



# **Appendix I: Warrington Western Link**

Appraisal Summary Table

15 December 2017



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# Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
S2.0	25/10/2017	George Wells	Mark Smith	Tony Millward	Draft for client review
S2.1	02/11/2017	George Wells	Mark Smith	Tony Millward	Issue For WBC Exec Board
S2.2	15/12/2017	George Wells	Mark Smith	Tony Millward	Issue for DfT submission

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**Table 1: Appraisal Summary Table**

Name of scheme:		Warrington Western Link Road – Preferred Option (Red Route)			Name		
Description of scheme:		Warrington Borough Council (WBC) are promoting a transport scheme to improve linkages between the A56 Chester Road and A57 Liverpool Road / Sankey Way corridors. The preferred option (Red route) is a single carriageway route and is 3.17km in length. The route extends from the A57 Sankey Way / Cromwell Avenue junction to a proposed new junction with A56 Chester Road.			Organisation		
					Role		
Impacts	Summary of key impacts	Assessment				Monetary £(NPV) (£000s)	Distribut ional  7-pt scale/ vulnerab le grp
		Quantitative			Qualitativ e		
Economy	Business users & transport providers	The main sources of benefit are from travel time hours saved during the weekday peak periods. The total net business impact is estimated to be £146.66m.	Value of journey time changes(£000s)			£146,662	
			Net journey time changes (£000s)				
			0 to 2min	2 to 5min	> 5min		
			£82,792	£27,331	£36,541		
	Reliability impact on Business users	The monetary value for the increase in reliability for business users is £8.39m.				£8,386	
	Regeneration						
	Wider Impacts	The main source of benefit is from positive labour supply market changes which is estimated to be £41.945m. A small negative impact is incurred as a result of the agglomeration of the job sectors. The net benefit is estimated to be £41.78m.	Year 2026	Year 2036	Full Appraisal Period	£41,776	
£370			£1,324	£41,776			
Environmenta I	Noise	The monetary value for the noise assessment is a disbenefit of £19.06m. The new road will increase traffic noise levels for residences in the vicinity of Morley Common to the south, and for residences to the north of Sunflower Drive with line of sight to the road. Residences along the Sankey Valley/St Helens Canal corridor will also experience elevated traffic noise. Remote from				-£19,062	

	the scheme extents disbenefits are anticipated for some residences in Lower Walton and Great Sankey due to predicted changes in traffic flow on the existing road network.				
Air Quality	The monetary value for the air quality is a benefit of £217,037.			£217	
Greenhouse gases	The scheme has a small positive impact on greenhouse gas emissions. The estimated monetary value in non-traded carbon is estimated to be £4,295.	Change in non-traded carbon over 60y (CO2e)	-4295		
		Change in traded carbon over 60y (CO2e)	-5		
Landscape	The bridges, embankments and new road junctions will be new elements in the landscape, but since transport infrastructure is already prominent in the area, they will not be uncharacteristic additions. Tranquillity will be reduced by increased noise and activity, but the landscape is not tranquil. The northern end of the road passes through part of the Sankey Valley Park and there will be a permanent reduction in the area of the park and vegetation. Similarly part of Morley Common and agricultural land south of the Manchester Ship Canal will be lost at the southern end of the route. Users of the Trans-Pennine Trail and the facilities on Morley Common and visitors to the Moor Nature Reserve and Sankey Valley Park will have close views of the road. Provision should be made for users of the Trans-Pennine trail to cross the route. Transport infrastructure and industrial and commercial development already feature in these views however.	Not applicable		Moderate adverse	
Townscape	The scheme will increase the extent of the through road network in the area; however, the existing road network already has a dominating influence on townscape character. The scale of the proposed road is similar to that of the A56 and A57. The road may increase severance for pedestrians in the area, though it largely avoids residential areas. Residential receptors in Sankey Bridges and Lower Walton will have clear views of the road. Transport infrastructure and industrial and commercial development already feature in these views however.	Not applicable		Small adverse	
Historic Environment	There is a predicted permanent moderate impact upon the settings of three moderate value grade II listed buildings (Walnut Tree Farmhouse, 2 Westford Road and Baronet Farmhouse, all of which are in Lower Walton) resulting in a moderate effect. The construction of the Scheme would likely visually intrude upon these assets thereby altering their original contexts and affecting their legibility within the landscape. There is a predicted slight	Not applicable		Moderate adverse	



