

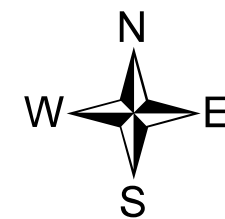
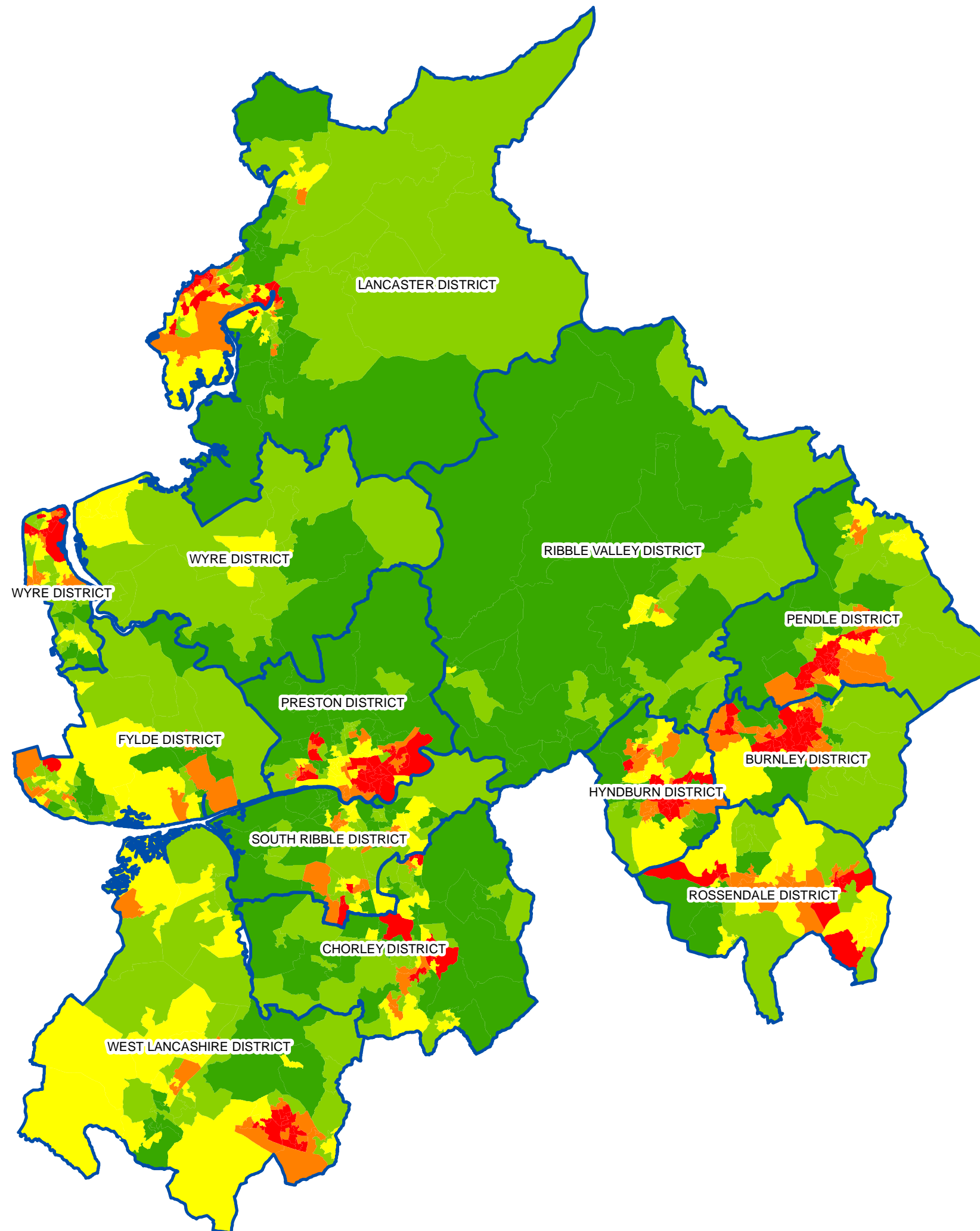
DI Screening Proforma

Scheme description: Broughton Bypass

The Broughton Bypass scheme is the preferred solution to the congestion, environmental and road safety problems experienced in and around Broughton village.

The proposed bypass is approximately 2km in length and has been designed as two sections running north and south of the existing B5269 Whittingham Lane along the A6 corridor.

