

Appraisal Summary Table

Appendix 4 - AST Summary table

Date produced: 20 3 2015

Contact:

Name of scheme:		Hard Ings Road Improvements Scheme				Name			
Description of scheme:		The dualling of Hard Ings Road to reduce congestion on both the road itself and surrounding areas including Keighley Town Centre.				Organisation			
						Role			
Impacts	Summary of key impacts	Assessment							
		Quantitative			Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp		
Economy	Business users & transport providers	Hard Ings Road is part of a strategically important route formed of both the A650 & A629 which links Bradford and Keighley to Pendle, Craven and the Yorkshire Dales		Value of journey time changes (£) £40.7m		Major benefit	£40.7m		
			Net journey time changes (£)						
			0 to 2min	2 to 5min	> 5min				
				X					
	Reliability impact on Business users	Reducing delays will increase reliability of journeys on both the A650, A629 and in Keighley Town Centre, particularly in peak periods.				Major benefit	Benefits not monetised		
	Regeneration	By reducing congestion in Keighley Town Centre it will make the area more attractive and encourage investment in new housing and economic development.				Major benefit	Benefits not monetised		
	Wider Impacts	Both the A650 and A629 carry traffic with a dispersed range of origins and destinations across the Bradford district and beyond. As such it will provide improved journey times and increased reliability across a wide area.				Major benefit	Benefits not monetised		
Environmental	Noise	There will be minimal impacts in noise levels as a result of the scheme.				Neutral	Benefits not monetised		
	Air Quality	Despite an increase in predicted traffic flows, reduced congestion will reduce emissions of Nox and PM10 due to lower numbers of idling motor vehicles.		In 2004 (latest available data) vehicle emissions were annual mean of 33.0 ug/m3 (the standard is 40ug/m3)		Slight benefit	Benefits not monetised		
	Greenhouse gases	More efficient driving in the area (as a result of the reduction in queuing traffic) should result in a small reduction on the amount of greenhouse gases that are produced in the immediate area.		Change in non-traded carbon over 60y (CO2e)		Slight benefit	Benefits not monetised		
			Change in traded carbon over 60y (CO2e)						
		Landscape	Any loss of habitat will be reinstated once construction has completed.				Neutral	Benefits not monetised	
		Townscape	Improved pedestrian facilities will restore a sense of place and scale. High quality design and landscaping will also provide an enhanced streetscape				Slight beneficial	Benefits not monetised	
		Historic Environment	The scheme will not impact the historic environment				Neutral	Benefits not monetised	
		Biodiversity	Construction activities will be focussed on the existing highway and immediate vicinity therefore will have minimal impact upon the biodiversity of the area.				Neutral	Benefits not monetised	
		Water Environment	There is a very low potential for impact on the groundwater quality and other water environmental features. The proposed scheme is on the existing highway.				Neutral	Benefits not monetised	
Social	Commuting and Other users	It will reduce commuting time between Skipton, Keighley and Bradford, bringing benefits to the Aire Valley		Value of journey time changes (£)		Major benefit			
			Net journey time changes (£)						
			0 to 2min	2 to 5min	> 5min				
				X					
		Reliability impact on Commuting and Other users	Providing additional capacity on Hard Ings Road will reduce journey times and improve reliability for road users.				Major benefit	Benefits not monetised	
		Physical activity	Improved pedestrian and cycling facilities implemented as part of the scheme will facilitate increased physical activity.				Slight benefit	Benefits not monetised	
		Journey quality	Reduced congestion on the link and junctions will reduce the level of frustration for both car travellers and public transport users, improving the quality of the journey for commuters.				Slight benefit	Benefits not monetised	
		Accidents	The improved pedestrian and cycling facilities will provide improved safety for these users.		Between 2009 and 2014 there have been 52 accidents with 88 casualties. 5 people sustained serious injuries, the rest were slight. The accident rate is higher than would be expected.		Benefit	Benefits not monetised	
		Security	Improved lighting and well designed public realm will improve security				Slight benefit	Benefits not monetised	
		Access to services	The scheme will improve access to jobs and other services via all modes.				Slight benefit	Benefits not monetised	
Public Accounts	Affordability	The scheme will have a limited impact on the affordability of travel. However, providing additional pedestrian and cycling facilities will increase the range of lower cost options for travel for shorter distances in the area.				Slight benefit	Benefits not monetised		
	Severance	The scheme will provide new pedestrian and cycling facilities to allow movements in all directions, therefore significantly reducing the high level severance that is currently experienced in the area				Major benefit	Benefits not monetised		
	Option and non-use values	None identified					Benefits not monetised		
	Cost to Broad Transport Budget	Funding is sought from West Yorkshire Plus Transport Fund.					Benefits not monetised		
	Indirect Tax Revenues	There will be negligible impact on the indirect tax revenues received by the government.				Not assessed	Benefits not monetised		