ppra	isal Summary Table		Date produced:	29/06/	2017			Contact:
Name of scheme: Description of scheme: Impacts		A556 Gadbrook Business Park junction upgrade The scheme involves the inclusion of a left turn slip road out of Gadbrook Business Par junction.	ark, widened approaches to the junction on the A556 and a widened northern arm of the Assessment				Name Organisation Role	Alsion Kinight Cheshire West and Chester Council Promoter
		Summary of key impacts						
				Quantitative		Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
nomy	usiness users & transport Gadbrook Junction is located in Northwich, Cheshire, and provides access into Gadbrook Business Park from the A556 and onwards from the M6. The junction is the only access route		Value of journey time changes(£) Net journey time changes (£)					
9		into Gadbrook Business Park, a major and growing employment location in North Cheshire	0 to 2min 2 to 5min > 5min			-/-	- /-	7/5
В		which currently hosts approximately 5,000 jobs. As such the scheme provides a time saving to business users of 5 vehicle hours in the AM peak and 14 vehicle hours in the PM peak.	n/a	n/a	n/a	n/a	n/a	n/a
	Reliability impact on Business users	Journey time reliability has not been assessed.	n/a			n/a	n/a	
	Regeneration	Regeneration has not been assessed	n/a			n/a	n/a	
	Wider Impacts	Wider impacts have not been assessed. GVA and jobs benefits are discussed section B2 of the application form	n/a			n/a	n/a	
tal	Noise	Noise has not been assessed	n/a			n/a	n/a	n/a
onmen	Air Quality	No quantitative assessment of air quality has been undertaken. However, there is a reduction in vehicle hours when the scheme is implemented meaning there will be a small positive impact on air quality	n/a			n/a	n/a	n/a
Envir	Greenhouse gases	No quantitative assessment of greenhouse gases has been undertaken. However, there is a reduction in vehicle hours when the scheme is implemented meaning there will be a small positive impact on greenhouse gases	Change in non-traded carbon over 60y (CO2e) n/a Change in traded carbon over 60y (CO2e) n/a			n/a	n/a	
	Landscape	Landscape has not been assessed.	n/a			n/a	n/a	
	Townscape	Townscape has not been assessed.	n/a			n/a	n/a	
	Historic Environment	Historic environment has not been assessed.	n/a			n/a	n/a	
	Biodiversity	Biodiversity has not been assessed.	n/a			n/a	n/a	
	Water Environment	Water environment has not been assessed.	n/a			n/a	n/a	
Social	Commuting and Other users	The proposed scheme is forecast to reduce journey times for commuting and other purpose users. The scheme provides a time saving to commuters of 27 vehicle hours in the AM peak and 38 vehicle hours in the PM peak. There is a time saving to other users of 4 vehicle hours in the AM peak and 56 vehicle hours in the PM peak	Value of journey time changes(£) Net journey time changes (£) 0 to 2min 2 to 5min > 5min n/a n/a n/a		n/a	n/a		
	Reliability impact on Commuting and Other users	Journey time reliability has not been assessed.	n/a		n/a	n/a		
	Physical activity	Physical activity has not been assessed.	n/a		n/a	n/a		
	Journey quality	Journey quality has not been assessed.	n/a		n/a	n/a		
	Accidents	Accidents have not been assessed.	n/a		n/a	n/a	n/a	
	Security	Security has not been assessed.	n/a		n/a	n/a	n/a	
	Access to services	Access to services has not been assessed.	n/a		n/a	n/a	n/a	
	Affordability	Affordability has not been assessed.	n/a		n/a	n/a	n/a	
	Severance	Severance has not been assessed.	n/a		n/a	n/a	n/a	
	Option and non-use values	Option values have not been assessed.	n/a		n/a	n/a		
	Cost to Broad Transport Budget	There is a cost to the transport budget of £2.9m (2017 prices)	n/a		n/a	n/a		
. წ	Indirect Tax Revenues	Indirect tax revenues have not been assessed.		n/a		n/a	n/a	