HE551524_WSP-PB_A27WL_P011_AST_v1.6.1 Option 1

Appraisal Summary Table		Date produced: 25/04/2017		Contact:	
Name of scheme:	A27 Worthing - Lancing Improvements			Name	Tom Beasley
Description of scheme:	SGAR1 Price base 2010			Organisation	Highways England
	Road Investment Strategy, March 2015, for the 2015/16 - 2019/20 Road Period:			Role	Project Manager
	Tour aim is to address congestion at key hotspots, the delays for road users, separation of communities – notably inWorthing and Land AZY Worthing and Lancing improvements – improvements to the capacity of the road and junctions along the stretch of single carriageway		cale of the improvements, including the option of full dualling, are to be		
	agreed in consultation with West Sussex County Council and the public.* □ Option 1 – Junction improvements only (at grade), direct access onto A27 permitted		,		
Impacts	Summary of key impacts				
		Quantitative	Assessment Qualitative	Monetary	Distributional
	Each scenario or sensitivity test (as a minimum, the core scenario and two alternative scenarios or sensitivity tests) should			£(NPV)	7-pt scale/
Business users &	form the basis for a full appraisal, including environmental and other impacts where appropriate. It is expected that the core scenario will be reported in the AST, with any exceptional outcomes of the uncertainty analysis also included. EG if there are There will be journey time savings for business users as a result of implementing this option. This is because of improvements to	Value of journey time changes(£) 30,144			vulnerable grp
transport providers	junctions along the route.	Value of journey time changes(£) 30,144			
	- the percentage of total TEE benefit during normal operation attributable to changes in business journey times and vehicle operating costs = 50.53% - the total vehicle hours saved by business users in opening year during normal operation = 0 person hours	Net journey time changes (£)		PVB £33.292m (also -13.153m construction delays - all	
	For all vehicles and trip purposes combined: - the opening year peak and inter-peak journey time changes in minutes for all users combined - Route 1 A27 eastbound (AM - 1 mins,	0 to 2min 2 to 5min > 5min	N/A	users)	
	IP - 0 mins, PM - 0 mins) and Route 2 A27 westbound (AM - 3 mins, IP -1 mins, PM -1 mins) - peak hour journey time changes during construction in minutes - construction journey times not assessed	11,702 17,449 993			
Reliability impact on					
Business users	Not assessed	N/A	N/A	PVB £m for MyRIAD based assessments N/A for stress based assessments.	
Regeneration					
	Not assessed	N/A	N/A	N/A	
Wider Impacts					
Noise	Not assessed	N/A	N/A	N/A	
ironmer	 Sensitive receptors along the A27 are likely to be subject to an increase in road traffic noise levels of around 1 d8 due to de-congestion of the road in the long-term. However at a traffic flow growth of 1-2 % per year, it is unlikely to be perceptible in the short-term and long-term. The 4 AllAs (215, 176, 224 and 13915) are all on the A27 and are not expected to be affected by the scheme's operation. The overall 				
<u> </u>	impact of Options 1 is expected to be negligible and the effect Neutral to Slight Adverse. *There are 2,537 residential receptors within 200m of the AZ? Worthing and Lancing Option 1 Improvements. A further 4 sensitive receptors are found within 200m of the scheme and include 1 children's nursery, it hospital, 1 care home, and 1 secondary school.		Slight Adverse		
	Distributional impact analysis is excluded at this stage				
Air Quality	Operation is expected to provide short-term air quality improvements as a result of reduced congestion, however this will be negated in the long term by predicted increases in traffic volumes along the A27 and is likely to have a neutral effect on air quality and Worthing ADMA.				
	 There are 2,537 residential receptors within 200m of the A27 Worthing and Lancing Option 1 Improvements. A further 4 sensitive receptors are found within 200m of the scheme and include 1 children's nursery, 1 hospital, 1 care home, and 1 secondary school. 		Neutral		
Greenhouse gases	Distributional impact analysis is excluded at this stage Greenhouse gases (carbon emissions) have been calculated using TUBA, which demostrates CO2 emission benefits as a result of this				
	Greenrouse gases (carpon emissions) have been calculated using 10BA, which demostrates CU2 emission benefits as a result of this option. However, it is understood that Environment Group consider carbon emission calculations in TUBA to be inaccurate.	Change in non-traded carbon over 60y (CO2e)	Likely to be positive	AVA	
	Therefore until a detailed air quality assessment is undertaken we can only provide a qualitiative assessment advising that we expect carbon emissions to reduce, which might increase the BCR.	Change in traded carbon over 60y (CO2e)	Lindly to be positive	TWA	
Landscape	As a result of Option 1 being improvements to junctions only and within a predominantly suburban area the scheme is expected to have		Slight Adverse		
Townscape	minimal landscape impacts. There is potential for Slight Adverse effects for visual receptors particularly residents close to the scheme.		Sign Adverse		
10111004	 Option 1 comprises at-grade junction improvements at seven locations along the A27 which would have a Neutral effect on townscape. The scheme would not have adverse effects on the layout, mix, scale, appearance, human interaction and cultural aspects of the receiving 				
	townscape. *The scheme would include environmental design measures to ensure that it would blend in well with surrounding townscape characteristics and is not visually intrusive.		Neutral		
Heritage of Historic resources	A full Webtag assessment has not been completed as only a desk based assessment and preliminary setting assessment has been completed as part of Stage 1.				
