

Appraisal Summary Table		Date produced:	20/07/2022		Contact:	
Name of scheme:		Glan Conwy to Llandudno Junction (RSPB)			Name	Andrew Wilkinson
Description of scheme:		Provision of active travel infrastructure through the RSPB national reservation to link the village of Glan Conwy with Junction 18 of the A55. In this location the scheme will link to another active travel scheme at Junction 18 providing a connection into Llandudno Junction. The scheme will include bridging of the Conwy Valley Rail Line through liaison with Network Rail / TFW. The Active Travel proposals will also link into an existing trail from the the western side of the RSPB site to Conwy.			Organisation	Conwy Council
					Role	Promoter/Official
Impacts	Summary of key impacts	Assessment				
		Quantitative	Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp	
Economy	Business users & transport providers	In the longer term, the modal shift from private vehicles to active travel modes (cycling / walking) is expected to generate a range of journey time improvements for existing users. The enhanced sustainable accessibility provided will also allow for improved health and wellbeing resulting in fewer sick days and the potential for enhanced retail spend.	Walking and cycling improvements can increase retail spend by up to 30%. People who are physically active take 27% fewer sick days each year.	+		
	Reliability impact on Business users	Improved journey time reliability for NMUs to employment, services, education. No impact on journey time reliability is expected for private car use.		+		
	Regeneration	The provision of an active travel route between Glan Conwy and Llandudno Junction railway stations is likely to elicit a positive impact on the regeneration of the area in the vicinity of the route. This could attract further inward investment into the area.		+		
	Wider Impacts	A significant wider economy benefit is expected, following the implementation of the scheme. The benefit includes tourism and business turnover, resulting from the increased activity due to the uptake in active travel modes.	The benefit has been calculated on the basis that a total 11,361 additional cycling trips p.a. will be made as a result of implementing the scheme. This would lead to increased visitor and commuter expenditure and will increase businesses' turnover.	+++	£ 16,409,215	
Environmental	Noise	There is potential for reduced noise due to the envisaged uptake in active travel movements. This, however, is considered likely to be minimal.		+		
	Air Quality	There is potential for reduced local air pollution due to the envisaged uptake in active travel movements. This, however, is considered likely to be minimal.		+		
	Greenhouse gases	There is potential for reduced greenhouse gas emissions due to the envisaged uptake in active travel movements. This, however, is considered likely to be minimal.		+		
	Landscape	The scheme includes building active travel infrastructure and therefore may impact on landscape.		-		
	Townscape	The scheme includes building active travel infrastructure in the urban environment around Llandudno Junction and has the potential to positively impact the townscape.		+		
	Historic Environment	The scheme includes building active travel infrastructure within a few miles of a historic environment (e.g. Conwy Castle), however the impact is expected to be negligible.		0		
	Biodiversity	Potential for minimal adverse impact on biodiversity through the introduction of additional hard standing surfacing, but would be mitigated through planting.		0		
	Water Environment	The proposed scheme is considered to have negligible impact on the water environment		0		
Social	Commuting and Other users	Improved journey time reliability for NMUs to employment, services, education. No impact on journey time reliability is expected for private car use. The benefit has been calculated using AMAT.	The benefit has been calculated on the basis that 31 additional walking and 49 additional cycling trips will be made daily as a result of implementing the scheme, in its southern section (RSPB Site). The northern element (J18 to Llandudno Junction) may attract additional 478 and 83 trips, respectively	+	£ 104,444	
	Reliability impact on Commuting and Other users	Improved journey time reliability for NMUs to employment, services, education. No impact on journey time reliability is expected for private car use.		+		
	Physical activity	The new continuous link will improve directness for active travel users. This, in turn, is expected to increase the number of pedestrians and cyclists within the area, and has the potential to increase levels of physical activity and reduce the risk of premature death and absenteeism. The AMAT has been used to calculate the accumulative monetised benefit associated with all the components contained within this scheme. As such the scheme is expected to provide significant benefit to physical activity.	The benefit has been calculated on the basis that 31 additional walking and 49 additional cycling trips will be made daily as a result of implementing the scheme, in its southern section (RSPB Site). The northern element (J18 to Llandudno Junction) may attract additional 478 and 83 trips, respectively	+++	£ 10,694,707	