		effect through temporary increased noise during construction upon one high value (Church of St John). It is also considered that there would be a slight effect upon known non-designated historic assets including the Manchester Ship Canal, the Runcorn and Latchford Canal and the St Helens Canal. Other non-designated heritage assets have not been considered as part of this high-level assessment.					
	Biodiversity	Further surveys would provide a more robust assessment, here only habitats present and desk study data has provided the basis for an assessment. Overall there would be a slight adverse effect. The majority of the habitats present are common widespread, and fractured due to the area being heavily urbanised. Additionally, much of the route has existing infrastructure or closely follows adjacent infrastructure. However, habitat will be lost and the road has the potential to create further habitat fragmentation, specifically along water courses. The proposed work has the potential to affect the Mersey Estuary SPA/Ramsar, the Sankey Canal LWS, The Walton Locks LWS, Water voles, great crested newts, reptiles, otters, badgers, bats and birds through loss and degradation of habitat and habitat fragmentation.	Not applicable	Slight adverse			
	Water Environment	Route passes through areas designated as Flood Zone 2 and 3. Construction of the Scheme has the potential to increase impermeable surface area on a flood plain. However, improvements to drainage associated with the proposed scheme are likely to reduce the incidence of surface water run-off, including potentially contaminated surface water. The route crosses the Manchester Ship Canal, River Mersey, which is designated as a major river, Sankey Brook, Whittle Brook and St Helens Canal. Potential impacts to surface water during construction of the scheme will be managed through standard mitigation practices as part of a construction environment management plan. The scheme is underlain by superficial deposits which are designated as a Secondary A Aquifer and the Wilmslow Sandstone Formation, which comprises the underlying bedrock is classified as a Principal Aquifer. Potential impacts to groundwater are considered to be low and are to managed through standard mitigation practices as part of a construction environment management plan and piling risk assessment.	Not applicable	Small adverse			
Social	Commuting and Other users	The main sources of benefit are from travel time hours saved during the weekday peak periods. The net user benefits for commuting is estimated to be £76.04m, and for other users £125.01m. The total net consumer benefit is estimated to be £201.05m..	Value of journey time changes(£000s)			£201,055	
			Net journey time changes (£000s)				
			0 to 2min	2 to 5min	> 5min		

		£109,186	£44,301	£47,566			
Reliability impact on Commuting and Other users	The monetary value for the increase in reliability for commuters and other users is £11.32m.					£11,319	
Physical activity	Introduction of a combined cycle and footpath segregated from vehicles on the road is likely to help increase in take up of cycling and walking, leading to increase physical activity. However, some existing users of the Trans Pennine Trail may be put off by the proximity of the route to the road.				Slight Beneficial		
Journey quality	Driver stress is likely to improve due to reduced congestion, particularly during the AM and PM peaks. New pedestrian facilities (at the junction on Sankey Way and Cromwell Avenue and the Forrest Way bridge) are likely to reduce the fear of potential accidents for motorists. There may be some route uncertainty following construction, but this is likely to be temporary.				Beneficial		
Accidents	The total accident benefits saved by the scheme is estimated to be £279,000.	Total Without-Scheme Accident Costs		£163405	Beneficial	£279	
		Total With-Scheme Accident Costs		£163126			
Security	Lighting improvements with LED white lights should enhance personal perceptions of security.				Slight Beneficial		
Access to services	N/A						
Affordability	N/A						
Severance	Temporary severance of the Trans Pennine Trail. The trail will be rerouted to tie into the new link road				Slight Negative		
Option and non-use values	N/A						
<b>Public Accounts</b>	Cost to Broad Transport Budget	The impact on public accounts is estimated to be £216.40m of which £173.72m is a cost to central government and £42.68m is a cost to local government.				£183,892	

	Indirect Tax Revenues	The impact on indirect tax revenues to central government is estimated to be £6.59m.			-£7,049	
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