

Name of scheme:		Lydney Cycle Improvements Scheme			
Description of scheme:		This scheme will assist in improving both cycling numbers in the area by improving a number of cycle routes, including connections to the town centre, to schools, and to the railway station.			
Impacts	Summary of key impacts	Assessment			
		Quantitative	Qualitative	Monetary £(NPV)	
Economy	<b>Business users &amp; transport providers</b>	The Cycle route will provide a safe and efficient route for both pedestrians and cyclists improving the quality of journey options available for all users. However, it is expected business users will not be significantly impacted as transport providers are not directly affected.	As per the BCR Calculations	Neutral	N/A
	<b>Reliability impact on Business users</b>	The modal shift will be minimal so the impact has been assessed as Neutral.	N/A	Neutral	N/A
	<b>Regeneration</b>	No regeneration areas (as specified in the Web Tag) are expected to be impacted by the implementation of the scheme. However quantitatively the impact is assessed as Moderately Beneficial, as the cycle routes will contribute to the regeneration of Lydney Harbour, residential sites to the east of Lydney, and add to the benefit gained by linking to wider cycle routes throughout the Forest of Dean.	N/A	Moderately Beneficial	N/A
	<b>Wider Impacts</b>	Not significant	N/A	Neutral	N/A
Environmental	<b>Noise</b>	No adverse or significant adverse effects are considered likely resulting from the operational scheme. The nature of the development is such that the scheme would contribute to a reduction in traffic flows, encouraging greater use of low-impact transport such as walking and cycling. All three NPSE objectives are expected to be met resulting from the operational development.  Details of construction methods and scheduling are unknown at this stage. There are several noise-sensitive receptors within 300m of the proposed cycleway, where adverse impact could theoretically occur. Liaison with local residents is advised to avoid raising concerns, and effective lines of communication kept open. Noise during the scheme's construction phase should be controlled at source where possible, and Best Available Techniques of noise control observed to avoid the propagation of noise.	N/A	Neutral	Total for all Links £670
	<b>Air Quality</b>	Air quality improvement as a result of modal shift to active transport may take at least two or more years to materialise in a measurable way, however any improvements may be offset by the increase in the local population and subsequent increase in motor traffic.  Encouragement of use of the new network for leisure purposes should be promoted as a precursor to encouraging use for day-to-day trips and commuting.	N/A	Neutral	N/A
	<b>Greenhouse Gases</b>	Greenhouse gases are likely to remain static following the introduction of the paths. A shift to active transport that may reduce greenhouse gas emissions may take two or more years to materialise, and may yet be offset by increases in traffic as a result of increases in the local population.	N/A	Neutral	N/A
	<b>Landscape (including Arboriculture)</b>	There is potential for short term tree and shrub loss to make space for construction, improve visibility and for long term management requirements. This loss of landscape may result in a short term adverse impact to the Landscape and Amenity Value of the Area,  In order to progress a detailed highway design and to develop detailed mitigation, a further site based Landscape and Townscape Appraisal Assessment should be undertaken after approval of the business case. Further recommendations include that a detailed arboricultural assessment (BS5837 survey and assessment) of trees likely to be affected by the construction works, and by the long term management of the cycle routes should be undertaken.  The Green Link, between Dean Academy School and Purple Link passes through a heavily wooded area within the Forest of Dean, Lydney - Conservation Area, and Consultation with the Forest of Dean landscape Officer will be required to inform proposals before detailed design.	N/A	Slightly Adverse in short term, moderate benefit in long term	N/A

