

Appendix 5: Appraisal Summary Table

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Contact:

Name of scheme:		Elwick By-Pass, Overbridge and Compact Grade Separated Junction			Name		Tony Hanson			
Description of scheme:		Capital works to provide an overbridge and compact grade separation at the current Elwick North junction to the A19, replacing two existing at-grade crossings of the expressway route, and a new by-pass to the north of Elwick village which incorporates approximately 1.1km of new single 2 lane all purpose road.			Organisation		Hartlepool Borough			
					Role		Promoter/Official			
Impacts		Summary of key impacts			Assessment					
					Quantitative		Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp	
Economy	Business users & transport providers	Travel time saving benefits to all users, due to reduced congestion. Small operating costs disbenefits in total due to increased journey lengths resulting from closure of existing junctions on the A19.			Value of journey time changes (£)		Not applicable	68,505	Not assessed	
			Net journey time changes (£)							
			0 to 2min	2 to 5min	> 5min					
	Reliability impact on Business users	Journey time reliability will be improved through an increase in capacity for routes around Hartlepool that lead to/from the A19.			Not applicable		Slight Beneficial	Not applicable		
	Regeneration	Whilst there are no specific regeneration proposals in vicinity of scheme see Wider Impacts below.			Not applicable		Not applicable	Not applicable		
	Wider Impacts	Will assist in the development of housing in North West Hartlepool to support the economic growth agenda of Hartlepool Borough Council.			Not applicable		Beneficial	Not applicable		
Environmental	Noise	The scheme, when completed, will remove from the village the majority of traffic currently using that route to access the A19 for onward journeys. This will have a significant positive affect on current noise levels experienced by residents due to this traffic. The new road will be sufficiently remote from the village to ensure noise from the diverted traffic will not affect						Not applicable	Not assessed	
	Air Quality	The delivery of a new by-pass would allow some traffic to transfer away from Elwick Village, and this could provide the opportunity to reduce receptor exposure to road traffic emissions. This would also serve to address potential future air quality impacts of increased traffic due to normal population growth and increased economic activity in the area.						Not applicable	Not assessed	
	Greenhouse gases	The scheme is forecast to result in a decrease in carbon emissions.			Change in non-traded carbon over 60y (CO2e)		Not applicable	475		
						Change in traded carbon over 60y (CO2e)				
	Landscape	The provision of the grade separated junction and overbridge is likely to cause some visual intrusion in the existing landscape as a result of the bridge structure, slip roads and lighting. The design will seek to mitigate these impacts as far as possible through landscaping and planting. In addition the by-pass and junction may cause fragmentation of field pattern and landform and some loss of arable land and/or detachment of other arable land.			Not applicable		Slight Adverse	Not applicable		
	Townscape	As the scheme is not located within the town the impacts will be limited.					Neutral	Not applicable		
	Historic Environment	The scheme is not likely to impact on any sites or buildings of historic interest although there is a small cemetery that will need to be considered as part of the design. This is located on the north side of the minor road to the east of the A19 at the Coal Lane junction. There is a Conservation Area within Elwick village which should benefit from the scheme and it is also acknowledged that the Elwick Fish Ponds (between Elwick Village and the A19) that are a Scheduled Ancient Monument but should be unaffected by the proposals but will be considered as part of the design process.			Not applicable		Neutral	Not applicable		
	Biodiversity	The scheme is likely to lead to the direct loss of a small extent of habitats that are common to the area and of relatively low value. There is potential to impact on protected reptiles (if present) and ubiquitous nesting birds. There is also likely to be loss of hedgerows and mature trees, although these will be compensated for by new planting. Whilst considering the various options the views of the Council's ecologist have been sought and the most promising option seeks to minimise impacts on ecology and biodiversity.			Not applicable		Slight Adverse	Not applicable		
	Water Environment	The scheme will lead to an increase in the impermeable area of land requiring drainage and could impact on the Bogle and Char Becks.			Not applicable		Slight Adverse	Not applicable		
Social	Commuting and Other users	Significant time benefits to consumer travellers due to reduced congestion.			Value of journey time changes (£)		Not applicable	43,239	Not assessed	
			Net journey time changes (£)							
			0 to 2min	2 to 5min	> 5min					
		Reliability impact on Commuting and Other users	Journey time reliability will be improved through an increase in capacity for routes around Hartlepool that lead to/from the A19.			Not applicable		Slight Beneficial	Not applicable	
		Physical activity	The scheme will take account of infrastructure for walking and cycling in the detailed design.			Not applicable		Neutral	Not applicable	
		Journey quality	The proposed scheme would alleviate driver stress due to the removal of gaps in the central reserve, some field access closures and provision of a grade separated junction. Traveller care would also be improved due to the provision dedicated routes for cyclists and			Not applicable		Moderate Beneficial	Not applicable	
		Accidents	The scheme will provide safety benefits through a reduction in existing vehicle conflicts at the at-grade junctions on the A19 and the provision of a route for more strategic traffic that meets current standards in terms of vertical and horizontal alignment.			Not applicable		Beneficial	1,746	Not assessed
		Security	Issues of personal security will be considered as part of the detailed design of the scheme. The security impacts of the scheme are likely to be minimal.			Not applicable		Neutral	Not applicable	Not assessed
		Access to services	The scheme will have limited impact on public transport services or access to them although bus journeys serving Elwick Village may become more reliable/punctual with a reduction in through traffic.			Not applicable		Slight Beneficial	Not applicable	Not assessed
		Affordability	Affordability impacts will be small. The option will generate some decongestion which may marginally reduce fuel costs for consumer travellers.			Not applicable		Neutral	Not applicable	Not assessed
	Severance	At present, journeys to either side of the A19 are only possible by car in the immediate vicinity of the scheme. The proposals will include the provision of a new cycleway/footway which will be of benefit to local residents and create new journey opportunities.			Not applicable		Positive	Not applicable	Not assessed	
	Option and non-use values	The route has the potential to generate some limited new journey options. However, it is unlikely to result in provision of new or withdrawal of public transport services.			Not applicable		Neutral	Not applicable		
Public Account	Cost to Broad Transport Budget	The impacts on the transport budget would include the capital cost of construction and the ongoing maintenance costs of the infrastructure.			Capital Cost - £000s		Not applicable	19,756		
	Indirect Tax Revenues	The option reduces congestion, which will result in a reduced level of fuel consumption and therefore tax revenue from fuel.			Tax Revenue Benefit - £000s		Not applicable	-1,159		