Indicator	(a) Appraisal output criteria	(b) Potential impact (yes / no, positive/negative if known)	(c) Qualitative Comments	(d) Proceed to Step 2
User benefits	The TUBA user benefit analysis software or an equivalent process has been used in the appraisal; and/or the value of user benefits Transport Economic Efficiency (TEE) table is non-zero.	Yes, Positive	TUBA analysis of travel time and VOC benefits has been undertaken and showed significant User Benefits of the scheme	Yes
Noise	Any change in alignment of transport corridor or any links with significant changes (>25% or <-20%) in vehicle flow, speed or %HDV content. Also note comment in TAG Unit A3.	Yes, Positive	The Broughton Bypass provides a new alignment of the A6 North-South corridor. This intervention results in significant changes in traffic flow in and around Broughton with some of the links having a flow change of more than 25%.	Yes
Air quality	Any change in alignment of transport corridor or any links with significant changes in vehicle flow, speed or %HDV content: <ul style="list-style-type: none"> • Change in 24 hour AADT of 1000 vehicles or more • Change in 24 hour AADT of HDV of 200 HDV vehicles or more • Change in daily average speed of 10kph or more • Change in peak hour speed of 20kph or more • Change in road alignment of 5m or more 	Yes, Positive (NO2) Negative (PM10)	The Broughton Bypass provides a new alignment of the A6 North-South corridor resulting in significant changes in traffic flow in and around Broughton. There are multiple links with changes in AADT greater than 1000 vehicles.	Yes
Accidents	Any change in alignment of transport corridor (or road layout) that may have positive or negative safety impacts, or any links with significant changes in vehicle flow, speed, %HGV content or any significant change (>10%) in the number of pedestrians, cyclists or motorcyclists using road network.	Yes, Positive and Negative	The Broughton Bypass provides a new alignment of the A6 North-South corridor resulting in significant changes in traffic flow in and around Broughton. Accident analysis has been undertaken to calculate changes in number of accidents as a result of the scheme.	Yes
Security	Any change in public transport waiting/interchange facilities including pedestrian access expected to affect user perceptions of personal security.	No		No
Severance	Introduction or removal of barriers to pedestrian movement, either through changes to road crossing provision, or through introduction of new public transport or road corridors. Any areas with significant changes (>10%) in vehicle flow, speed, %HGV content.	Yes, Positive and Negative	Introduction of the new road corridor will have adverse effect on severance, however, there will be a beneficial impact from the new facilities for pedestrians and cyclists and from the reduction of traffic on A6.	Yes
Accessibility	Changes in routings or timings of current public transport services, any changes to public transport provision, including routing, frequencies, waiting facilities (bus stops / rail stations) and rolling stock, or any indirect impacts on accessibility to services (e.g. demolition & re-location of a school).	No		No
Affordability	In cases where the following charges would occur; Parking charges (including where changes in the allocation of free or reduced fee spaces may occur); Car fuel and non-fuel operating costs (where, for example, rerouting or changes in journey speeds and congestion occur resulting in changes in costs); Road user charges (including discounts and exemptions for different groups of travellers); Public transport fare changes (where, for example premium fares are set on new or existing modes or where multi-modal discounted travel tickets become available due to new ticketing technologies); or Public transport concession availability (where, for example concession arrangements vary as a result of a move in service provision from bus to light rail or heavy rail, where such concession entitlement is not maintained by the local authority[1]).	Yes, Negative	According to TUBA results car fuel and non-fuel operating costs will vary with the scheme in place.	Yes

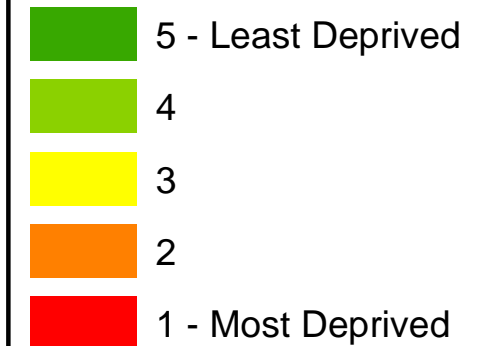


Key

Lancashire Districts



Income Quintiles



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Rev	Date	Purpose of Revision	Drawn	Check	Review	Appr.