	Journey quality	The improvements proposed by this scheme are expected to result in significant beneficial impacts to journey quality. The new continuous route will provide direct connectivity for the active travel users and represent an upgrade from the existing indirect and intermittent routes. Using the AMAT, the accumulative monetised benefit associated with the package has been calculated.		+++	£ 1,033,363	
	Accidents	It is expected that the intervention may prevent 6 slight and 3 serious injuries in each 5 year period. The value of calculated benefit is approximately £130k p.a.		+++	£ 4,493,829	
	Security	This scheme will provide new sections of active travel route away from the highway. This should improve the perception of security for some users.		+		
	Access to services	The improved route will connect the community of Glan Conwy village with the services located in and around Llandudno Junction. Hence, the scheme has the potential to provide a benefit on accessibility to local services.		++		
	Affordability	The scheme has the potential to provide a positive impact on the personal affordability, related to the envisaged modal shift, and therefore reduce the users' travel expenditure.		+		
	Severance	The scheme is anticipated to have a positive impact on severance currently experienced by members of communities with no access to a direct active travel route. The proposals will improve connectivity for those users, and remove a hindrance related to the lack of active travel provision.		++		
	Option and non-use values	N/A		N/A		
Public Account	Cost to Broad Transport Budget	The envisaged cost includes preparation, design, procurement, site clearance, construction, supervision and preliminaries.			£ 4,866,555	
	Indirect Tax Revenues	N/A	N/A	N/A	N/A	

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Name of scheme:		Betws Y Coed to Llanrwst Active Travel Route			Name	Andrew Wilkinson
Description of scheme:		Provision of a shared use walking and cycling route linking the settlements of Betws Y Coed and Llanrwst. This route will improve the existing Sappers Bridge crossing of the River Conwy and run along the western side of the A470 carriageway replacing the existing loosely surfaced footpath. This route will improve connections to a number of tourism sites including Zip World and Holiday Accommodation and link into the existing ATNM route to the south of Llanrwst.			Organisation	Conwy Council
					Role	Promoter/Official
Impacts		Summary of key impacts		Assessment		
				Quantitative	Qualitative	Monetary £(NPV)
						Distributional 7-pt scale/ vulnerable grp
Economy	Business users & transport providers	In the longer term, the modal shift from private vehicles to active travel modes (cycling / walking) is expected to generate a range of journey time improvements for existing users. The enhanced sustainable accessibility provided will also allow for improved health and wellbeing resulting in fewer sick days and the potential for enhanced retail spend.	Walking and cycling improvements can increase retail spend by up to 30%. People who are physically active take 27% fewer sick days each year.		+	
	Reliability impact on Business users	Improved journey time reliability for NMUs to employment, services, education. No impact on journey time reliability is expected for private car use.			+	
	Regeneration	The provision of an active travel route between Llanrwst and Betws-y-Coed is likely to elicit a positive impact on the regeneration of the area. This could attract further inward investment into the area.			+	
	Wider Impacts	A significant wider economy benefit is expected, following the implementation of the scheme. The benefit includes tourism and business turnover, resulting from the increased activity due to the uptake in active travel modes.	The benefit has been calculated on the basis that a total 9,197 additional cycling trips p.a. will be made as a result of implementing the scheme. This would lead to increased visitor and commuter expenditure and will increase businesses' turnover.		+++	£ 13,283,650
Environmental	Noise	There is potential for reduced noise due to the envisaged uptake in active travel movements. This, however, is considered likely to be minimal.			+	
	Air Quality	There is potential for reduced local air pollution due to the envisaged uptake in active travel movements. This, however, is considered likely to be minimal.			+	
	Greenhouse gases	There is potential for reduced greenhouse gas emissions due to the envisaged uptake in active travel movements. This, however, is considered likely to be minimal.			+	
	Landscape	The scheme includes building active travel infrastructure and, therefore, may impact on landscape. This, however, is considered likely to be negligible.			0	
	Townscape	No impact envisaged.			0	
	Historic Environment	No impact envisaged.			0	
	Biodiversity	Potential for negligible adverse impact on biodiversity through the introduction of additional hard standing surfacing, but would be mitigated through planting.			0	
	Water Environment	New / widened active travel bridge across the River Conwy. Through considerate design, no significant impacts on water environment expected.			0	
Social	Commuting and Other users	It is envisaged that journey time for some users may be reduced as a result of modal shift and decongestion (a reduction in overall distance travelled by motorised vehicles), related to the proposals. The benefit has been calculated using AMAT.	The benefit has been calculated on the basis that 137 additional walking and 34 additional cycling trips will be made daily as a result of implementing the scheme.		+	£ 25,415
