

Initial Appraisal		Intervention 90: New Bypass Around Greenock						
Estimated total Public Sector Funding Requirement:		Capital Costs/grant				£20m - £50m		
Summary Impact on Key Strategic Outcomes	Improve Journey Times and Connections Reduce Emissions Improve Quality, Accessibility and Affordability	---	--	-	0	+	++	+++
		(Judgement based on available information against a 7pt. scale.)						
Intervention Description:								
A new bypass around Greenock and Port Glasgow.								

#### Summary: Rationale for Not Progressing

Although this intervention would deliver improved connections to Greenock Port, it would not contribute significantly towards the public transport objectives on this corridor when compared to other alternatives. The intervention does contribute towards some STPR objectives, however in light of further appraisal, other interventions provide similar or better benefits and offer better value for money.

More focused improvements to the road network at key junctions on the A8 are likely to provide greater value for money.

Table C90.1.1 STPR Objectives

STPR Objectives	
<p><u>STPR Objective 1:</u></p> <p>To Increase capacity and reduce journey times by public transport between Glasgow and Inverclyde.</p> <p><u>STPR Objective 2:</u></p> <p>To facilitate freight access to Greenock port.</p> <p><u>STPR Objective 3:</u></p> <p>To improve the efficiency of the A8/M8 during periods of peak demand with a focus on reducing the conflict between longer distance and local traffic.</p> <p><u>STPR Objective 4:</u></p> <p>To reduce the accident rate to the national road type average on the M8 and A8.</p> <p><u>STPR Objective 5:</u></p> <p>To promote efficient and effective transport links to support the development and implementation of the proposed national development at Glasgow Airport identified in the NPF2.</p>	<p><b>1: Neutral</b> - This intervention is unlikely to have any significant effect on increasing capacity and reducing journey times by rail between Glasgow and Inverclyde. Journey times by bus are likely to be slightly improved as services west of Greenock would use the new bypass rather than travelling through the town, and services to Greenock town centre would benefit from fewer private cars along that section of the route.</p> <p><b>2: Slightly Positive</b> – Constructing a bypass would enable through traffic to avoid the centre of Greenock. This would reduce the number of cars around the port and facilitate freight access to the port.</p> <p><b>3: Positive</b> – Constructing a bypass would enable through traffic to avoid the centre of Greenock. This would improve the efficiency of the A8 / M8 during peak periods by reducing congestion and conflict between longer distance and local traffic and by providing a straight through route along the corridor.</p> <p><b>4: Neutral</b> – Accidents are likely to be reduced if a bypass was constructed due to the improved standard of road although, severity rates are likely to increase.</p> <p><b>5: Slightly Positive</b> – This intervention would help to reduce congestion and conflict on the A8/M8 thus providing a more efficient and effective transport link to Glasgow Airport from the Inverclyde region.</p>

Table C90.1.2 Key Strategic Outcomes

Key Strategic Outcomes (KSO's)		
Objective:	Assessment Summary:	Supporting Information:
Improve Journey Times and Connections:	Minor benefit	Construction of a bypass would reduce journey times by enabling motorists making strategic trips to avoid driving through built-up areas of Greenock.
Reduce Emissions:	Neutral/Minor benefit	This intervention could improve congestion within the town centre and therefore help to improve air quality. There would be no significant impacts on emissions.
Improve Quality, Accessibility and Affordability:	Minor benefit	Improving the road standard between Glasgow and Inverclyde would improve the quality of travel throughout the corridor. Access to Greenock port would also be improved.

**Table C90.1.3 Implementability Appraisal**

<b>Implementability Appraisal</b>	
<b>Technical:</b>	In general no new/untried technologies should be required, however at present the intervention is at a very early stage and technical issues may arise as the design process continues to a more detailed stage.
<b>Operational:</b>	It is unlikely that any operational issues would arise during the projected life of this intervention.
<b>Public:</b>	The construction of a bypass can be controversial in certain situations. Residents in the centre of Greenock are likely to be relieved at the reduction in traffic, whereas businesses may be unhappy at the prospect of losing passing trade.

**Table C90.1.4 Comparative Appraisal**

<b>Comparative Appraisal</b>	
<b>Intervention Hierarchy:</b>	This intervention is Level 3 as it would require major infrastructure change and investment.
<b>Interaction:</b>	Intervention 89 (Speed Enforcement Measures on the M8 and A8 between Glasgow and Inverclyde) would interact with this intervention and potentially reduce the accident rate.
<b>Mutually Exclusive:</b>	This intervention is not mutually exclusive with any other intervention.

**Table C90.1.5 Environmental Appraisal**

<b>Environmental Appraisal</b>	
<b>Assessment Summary</b>	Benefits of this intervention include positive effects on noise, as the bypass could reduce noise levels in the town centre, and air quality, as the intervention is likely to improve congestion in the town centre. The intervention could potentially affect biodiversity, landscape, soils/geology and cultural heritage depending on the route of the bypass and so impacts are uncertain at this stage of the decision-making process.