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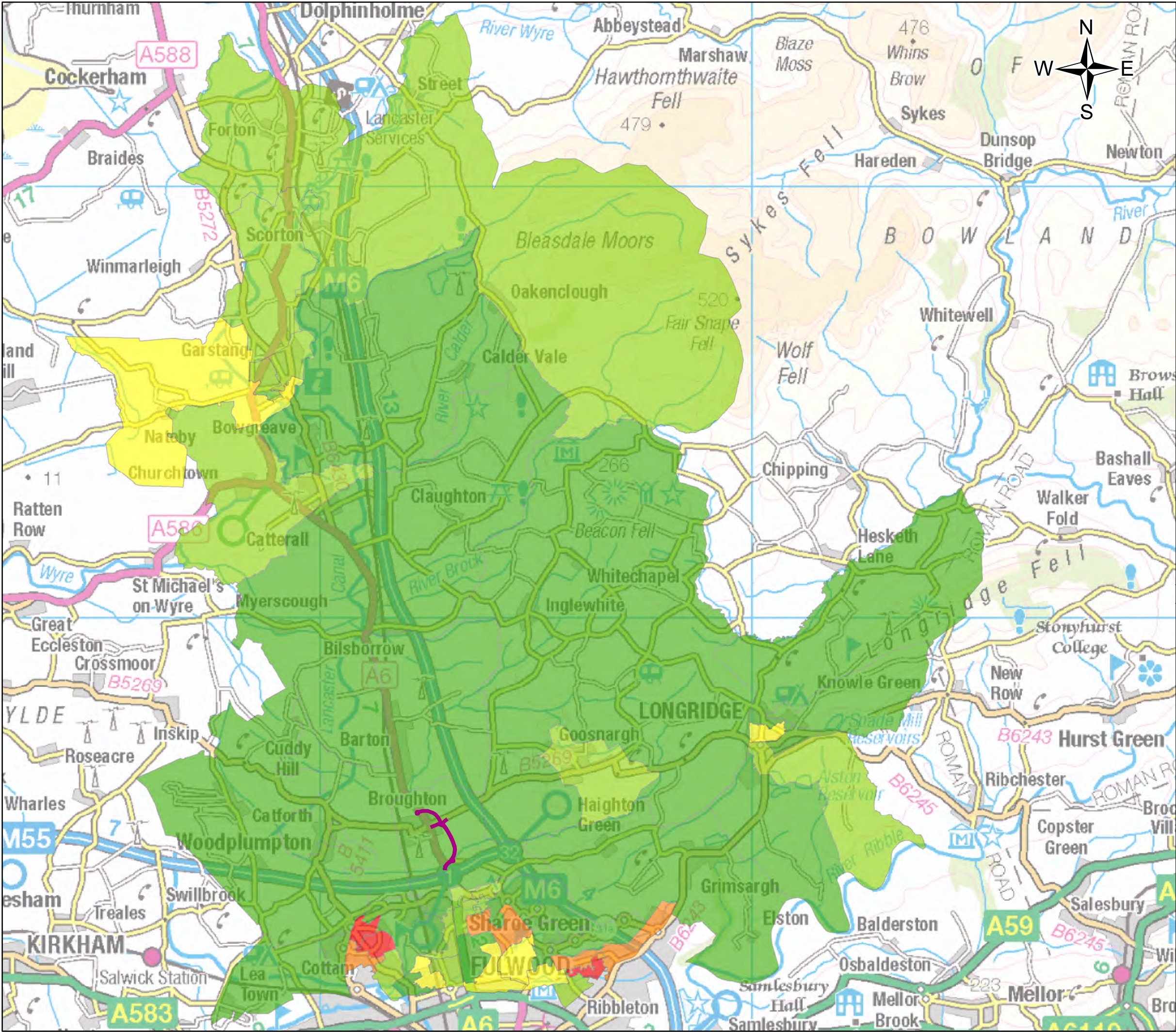
Client	Lancashire County Council
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Project	BROUGHTON BYPASS
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Drawing Title	DI Appraisal - Appendix B
LSOAs by Income Quintiles within Lancashire	

Drawing Status			FINAL		
Scale		NOT TO SCALE		DO NOT SCALE	
Project Number		B2237509			
Client Number					
Drawing Number					Rev
B2237509/613/DI/Appendix B					0

