

Impacts	Summary of Key Impacts	Assessment						
		Quantitative			Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp	
Economy	Business users & transport providers	The Shrewsbury North-West Relief Road (NWRR) would provide a new single carriageway road in the north-west quadrant of Shrewsbury. This will provide a high quality, alternative route choice for business users and transport providers and will significantly improve journey times throughout the local road network as a result of congestion on the northern and western approaches to the town centre as a result of the relief road. The economic benefits to business users are highlighted by the highly positive TUBA results. Transport providers may also experience revenue benefits from increased patronage on routes into the town centre, because of improved journey reliability.	Value of journey time changes (£)		£12.7m	-	£87,228,000	
	Net journey time changes (£)							
	0 to 2min	2 to 5min	> 5min					
	£4.0m	£3.4m	£5.4m					
Reliability impact on Business users	The reliability of journey times around Shrewsbury will be improved by adding to the route choice for all users. In particular, congestion will reduce on the northern and western approaches to the town centre, which will reduce journey times between the north and west of Shrewsbury. Total reliability benefits have been calculated, and have a present value of £10,114,884. They have not been calculated separately for business and commuting/other users.	N/A			-	£10,114,884		
Regeneration	Not applicable to this scheme.	N/A			-	-		
Wider Impacts	By supporting and improving the wider transport infrastructure in Shrewsbury, the NWRR could have positive economic impacts for the town centre, South and West Sustainable Urban Extensions and major employment sites, as the traffic issues that have previously deterred businesses from being attracted to the town are overcome. The scheme will support the	Very large wider impacts have been calculated using WITA. These will be reviewed for the FBC and are not included in the BCR calculations.			-	>£8,000,000		
Environmental	Noise	TBC	TBC			TBC	TBC	
	Air Quality	TBC	TBC			TBC	TBC	
	Greenhouse gases	TBC	Change in non-traded carbon over 60y (CO2e)			TBC	£3,350,000	
			Change in traded carbon over 60y (CO2e)					
	Landscape	The landscape is typical of the wider area, with landscape features that are common throughout Shropshire and which within the medium to long term are relatively easily replaced. There is anticipated to be some loss of existing landscape features and disruption to landscape pattern and land cover. Visually the scheme corridor is likely to be relatively well contained and localised due to the tree cover along field boundaries and rolling topography which limits long distance views. The crossing of the River Severn is likely to be a highly conspicuous element of the proposed scheme.	N/A			Moderate Adverse	N/A	
	Townscape	Not applicable to this scheme.	N/A			N/A	N/A	
	Historic Environment	Moderate adverse impact on the buried archaeology, if present, including the Berwick cropmark complex of potential prehistoric date. Moderate to slight adverse impact on settings/context of 27 Listed Buildings and 1 Registered Park and Garden (Grade II). Neutral impacts on the settings of 1 Scheduled Monument and 1 Registered Battlefield.	N/A			Moderate Adverse	N/A	
	Biodiversity	Neutral impact on Hencott Pool, Part of the Midland Meres and Mosses (Phase 2) Ramsar and Hencott Pool SSSI. Slight adverse impact on River Severn (Montford Shrewsbury) LWS and Alkmund Park Pool LWS. Slight adverse impact protected and priority species if they are found to be present in the proposed scheme area. Moderate adverse impact on Alkmund Park Coppice Planted Ancient Woodland Site. Slight adverse impact on important hedgerows (if present).	N/A			Moderate Adverse	N/A	
Water Environment	Potential impacts to surface and groundwater include potential pollution/contamination to public water supply sources (both surface and groundwater) operated by Severn Trent Water and possible impact to the Old River Bed SSSI. Potential floodplain volume displacement associated with the River Severn and Alkmund Park Wood watercourse floodplains. Potential displacement of surface water in two areas at high risk of surface water flooding. The scheme is within the maximum extent of flooding from reservoirs associated with the course of the River Severn, potentially constricting flows. The proposed scheme could interfere with groundwater flow, potentially increasing groundwater flood risk.	N/A			Moderate Adverse	N/A		
Social	Commuting and Other users	There are forecast to be very large benefits to commuters and other users of the highway network in Shrewsbury. Journey time savings across the town are expected to be high, as a result of alternative route choice to users provided by the relief road and reduced congestion on the northern and western approaches to the town centre. This also allows for journey time predictability improvements for bus services that incorporate the A528 and A458 corridors on their routes. The economic benefits to business users are highlighted by the highly positive TUBA results.	Value of journey time changes (£)		£64.8m	-	£203,719,000	
	Net journey time changes (£)							
	0 to 2min	2 to 5min	> 5min					
	£23.5m	£20.7m	£20.6m					
	Reliability impact on Commuting and Other users	See reliability impact on business users above.	N/A			-	£0	
	Physical activity	Not applicable to this scheme.	N/A			-	N/A	
	Journey quality	Not applicable to this scheme.	N/A			-	N/A	
	Accidents	A reduced number of accidents on the highway network (particularly primary transport corridors) in and around Shrewsbury will result from the addition of a north west relief road, and therefore the redistribution of some strategic traffic to this new route (from the primary transport corridors). The COBALT results predict this saving in a monetary terms.	Saving of 768 accidents and 953 casualties predicted by COBALT			-	£30,636,700	
	Security	Not applicable to this scheme.	N/A			-	N/A	
	Access to services	Not applicable to this scheme.	N/A			-	N/A	
Affordability	Not applicable to this scheme.	N/A			-	N/A		
Severance	Not applicable to this scheme.	N/A			-	N/A		
Option and non-use values	Not applicable to this scheme.	N/A			-	N/A		

Public Accounts	Cost to Broad Transport Budget	These consist of the scheme investment costs and operating costs (i.e. annual maintenance costs and capital renewal costs).	N/A	-	£61,531,707	
	Indirect Tax Revenues	Reduced indirect tax revenues as a result of reduced fuel spends.	N/A	-	£7,365,000	