

| Appraisal Summary Table | | Date produced: 3rd March 2016 | | | Contact: | | | | |
|-------------------------|---|--|-----------|--------|---|--------------------|---|---------------------|------------------|
| Name of scheme: | | M58 Junction 1 Link | | | Name: Steven Birch | | | | |
| Description of scheme: | | Proposed west facing slip roads at Junction 1 of the M58 motorway providing strategic connectivity and relieving congestion on local routes and through local town and district centres as well as providing improved access to local employment areas and services. | | | Organisation: Sefton Council | | | | |
| | | | | | Role: Project Director | | | | |
| Impacts | | Summary of key impacts | | | | | | | |
| | | Assessment | | | | | | | |
| | | Quantitative | | | Qualitative | Monetary £(NPV) | Distributional 7-pt scale/ vulnerable grp | | |
| | | Value of journey time changes(£) | | | £85.36m | | | | |
| | | Net journey time changes (£) | | | | | | | |
| | | 0 to 2min | 2 to 5min | > 5min | | | | | |
| | | £68.6m | £16.7m | £0.06m | | | | | |
| Economy | Business users & transport providers | It is forecast that the proposed scheme will deliver a significant benefit to business users in the form of journey time savings. The economic appraisal undertaken indicates that there will be an overall benefit to business users of £15.8m over the 60 year appraisal period. | | | Large Beneficial | £85.36m | Large Beneficial | | |
| | Reliability impact on Business users | Specific reliability impacts have not been assessed, but it is considered likely that the scheme will improve journey time reliability by reducing existing congestion levels for all users | | | Not Assessed | Beneficial | n/a | | |
| | Regeneration | Specific regeneration sites in the Sefton area are not identified, however, the scheme will support urban regeneration priorities for investments in Sefton. The scheme is also expected to play a major role in supporting the development and regeneration of Port of Liverpool, especially the new Liverpool2 port. The SUPERPORT is a major maritime centric national scheme and expected to transform the existing port of Liverpool and adjacent areas into central gateway of the UK by providing worldwide linkage. The junction improvement scheme is expected to facilitate the commuter and freight movements from the port area to the strategic road network. | | | Not Assessed | Beneficial | n/a | | |
| | Wider Impacts | Wider Impacts are economic changes caused by the changes in journey time and cost of travel produced by the scheme that are not accounted for under a standard transport economic appraisal. It is anticipated that the scheme will generate benefits through agglomeration, positive labour market impacts and increased productivity | | | Not assessed | Beneficial | n/a | | |
| Environmental | Noise | It is anticipated that the scheme will result in a slight benefit upon noise as a result of the reduction in traffic through residential areas. It is acknowledged that there are no residential areas located within the 800m scheme buffer, as such it is not proportional to carry out a full noise impact assessment | | | N/A | Slight Beneficial | N/A | | |
| | Air Quality | It is anticipated that the scheme will result in a slight benefit in air quality as a result of the reduction in traffic through residential areas. It is acknowledged that there are no residential areas located within the 200m scheme buffer, as such it is not proportional to carry out a full air quality assessment. | | | N/A | Slight Beneficial | N/A | | |
| | Greenhouse gases | The proposed scheme is predicted to decrease carbon emissions over the 60 year appraisal period by 19,926 tonnes | | | Change in non-traded carbon over 60y (CO2e) | | Slight Beneficial | £0.93m | |
| | | | | | Change in traded carbon over 60y (CO2e) | 4 | | | |
| | Landscape | No adverse landscape impacts are anticipated with this scheme. Detailed assessment is therefore not required | | | n/a | Neutral | n/a | | |
| | Townscape | The proposed scheme is considered to have neutral impacts on townscape as the location of the scheme is rural and is well removed from residential and local centres. | | | n/a | Neutral | n/a | | |
| | Historic Environment | No historic sites of significance within the construction area are noted. | | | n/a | Neutral | n/a | | |
| | Biodiversity | There is one small watercourse, Hedgerows, Bats, Brown Hare, Hedgehog, Various bird species including breeding pairs, Butterfly, possible Water Vole and Great Crested Newt. Japanese knotweed and Himalayan Balsam are also present. The construction and operation of the scheme could potentially impact on these features / resources. Mitigation measures should be undertaken to limit the impacts on local wildlife. | | | n/a | Slight Adverse | n/a | | |
| Water Environment | Water features present include numerous ponds and ditches. The construction and operation of the scheme could impact on these features, impacts should be no greater than slight overall. | | | n/a | Slight Adverse | n/a | | | |
| Social | Commuting and Other users | Commuters and Other road users are predicted to experience substantial improvement in journey times through town and district centres and on local roads relieved by the new route. | | | Value of journey time changes(£) | £22.51m | Large Beneficial | £22.51m | Large Beneficial |
| | | | | | Net journey time changes (£) | | | | |
| | | | | | 0 to 2min | 2 to 5min | > 5min | | |
| | | | | | £17.9m | £4.6m | £0.005m | | |
| | Reliability impact on Commuting and Other users | Reduction in traffic through local town and district centres in the area will improve journey time reliability for the large volume of traffic commuting to/from employment centres in the area. | | | n/a | Slight Beneficial | n/a | | |
| | Physical activity | The assumption is that very few pedestrians and cyclists travel through the junction due to its nature as a grade separated intersection of a motorway junction. The scheme is not expected to increase the number of active mode users; therefore there will be a neutral impact on physical activity. | | | n/a | Neutral | n/a | | |
| | Journey quality | The scheme does not introduce new facilities or services, so traveller care aspects will be broadly neutral. However, it is considered that there will be a slight beneficial impact on journey quality as a result of decreased congestion, improvement in traveller stress factor and improved perceptions of safety. | | | n/a | Slight Beneficial | n/a | | |
| | Accidents | The scheme is predicted to reduce the number of personal injury accidents by 67.1 over the 60 year appraisal period producing a net monetary benefit of £3.21m | | | n/a | Slight Beneficial | £3.21m | Moderate Beneficial | |
| | Security | Distributional Impact screening considers no assessment necessary | | | n/a | Neutral | n/a | n/a | |
| | Access to services | The proposed scheme will improve accessibility in the local area and the wider city region as a result of reductions in journey times, enabling local people to benefit from improved access to employment areas | | | n/a | Slight Beneficial | n/a | Slight Beneficial | |
| Affordability | There are net benefits overall, and all quintiles receive a benefit as a result of the scheme. The two most deprived quintiles receive benefits in line with their proportion in the assessment area population. Overall user benefits DI appraisal is considered to be moderate beneficial | | | n/a | Moderate Beneficial | n/a | Moderate Beneficial | | |
| Severance | Distributional Impact screening considers no assessment necessary | | | n/a | Neutral | n/a | n/a | | |
| Option values | Distributional Impact screening considers no assessment necessary | | | n/a | Neutral | n/a | | | |
| Public Accounts | Cost to Broad Transport Budget | | | | n/a | n/a | £5.89m | | |
| | Indirect Tax Revenues | | | | n/a | n/a | £2.4m | | |