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Key

Broughton Bypass Scheme

Income Quintiles

5 - Least Deprived

4

3

2

1 - Most Deprived

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Project

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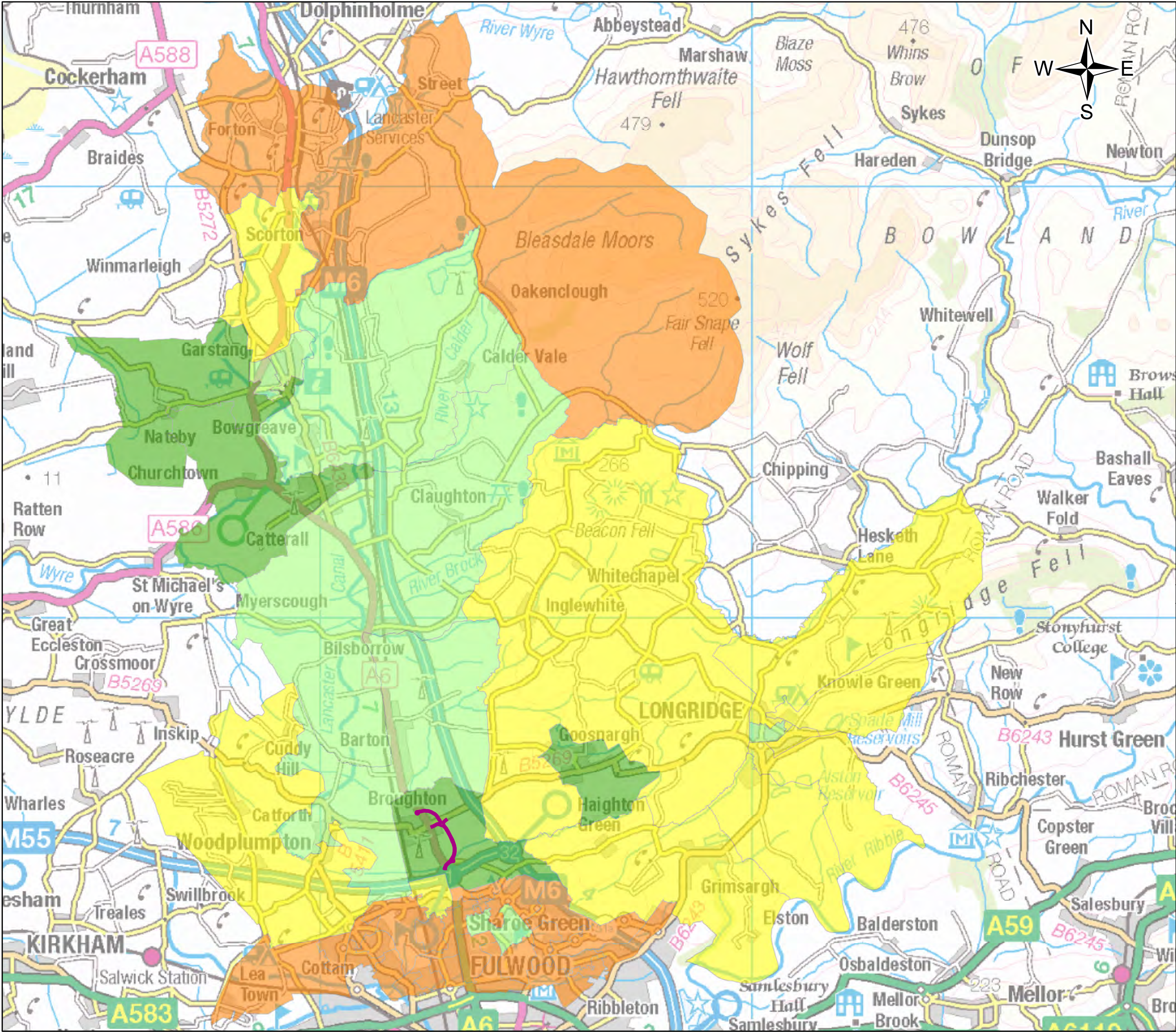
Drawing Title

DI Appraisal - Appendix C

Income Quintiles in User Benefits and Personal Affordability Area of Impact

Drawing Status	FINAL	
Scale	NOT TO SCALE	DO NOT SCALE
Project Number	B2237509	
Client Number		
Drawing Number	B2237509/613/DI/Appendix C	Rev 0