	Reliability impact on Commuting and Other users	Improved journey time reliability for NMUs to employment, services, education and tourist destinations. No impact on journey time reliability is expected for private car use.			+	
	Physical activity	The enhanced active travel provision will improve directness for the active travel users. This, in turn, is expected to increase the number of pedestrians and cyclists within the area, and has a potential to increase levels of physical activity and reduce the risk of premature death, obesity and absenteeism caused by general health and wellbeing issues. The AMAT has been used to calculate the accumulative monetised benefit associated with all the components contained within this scheme. As such the scheme is expected to provide significant benefit to the physical activity.	The benefit has been calculated on the basis that 137 additional walking and 34 additional cycling trips will be made daily as a result of implementing the scheme.		+++	£ 2,687,495
	Journey quality	The improvements proposed by this scheme are expected to result in significant beneficial impacts to journey quality. The new continuous route will provide direct connectivity for the active travel users and represent an upgrade from the existing indirect and intermittent routes. Using the AMAT, the accumulative monetised benefit associated with the package has been calculated.			+++	£ 1,371,497
	Accidents	It is expected that the intervention may prevent 3 slight and 1 serious injuries in each 5 year period. The value of calculated benefit exceeds £30k p.a.			++	£ 1,232,230
	Security	This scheme will provide new sections of active travel route off the highway. This should improve the perception of security for some users.			+	
	Access to services	The improved route will connect the communities of Llanrwst and Betws-y-Coed with the services located in their vicinity. As a result, the scheme has the potential to provide a benefit on accessibility to local services.			++	
	Affordability	The scheme has the potential to provide a positive impact on personal affordability, related to the envisaged modal shift, and therefore reduce the users' travel expenditure.			+	
	Severance	The scheme is anticipated to have a positive impact on severance currently experienced by the members of communities with no access to direct active travel routes. The proposals will improve connectivity for those users, and remove a hindrance related to the lack of active travel provision.			++	
	Option and non-use values	N/A			N/A	
Public Accounts	Cost to Broad Transport Budget	The envisaged cost includes preparation, design, procurement, site clearance, construction, supervision and preliminaries.				£ 5,740,627
	Indirect Tax Revenues	N/A	N/A		N/A	N/A

Appraisal Summary Table		Date produced:	20/07/2022		Contact:	
Name of scheme:		Trefriw Flood Alleviation Scheme			Name	Andrew Wilkinson
Description of scheme:		The B5106 sits on the western periphery of the flood plane for the River Conwy. The proposals will ensure that flood alleviation measures are introduced along the B5106 where fluvial and surface water flooding occurs. This will improve the resilience of the local highway network for those using the B5106 carriageway.			Organisation	Conwy Council
					Role	Promoter/Official
Impacts	Summary of key impacts	Assessment				
		Quantitative	Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp	
Economy	Business users & transport providers	In the longer term the flood alleviation mitigation works will reduce the impact of flooding on the operation of the B5106 reducing the requirement for diversionary routes resulting in increased journey times and vehicle operating costs. The improved accessibility would also provide economic benefits to business in Trefriw and Dolgarrog reducing the propensity for them to be cut off by the occurrence of flooding from the surrounding communities.		+		
	Reliability impact on Business users	Journey Time Reliability benefit will be improved for users of the B5106 and the A470 during times of significant flooding, as access and egress will be maintained along the highway at Trefriw.	The benefit has been calculated on the evidence that the B5106 road shuts 5.3 times a year on average, as a result of flooding. During these occurrences, the road users need to use a diversion.	++	£ 1,287,559	
	Regeneration	The regeneration of Trefriw and Dolgarrog will be enhanced by improved certainty of the reduced impact of flooding in the area which could attract additional inward investment into the area.		+		
	Wider Impacts	A significant wider economy benefit is expected, following the implementation of the scheme. The benefit includes tourism and business turnover, resulting from the flood alleviation and, therefore, reduction in number of days when the B5106 is shut due to flooding.	The data analysis provides an average expenditure per visitor, which has been applied to the number of generated trips, also considering commuters	+++	£ 10,831,437	
Environmental	Noise	Potential for reduced noise on A5 / A470 during flood events as these diversion routes will not be necessary. However, this is considered likely to be negligible.		0		
