

Flintshire County Council

Appendix 1 – FCC Options Appraisal on the Welsh Government A494/A55/A548 Corridor, Red / Blue option consultation process

Consideration Area	Red Route	Blue Route
Economy and Regeneration Potential	<p>Positives</p> <ul style="list-style-type: none"> ○ Improved access and marketability of DIP ○ Enhanced connectivity for local businesses – improves the long term viability and attractiveness of the area to local, national and international investors ○ Improved visibility of profile for businesses already located on DIP ○ Improving capacity of interchanges on the existing A548 will reduce congestion on DIP. ○ The Red Route option provides improved access to the A548 and opens opportunities for regeneration in the areas both north and south of the estuary and provides improved links to Mostyn Docks. ○ Provide the opportunity to link Flint into the Deeside Regeneration Area ○ Allows Flintshire Bridge to become a national asset rather than a Flintshire asset and will maximise the benefit of this iconic structure. ○ Opens up the potential of a Road/Rail link to the Wrexham to Bidston line north of DIP and the provision of a new station facility (Deeside 	<p>Positives</p> <ul style="list-style-type: none"> ○ Improves access to the Trunk Road network for businesses along the existing route. ○ Improved Trunk Rd network access for the Sandycroft / Broughton corridor and Airbus. ○ Reduced congestion on strategic network will benefit local business and Industrial park. ○ No direct impact on DIP during construction. <p>Negatives.</p> <ul style="list-style-type: none"> ○ Provides little resilience during periods of disruption.

	<p>Parkway). This will improve access into the DIP.</p> <ul style="list-style-type: none"> ○ Increase the visitor/tourism economy to the north of the Flintshire. <p>Negatives</p> <ul style="list-style-type: none"> ○ Disruption on DIP (A548) during construction period with congestion and short term delays. ○ Impact on the Rural economy South of the estuary. 	
Environmental Impact	<p>Positives</p> <ul style="list-style-type: none"> ○ Reduced impact of noise and air quality along proposed route due to low population density south of the estuary. ○ Opportunity for a truck stop on Public land within DIP removing ASB along A55 corridor. <p>Negatives</p> <ul style="list-style-type: none"> ○ Loss of Green Barrier ○ No noise barrier protection on Aston Hill ○ Ecology, habitat and species impacts including air quality, River Dee crossing, hedgerow, trees and shrub impacts ○ Direct loss of/impact on ancient woodland and associated ancient meadow 	<p>Positives</p> <ul style="list-style-type: none"> ○ Short term reduction in noise levels adjacent to Aston Hill due to proposed noise barriers ○ Improved air quality due to realignment <p>Negatives</p> <ul style="list-style-type: none"> ○ Long term local increases in noise levels adjacent to Aston Hill as traffic volumes increase above current levels. ○ Long term local increases in air quality as traffic volumes increase above current levels.
Transport Impact and Road Safety Including Active	Positives	Positives

Travel impact	<ul style="list-style-type: none"> ○ Improved resilience of the key road network into Wales offering alternative routing and increased capacity, and quicker journey times ○ Reduced impact on local road network in period of disruption - offers further route choice in the event of a major incident on the network ○ Improved access to DIP from N Wales ○ Completes circular carriageway around Deeside Corridor – potential to reroute traffic from the B5129 ○ Will reduce the traffic movements through Holywell and Flint seeking to travel from A55 to A548 or the opposite direction. ○ Greatly compliments intermodal transport possibilities within the DIP including the provision of interconnected active travel measures. ○ Creates a high profile strategic gateway into North Wales and Flintshire. <p>Negatives</p> <ul style="list-style-type: none"> ○ Disruption during periods when Flintshire Bridge closes for high winds ○ No benefit to A55 West bound traffic without improvements to Ewloe interchange. 	<ul style="list-style-type: none"> ○ Improved safety on Aston Hill due to junction changes ○ Improved infrastructure in the Aston area for local traffic movements <p>Negatives</p> <ul style="list-style-type: none"> ○ Lack of resilience – high impact of local network during periods of disruption on the network e.g. RTA
Impact During Construction Period	<p>Positives</p> <ul style="list-style-type: none"> ○ Significant levels of work will be off line with minimal 	<p>Positives</p> <ul style="list-style-type: none"> ○ Construction work will be over a limited section of the

	<p>disruption.</p> <p>Negatives</p> <ul style="list-style-type: none"> ○ Extensive disruption during the construction of the two tie in points. 	<p>network.</p> <p>Negatives</p> <ul style="list-style-type: none"> ○ Long term delay delays during full period of construction
Society & Social Inclusion	<p>Positives</p> <ul style="list-style-type: none"> ○ Reduces the impact of the community barrier which is currently created by the trunk road running through the Aston and Queensferry communities. <p>Negatives</p> <ul style="list-style-type: none"> ○ Creates community barrier and impacts on the communities between Oakenholt and the existing A55 	<p>Positives</p> <ul style="list-style-type: none"> ○ Impact concentrated in one area rather than both the affected areas of the alternative route. <p>Negatives</p> <ul style="list-style-type: none"> ○ A six lane urban motorway will exacerbate the existing barrier between communities along the residential area of Aston and Queensferry.
Equality, Diversity & Human Rights	<p>Positives</p> <ul style="list-style-type: none"> ○ No variance in the impact for either scheme <p>Negatives</p> <ul style="list-style-type: none"> ○ No variance in the impact for either scheme 	<p>Positives</p> <ul style="list-style-type: none"> ○ No variance in the impact for either scheme <p>Negatives</p> <ul style="list-style-type: none"> ○ No variance in the impact for either scheme