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Key

Broughton Bypass Scheme

User Benefits per LSOA

- £0k to £500k
- £500k to £1m
- £1m to £2m
- £2m to £3m

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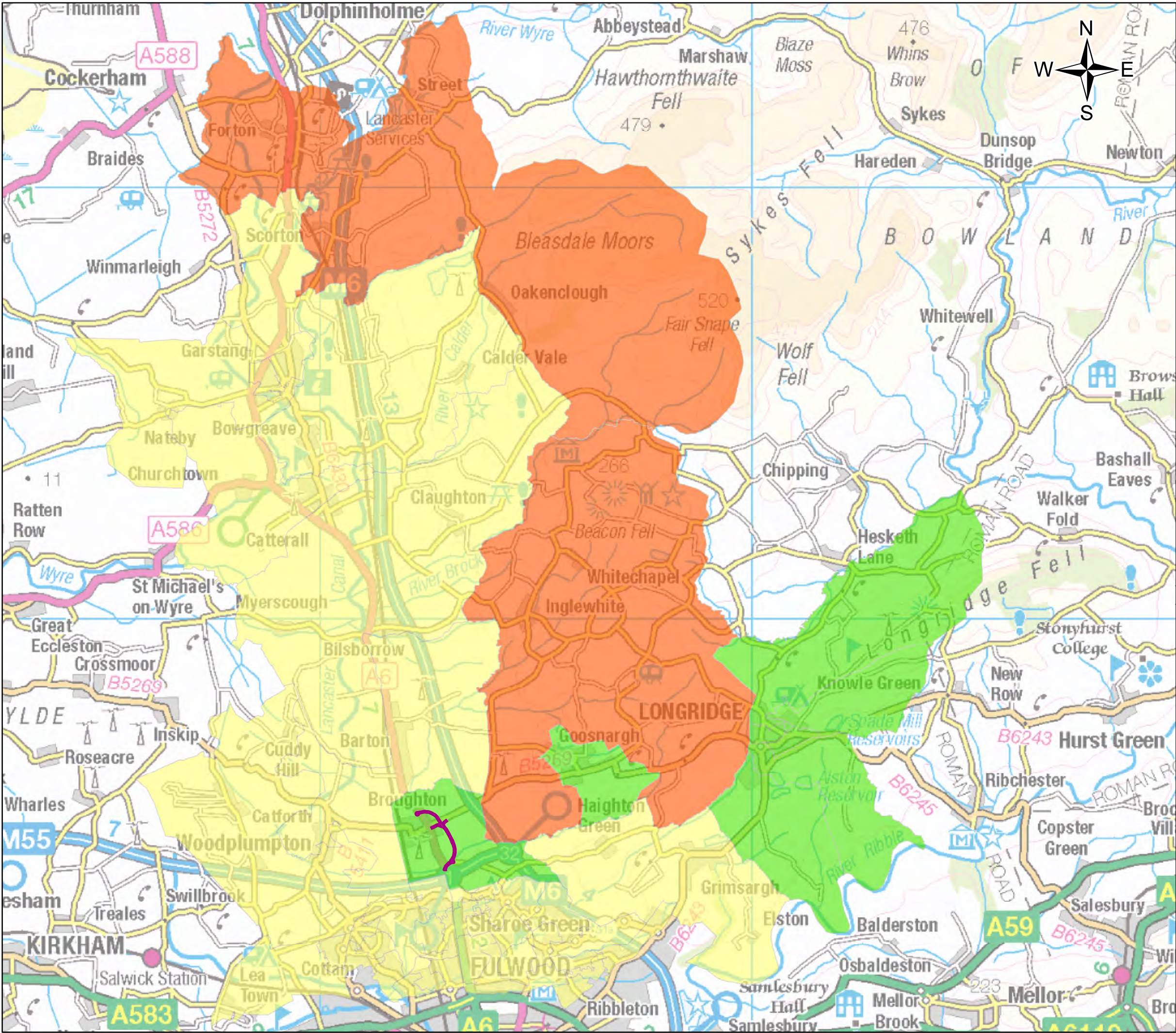
Client
Lancashire
County Council

Project
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Drawing Title
DI Appraisal - Appendix D
User Benefits per LSOA

Drawing Status	FINAL	
Scale	NOT TO SCALE	DO NOT SCALE
Project Number	B2237509	
Client Number		
Drawing Number	B2237509/613/DI/Appendix D	Rev 0

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Key

Broughton Bypass Scheme

Personal Affordability per LSOA

- Less than -£300k
- £300k to £0k
- Greater than £0k

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Project
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Drawing Title

DI Appraisal - Appendix E

Personal Affordability Impact per LSOA

Drawing Status	FINAL	
Scale	NOT TO SCALE	DO NOT SCALE
Project Number	B2237509	
Client Number		
Drawing Number	B2237509/613/DI/Appendix E	Rev 0