	Air Quality	Potential for reduced air quality on A5 / A470 during flood events as these diversion routes will not be necessary. However, this is considered likely to be negligible.		0		
	Greenhouse gases	Potential for reduced greenhouse gases on A5 / A470 during flood events as these diversion routes will not be necessary. However, this is considered likely to be negligible.		0		
	Landscape	The landscape surrounding Trefriw and Dolgarrog will be improved as a result of a reduced impact of flooding and improved drainage channels. This will allow for enhanced use of the surrounding landscape by communities with risks associated with flooding reduced.		+		
	Townscape	The townscape within both Trefriw and Dolgarrog will be improved as a result of the reduced impact of flooding on the built environment.		+		
	Historic Environment	The scheme will ensure that the historic environment including listed buildings, bridges etc where mitigation measures are proposed are not impacted by flooding.		+		
	Biodiversity	The scheme will benefit biodiversity by reducing the extent of flooding currently and forecast to occur within Trefriw and Dolgarrog. The reduced spread of the flooding to the road and built environment will also reduce the impact of flooding on animals including the reduced spread of E-Coli from the untreated water.		+		
	Water Environment	The flood alleviation scheme is likely to have a beneficial impact on the water environment with fewer debris collected from the built environments as a result of flooding occurrences. The improved drainage and channels will also provide for dedicated infrastructure to facilitate the flood events in line with future forecasts.		+		
Social	Commuting and Other users	The flood alleviation scheme will allow for continuous use of the B5106 by all modes (including vehicles, pedestrians, bicycles, horse riders etc.) carriageway during adverse weather, preventing from the flooding of the highway and its vicinity.		+		
	Reliability impact on Commuting and Other users	The flood alleviation scheme will improve the reliability of the B5106 by ensuring significant mitigation is in place to prevent existing and forecast flood events from occurring.		++		
	Physical activity	Physical activity will be improved at times when flooding occurs by improving access to services. In addition, the improved drainage proposed along the B5106 will allow for improved journey experiences for all users (especially pedestrians and cyclists) by reducing the level of standing / flowing water on the carriageway.		+		
	Journey quality	Journey quality will be significantly improved for all users of the road along the B5106 as a result of the reduced level of standing water at times of flooding and the improved drainage along the road.		++		
	Accidents	The flood alleviations scheme will reduce the level of accidents occurring as a result of standing water on the carriageway and could reduce the severity of accidents occurring during flooding events as a result of improved access to the area by emergency services.		+		
	Security	The flood alleviation scheme will allow for improved health and well-being security allowing continuous emergency service access to the villages of Trefriw and Dolgarrog at times of flooding. It would also allow for additional financial security should property be damaged during the occurrence of flood events.		++		
	Access to services	Access to service will be enhanced by the reduced impact of flooding on the B5106. This will also improve social isolation by allowing more freedom of movement as well as allow for emergency service access when required.	Access to Trefriw and Dolgarrog will be improved with the road impacted by flooding occurrences on average 5.3 times every year. It is assumed that one fatality every 10 years may be prevented, as a result of improved access to emergency services during the adverse weather, which otherwise would result in flooding, and consequently shutting the B5106 road off.	+++	£ 8,459,064	
	Affordability	The flood alleviation scheme will reduce the requirement for vehicles to divert during times of flooding thus reducing implications on vehicle operating costs, fuel consumption and wear and tear of vehicles. The enhanced infrastructure will reduce the impacts of flooding on surrounding properties and therefore would reduce the cost implications of flooding events for local residents. They will enhance connections to and from areas with relatively high levels of social deprivation, where residents may have less disposable income. These benefits are not accounted for in the monetary value; were they to be monetised the value would be positive.	The impacts of flood events have been calculated based on damage to residential properties which could be mitigated against by the flood defences (15) and average costs of damages (£16,700) caused by floods which occurred during the winter of 2015 / 16	++	£ 2,493,531	
	Severance	Severance will be reduced as a result of improved access to local facilities and amenities during flood events.		++		
	Option and non-use values	N/A		N/A		
Public Accounts	Cost to Broad Transport Budget	The envisaged cost includes preparation, design, procurement, site clearance, construction, supervision and preliminaries.			£ 10,082,245	
	Indirect Tax Revenues	N/A	N/A	N/A	N/A	