability of travel times and minimise diversions on local roads. The active travel improvements in isolation are not anticipated to impact on journey time reliability.	Not quantified.	Slight beneficial	N/a	
	Regeneration	The scheme will contribute to the long-term regeneration in the area, particularly by underpinning future opportunities for investment at the Port of Workington and the neighbouring employment sites to the north of Workington. These impacts have been deemed slight beneficial due to their long-term scope.	Not quantified.	Slight beneficial	N/a	
	Wider Impacts	The scheme would improve productivity due to efficient supply chains/distribution networks and increase employment from business expansion and inward investment, following the highway improvements that result in journey time savings and distances. This is expected to boost productivity and the economic output, as well as increase the tax revenues as workers supply more labour. Wider benefits have been considered as moderate beneficial.	Not quantified.	Moderate beneficial	N/a	
Environmental	Noise	A section on the A596 Hall Brow is within Noise Important Area (NIA). During construction, there would be some localised noise disbenefits generated from the use of heavy equipment; however, once the highway works are completed, there are unlikely to be noticeable impacts, so the impact has been considered neutral. The active mode will deliver noise benefits in the immediate area due to mode shift away from private vehicles. The AMAT estimates noise benefits based on the reduction in vehicle kilometres on the network.	Quantified.	Neutral	£629	Neutral
	Air Quality	There are no AQMAs within the town and the impact on air quality can be assumed as neutral. Although there would be an increase in traffic (goods vehicles) along the A66 (Ramsey Brow) due to the A66/ A596 junction improvements and associated removal of TRO prohibiting good vehicles using this junction to travel northbound via the A596 (Bridge Street). However, traffic delays and queuing are reduced with the new junction improvements. Reduced car traffic/ travellers switching to cycling will result in fewer harmful emissions.	Quantified.	Neutral	£1,300	Neutral
	Greenhouse gases	Greenhouse gases benefits will result from the reduction in car kilometres on the network. Highway users will benefit from journey time and distance savings, so the greenhouse gas benefits will be observed due to the reduced travel distance. The active mode element of the scheme will also contribute to greenhouse gas improvements, since users will switch from motorised vehicles to cycling. These benefits have been calculated in both TUBA and the AMAT and are considered to be slight beneficial.	Change in non-traded carbon over 60y (CO2e): -2,252 Change in traded carbon over 60y (CO2e): 0	Slight beneficial	£281,293	
	Landscape	No anticipated impacts - impacts considered neutral.	Not quantified.	Neutral	N/a	
	Townscape	No anticipated impacts - impacts considered neutral.	Not quantified.	Neutral	N/a	
	Historic Environment	Further enhancement of Workington Hall site from the cycle infrastructure provision in Hall Park, making the site more accessible and attractive to visitors.	Not quantified.	Neutral	N/a	
	Biodiversity	No anticipated impacts - impacts considered neutral.	Not quantified.	Neutral	N/a	
	Water Environment	No anticipated impacts - impacts considered neutral.	Not quantified.	Neutral	N/a	
Social	Commuting and Other users	Capacity improvements and delay reduction measures by improving the A66/A596 junction and widening sections of A596 (Hall Brow) will help address congestion issues in all periods and will include travel time, vehicle operating costs and user charges from road for commuting and other users (cars & goods vehicles).	Value of journey time changes(£): 35,395,000 Net journey time changes (£): 0 to 2min: 6,049,000; 2 to 5min: 8,298,000; > 5min: 21,048,000	Large beneficial	£35,782,133	Large beneficial
	Reliability impact on Commuting and Other users	Increased capacity at key junction and removal of pinch points along A596 (Hall Brow) through carriageway widening provides improved journey reliability and reduces congestion on Ramsey Brow and Hall Brow, as well as on the wider network, which would reduce the impact of incidents, reduce the variability of travel times and minimise diversions on local roads. This impact has been considered as slight beneficial as a conservative assessment. The active travel improvements in isolation are not anticipated to impact on journey time reliability.	Not quantified.	Slight beneficial	N/a	
	Physical activity	It is expected that physical activity will increase due to increased active travel uptake from the new and improved active travel infrastructure. This gives significant benefits in terms of reduced mortality and absenteeism from work, so they have been deemed as moderate beneficial.	Quantified.	Moderate beneficial	£971,967	
	Journey quality	Journey quality is a measure of the real and perceived physical and social environment experienced while travelling. Journey quality, in the context of the AMAT, relates primarily to the perception of safety. For pedestrians, the values related to increased journey quality include provision of street lighting, kerb level, crowding, pavement evenness, information panels, benches and directional signage. For cyclists, new infrastructure and facilities result in large benefits, particularly if predominantly segregated provision is proposed. The active travel infrastructure in Hall Park will improve the journey ambience for users travelling in the park, which have been considered moderate beneficial.	Quantified.	Moderate beneficial	£295,370	
	Accidents	Accident benefits from the active mode component of the scheme are calculated using the Active Mode Appraisal Toolkit. These are considered to be slight beneficial. The provision of a toucan crossing on the A596 is likely to additionally reduce accidents and accident severity. However, given that there are already low number and severity of the observed accidents, no COBALT assessment has been completed.	Quantified.	Slight beneficial	£9,441	Slight beneficial
	Security	The scheme proposes security measures such as lighting along a section within Workington Hall Park, which will directly improve the security in the area. Additionally, the improved natural surveillance from the new active mode users within the park will enhance the security in the immediate area. As such, these impacts have been considered slight beneficial.	Not quantified.	Neutral	N/a	Neutral
	Access to services	The junction improvements will provide improved highway network management and capacity, which in turn provides for more reliable journeys may increase access to services, e.g. buses. However, no new routings or timings of public transport services are anticipated as a result of the scheme, so the accessibility impacts have been deemed as neutral.	Not quantified.	Neutral	N/a	Neutral
	Affordability	The scheme proposals will not in isolation improve personal affordability by altering public transport fares or the actual out-of-pocket travel costs to the users. Whilst it will decrease the generalised cost of travel associated with vehicle operating costs, particularly for goods vehicles and related haulage industry, it is anticipated that the scheme will not change the cost to the users. Therefore, the impact is assessed as being neutral.	Not quantified.	Neutral	N/a	Neutral
	Severance	Severance will be improved for both pedestrians and cyclists by improving the crossing provision at Ramsey Brow junction and providing new LTN 1/20 compliant crossing facilities at A596 (Hall Brow) connecting Black Path to Curwen Hall Park.	Not quantified.	Slight beneficial	N/a	Slight beneficial
	Option and non-use values	Option and non-use values should be assessed if the scheme being appraised includes measures that will substantially change the availability of transport services within the study area. Accordingly, the impact is assessed as being neutral, with no requirement for a detailed appraisal.	Not quantified.	Neutral	N/a	
Public Accounts	Cost to Broad Transport Budget	The present value of cost for the Transport Scheme totals to £11.5M (2022 prices and values), including 46% optimism bias.	Quantified.	Large adverse	-£11,473,908.24	
	Indirect Tax Revenues	Due to reduction in vehicle kilometres from the journey time savings as a result of the highway improvements, along with the mode shift away from private cars due to the cycling infrastructure, the indirect tax revenue, such as fuel duty, will accordingly decrease. This value is expected to be slight adverse.	Quantified.	Slight adverse	-£300,257.95	