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Key

Broughton Bypass Scheme

Noise Receptors

- Improve
- Worse
- No Change

Income Quintiles

- 5 - Least Deprived
- 4
- 3
- 2
- 1 - Most Deprived

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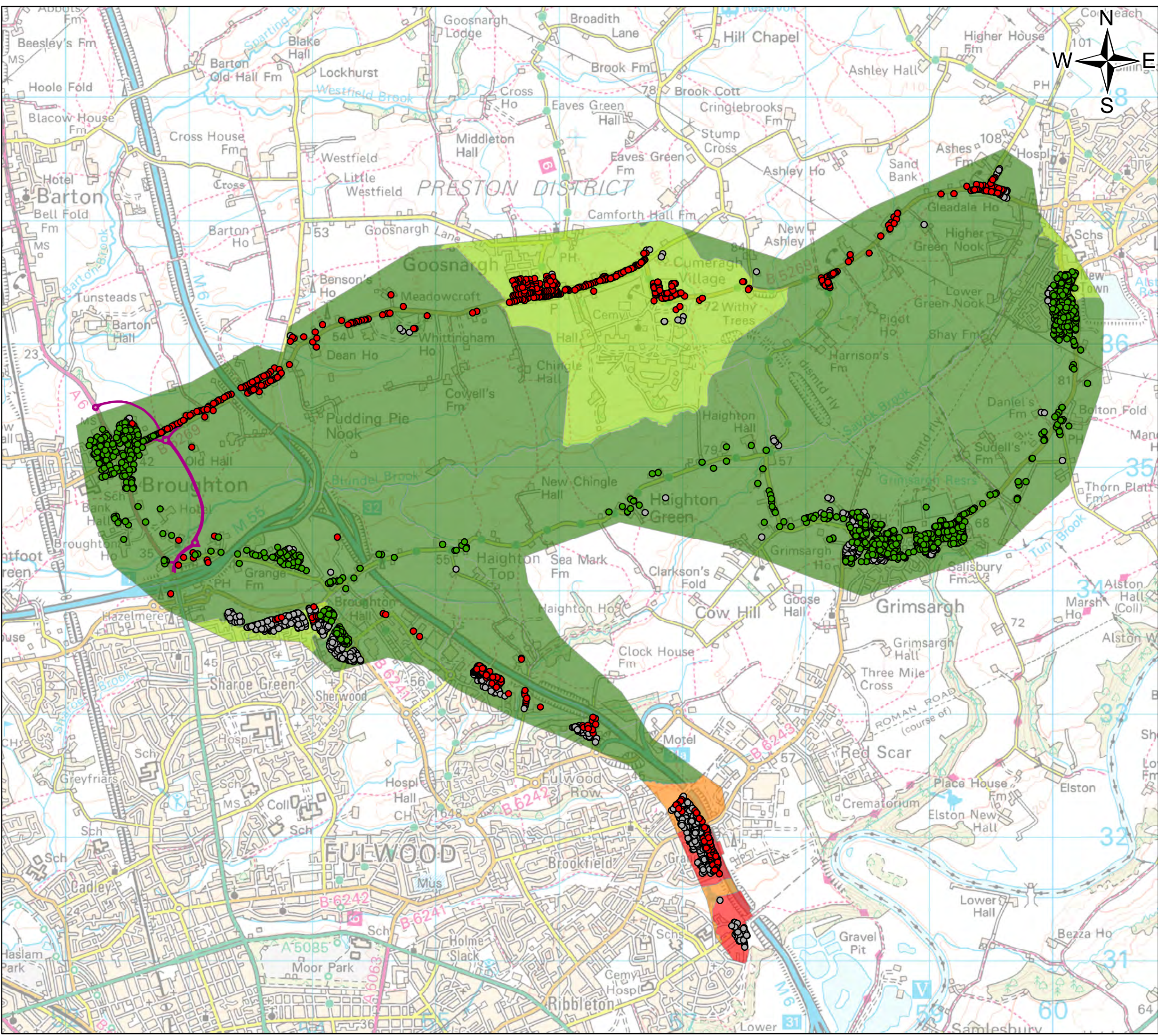
Drawing Title

DI Appraisal - Appendix F

Impact on Noise Receptors in the Affected Area

Drawing Status	FINAL	
Scale	NOT TO SCALE	DO NOT SCALE
Project Number	B2237509	
Client Number		
Drawing Number	B2237509/613/DI/Appendix F	Rev 0