	<p>There is a great opportunity during detail design of the schemes to consider the benefits of local landscape enhancement, including key trees.</p> <p>The potential for impact on The Landscape is considered slightly adverse, with enhancement opportunities to make this of moderate landscape benefit in the long term</p>			
<b>Townscape</b>	<p>Careful detailing of hard surfacing, barriers and signage should ensure no adverse townscape impacts, and improvement and consistency of surface treatments will provide enhancements over the existing.</p> <p>New surface treatments will be discussed with the Conservation Officer and Highways England to ensure new surface treatments, barriers or signs do not have a negative impact on the Lydney Conservation Area.</p>	N/A	Neutral	N/A
<b>Historic Environment</b>	<p>Following consultation with the County Archaeologist no impact to the non-designated archaeological resource is anticipated.</p> <p>There is the potential for the setting of several designated heritage assets to be impacted depending upon the scope of vegetation removal as part of the Purple Link within the setting of several listed buildings, including the Grade I listed St Mary's Church. The effect upon these designated heritage assets should form part of the Landscape &amp; Visual Impact Assessment and the landscape design to ensure no negative effects. Consultation with the Conservation Officer and Historic England will be required to inform this process. There is also the potential for road surface treatments/lining to impact upon the Lydney Conservation Area and the upon the setting of the Scheduled Monument 'Village Cross' (located within the Conservation Area). Like-for-like surface treatments/lining will result in minimal impact. Any new surface treatment and/or lining will be discussed with the Conservation Officer/Historic England post-FBC (during detailed design) to ensure no negative impacts occur. No further historic environment assessment is required as part of the FBC.</p>	N/A	Neutral	N/A
<b>Biodiversity</b>	<p>There is the potential to impact upon statutory and non-statutory species as well as protected species including badger, bats and otter. Targeted surveys and mitigation measures including invasive species method statements will be carried out, created and implemented to reduce the impact of the scheme thereby reducing the impact of the scheme to slightly adverse in the short term. Replanting of shrubs etc. and mitigation from the additional surveys and further general guidance will result in a long term neutral result.</p> <p>A Habitat Regulation Assessment will need to be assessed by Natural England prior to the start of works so Natural England can determine any likely effects on the local statutory sites. Natural England may suggest further mitigation but the threat of the scheme to these statutory sites is low. It is expected that Natural England will not hold the scheme. Consultation will be required with the site owners and wardens of the non-statutory sites within and adjacent to the scheme extents. Any protected species which are likely to be impacted by the scheme will require surveys, licenses from Natural England and possibly follow up mitigation and surveys. Once detailed design is completed, bat surveys may be required between May and October next year and will need to be completed prior to the start of construction (in certain areas).</p> <p>The scheme's working methods including timing of works will need to be discussed with an Ecologist to ensure that the impact to biodiversity is neutral or even improved. Reasonable Avoidance Measures (RAMs) should be employed regarding amphibians and reptiles. Vegetation clearance should be undertaken outside of the bird breeding season if possible or under ecological guidance.</p>	N/A	Slightly Adverse in Short Term; Neutral in Long Term	N/A
<b>Water Environment</b>	<p>The new cycle routes will be within the catchment area of the Lyd main river. As a result, there will be an increase in the impermeable surface water runoff that will enter the watercourses and drains. While the impermeable surface water runoff will increase, the opening of more cycle routes will decrease the automotive traffic on the roads and therefore decrease the proportion of polluted surface water runoff into the watercourses from carriageway outfalls.</p> <p>The re-surfacing and widening of existing cycle paths, whilst within 8 metres of a main river (The Lyd) and within Flood Zone 3, will not require any formal permission from the Environment Agency as there will be no raising of the level of the flood plain and therefore this is not considered a flood risk activity.</p> <p>However, the Purple Link will require an environmental permit for a flood risk activity due to the construction of a new cycle bridge over The Lyd watercourse as this will result in a raising of the flood plain with the potential to impact upon the flood regime of The Lyd.</p>	Overall the scheme will reduce the proportion of polluted surface water runoff from roads by reducing the volume of automotive traffic and encouraging an environmentally friendly mode of transport. Note there is a Flood Activity Application Fee of £170	Neutral	N/A
<b>Commuting and Other users</b>	<p>Journey time reliability identified as a benefit.</p> <p>Ambience Benefit has been taken from the Active Mode Appraisal Toolkit</p>	<p>Journey Quality Benefits :</p> <p>Purple Link: £5,410</p> <p>Orange Link: 69,850</p> <p>Green Link: £94,290</p> <p>Red Link Rural: £200,850</p> <p>Red Link Urban: £33,020</p>	N/A	£403,420

Social	<b>Reliability impact on Commuting and Other users</b>	Reliability for commuting users will improve due to the new cycle route, and there may be a slight reduction in congestion for the area through a level of modal shift. The quality of the routes will improve on all cycling trips, for example journeys to school and leisure cycling. Journey times for cycling are generally more reliable than trips by car that are subject to un-predicted delay and congestion.	N/A	Slightly Beneficial	N/A
	<b>Physical activity</b>	The predicted number of new cyclists may be low (estimated to be 88), however due to the significant improvements of the links in the long term is expected to encourage more cyclists and in reality will be significantly higher as well as encourage existing users to continue to cycle and walk.	N/A	Moderately Beneficial	N/A
	<b>Journey quality</b>	Improved cycle path facilities will improve journey quality for both pedestrians and cyclists. As the cycle paths will provide a dedicated route for cyclists which allow for safe navigation. This will also improve journey quality for pedestrians by removing cyclists from the pedestrian route reducing severance and improving journey quality by reducing the likelihood of acceding or conflict.	N/A	Moderately Beneficial	N/A
	<b>Accidents</b>	Existing accidents involving pedestrians and cyclists have been detailed fully in the FBC. However it is important to note that there is currently no accident data available regarding pedestrian and cyclists on the new routes.  However providing a dedicated and re-surfaced cycle route will ensure a safe route and reduce potential risks associated with cycling. Therefore, the scheme is expected to improve safety for these users.	N/A	Slightly Beneficial	N/A
	<b>Security</b>	Security will not be affected by the proposed scheme.	N/A	Neutral	N/A
	<b>Access to services</b>	In accordance with WebTag guidance this scheme will not have any relevant impact to accessibility; as there are no proposed changes in routings or timings of current public transport services.	N/A	Neutral	N/A
	<b>Affordability</b>	No impact is expected. Therefore, the impact is assessed qualitatively as neutral.	N/A	Neutral	N/A
	<b>Severance</b>	The introduction of improved and dedicated cycle links will reduce severance for active users including vulnerable members of the public through the creation of a safe and dedicated route as well as decreasing journey times. The addition of improved and new crossing points will also help to contribute to reducing severance details below;  <b>Purple Link</b> - Improvements to the existing crossings on the A48 will increase visibility and aid users when crossing  <b>Red Link</b> - A new parallel cycle and pedestrian zebra crossing will be installed adjacent to the Town Hall to provide a safe connection to the Green Link.  The impact is assessed as Slightly Beneficial.	N/A	Slightly Beneficial	N/A
	<b>Option and non-use values</b>	The schemes will not 'substantially change the availability' of transport services along the scheme corridor and as such will have a negligible effect on 'Option and No Use Values'.	N/A	Neutral	N/A
Public Accounts	<b>Cost to Broad Transport Budget</b>	Values are available from the BCR calculations  Government Costs	Purple Link - £166,430 Orange Link - £119,560 Green Link - £114,490 Red Link Rural - £300,470  Red Link Urban - £55,980	N/A	£756,930
	<b>Indirect Tax Revenues</b>	No Significant impact expected – values are available from the BCR Calculations  Indirect Taxation	Purple Link - £2,690 Orange Link - £950 Green Link - £2,690 Red Link Rural - £830  Red Link Urban - £230	N/A	£7,390