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Key

Broughton Bypass Scheme

Impact on NO2

- Improve
- No change
- Worse

Income Quantiles

- 5 - Least Deprived
- 4
- 3
- 2
- 1 - Most Deprived

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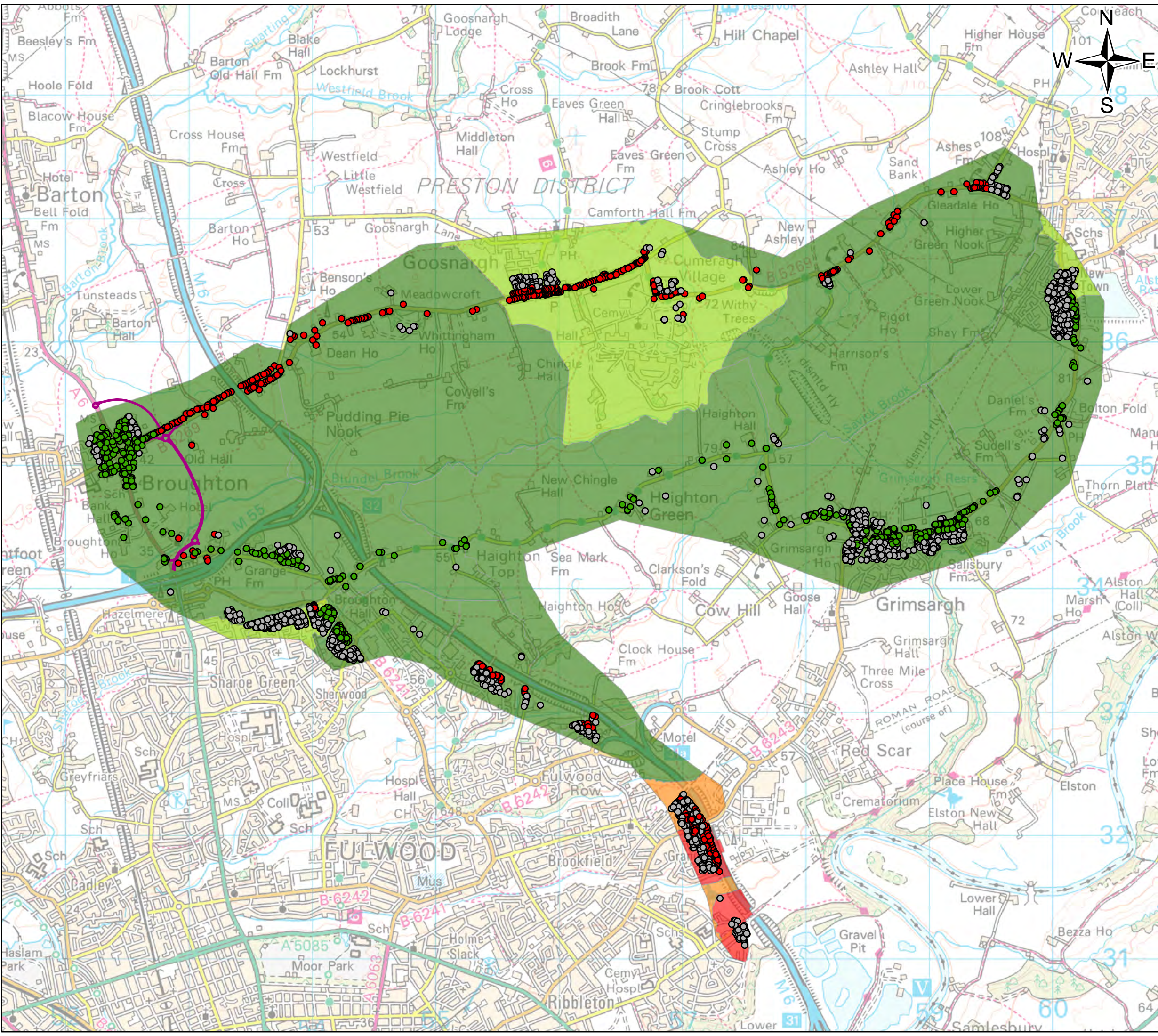
Drawing Title

DI Appraisal - Appendix G1

Impact on Air Quality (NO2)
Receptors in the Affected Area

Drawing Status	FINAL	
Scale	NOT TO SCALE	DO NOT SCALE
Project Number	B2237509	
Client Number		
Drawing Number	B2237509/613/DI/Appendix G1	Rev 0

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Key

Broughton Bypass Scheme

Change in PM10

- Improve
- No change
- Worse

Income Quantiles

- 5 - Least Deprived
- 4
- 3
- 2
- 1 - Most Deprived

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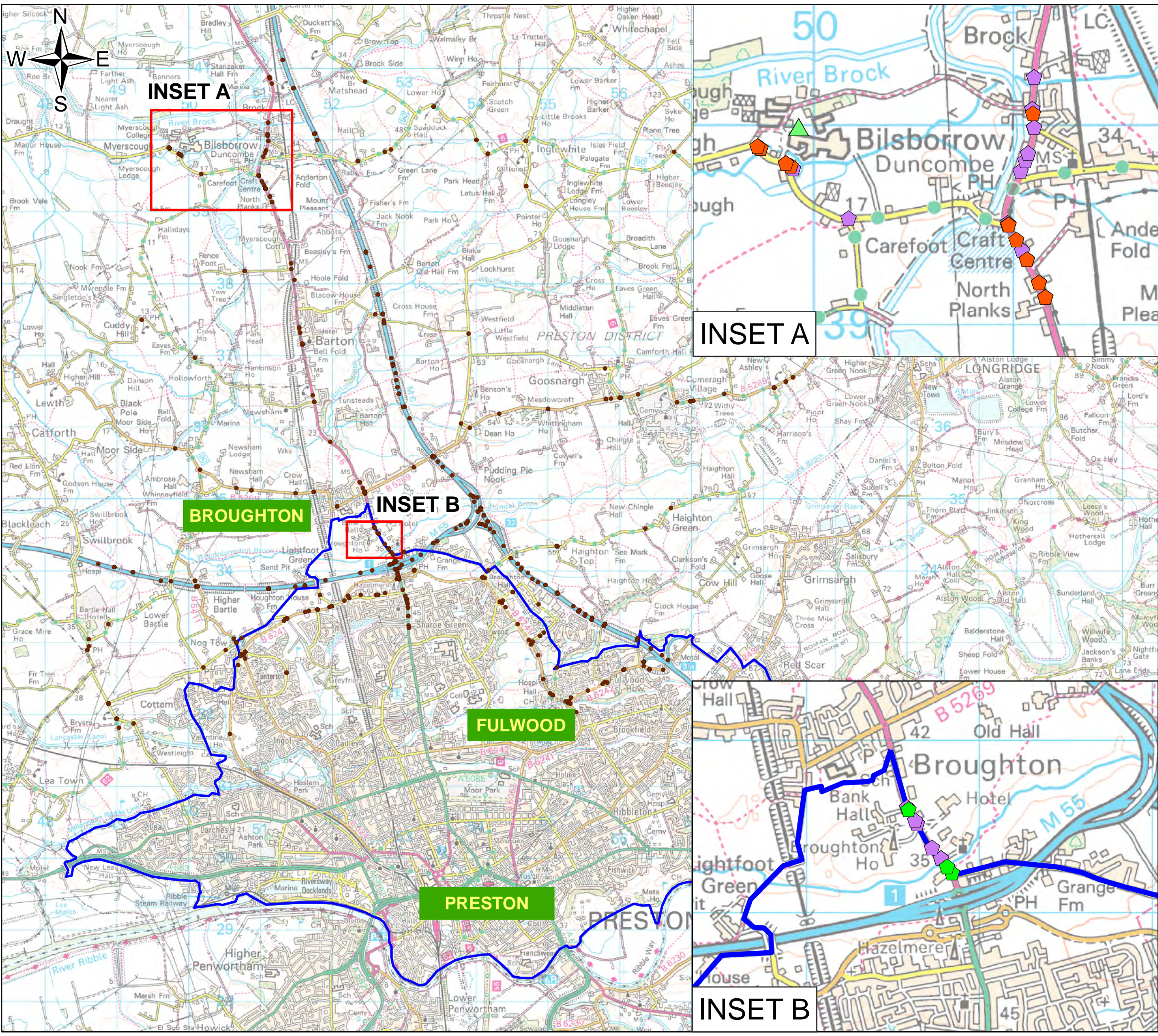
Project **BROUGHTON BYPASS**

Drawing Title
DI Appraisal - Appendix G2

Impact on Air Quality (PM10)
Receptors in the Affected Area

Drawing Status	FINAL	
Scale	NOT TO SCALE	DO NOT SCALE
Project Number	B2237509	
Client Number		
Drawing Number	B2237509/613/DI/Appendix G2	Rev 0

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Key

Attractions within Clusters

- College
- Clusters Insets
- Guild Wheel Route

Casualty Clusters

- Young Male Casualties
- Cyclist Casualties
- Other Casualties

NB: In the two highlighted clusters, 'other casualties' may include casualties of 'cyclists' or 'young males' but they were not of any interest in the analysis of that cluster.

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Drawing Title

DI Appraisal - Appendix H

Clusters of Vulnerable Groups Casualties

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Project Number	B2237509	
Client Number		
Drawing Number	B2237509/613/DI/Appendix H	Rev 0

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