	Within the Worthing section of the scheme there is 1 Grade I Listed Building, 49 Grade II Listed Buildings, 6 Conservation Areas, 12 non-designated assets and 2 Archaeological Molitoration Areas (ANAs). In the Lancing section of the scheme, there is 1 Grade I Listed Building, 15 Grade II Listed Building, 16 Grade II Listed Building, 17 Grade II Listed Building, 17 Grade II Listed Building, 18 Grade II Listed Building,		Major Adverse		
	 Particularly sensitive receptors include Salvington Conservation Area located immediately south of the A27 and 200m west of the Offington Corner Junction, where this option has potential for significant effects. Option 1 is likely to have the least impact out of all the options due to smaller land take required, however further assessment will be 				
Biodiversity	undertaken at the next PCF stage. There is potential for effects of Neutral to Major Adverse Significance.				
	 Habitat degredation caused by increased dust deposition and reduced air quality are possible at two sites of local importance (Offington Cemetary LWS and Worthing and Hill Barn Golf Course LWS), resulting in impacts of a Moderate Adverse magnitude at these locations. It is considered unlikely that there will be adverse impacts on any internationally or nationally designated sites, due to the distance from the 				
	scheme - Effects on statutory designated sites are all considered to be neutral. However information from detailed ecological surveys or detailed design is required to confirm if the works associated with the proposed options will result in direct impacts including habitat loss to the		Moderate Adverse		
Water Environment	LWS.				
	 The water environment in the study area is sensitive due to the presence of two watercourses within 1km of each section of the scheme, and due to the groundwater, particularly in the Worthing section which is in a Source Protection Zone (SPZ). Option 1 is expected to have minimal impacts or the rivers close to the scheme, however there is potential that low significance impacts 		Slight Adverse		
	may be seen or groundwater, land drainage channels within the Lancing section, and the floodplain to the east of the Manor Road roundabout. It is expected that operational impacts can be avoided and reduced through design.		organ rasness		
Commuting and Other users	There will be journey time savings for consumers and other users as a result of implementing this option. This is because of improvements to junctions along the route.	Value of journey time changes(£) 46,215			No adversely affected vulnerable groups
	the percentage of total TEE benefit during normal operation attributable to changes in consumers journey times and vehicle operating costs = 49.47%	Net journey time changes (£)			identified
	- the total vehicle hours saved by consumer users in opening year during normal operation = -30000 person hours For all vehicles and trip purposes combined:	0 to 2min 2 to 5min > 5min	N/A	PVB £44.227m (also -13.153m construction delays - all	
	the opening year peak and inter-peak journey time changes in minutes for all users combined - Route 1 A27 eastbound (AM - 1 mins, IP - 0 mins, PM - 0 mins) and Route 2 A27 westbound (AM - 3 mins, IP - 1 mins, PM - 1 mins)			users)	
	 peak hour journey time changes during construction in minutes - construction journey times not assessed 	9,475 33,670 3,070			
Reliability impact on					
Commuting and Other users	Not assessed	N/A	N/A	N/A	
Physical activity					
	It is considered unlikely that the scheme will result in a significant impact on the amount of walking and cycling trips undertaken within the vicinity of the scheme extents and as such there would be limited or neglible impact on physical activity.	N/A	Neutral	N/A	
Journey quality	Scheme is expected to reduce congestion and increase journey time reliability within the scheme extents. It is therefore expected to reduce driver frustatration. The proposed signalisation of three junctions (Durrington Hill, Offington Comer and Grinstead Lane junctions)				
	reduce under masteration: The proposed significant processing for the				
	retain the vast majority of its visual character. The existing tree-lined character of some sections would be retained.	N/A	Slight positive.	N/A	
Andie	There would be a reduction in journey quality during the construction phase of the project due to increased delays, and the prescence of temporary traffic management.				
Accidents Security	There are accident benefits associated with the scheme which have been assessed using COBALT Scheme introduces improved lighting. However such improvements may be offset by increased numbers of signals as road users are	N/A	N/A	PVB £5.60m	N/A N/A
Access to services	thought to be more vulnerable to crime on the approaches to signals.		Neutral	N/A	N/A
Affordability	Not assessed	N/A	N/A	N/A	N/A
Severance	Not assessed Scheme includes the introduction of additional signalised pedestrian crossings at 3 junctions (Durrington Hill, Offington Corner and	N/A	N/A	N/A	N/A
	Grinstead Lane). This brings the crossing points available to pedestrians and cyclists much closer to the desire lines and represents improved provision for pedestrians and cyclist at key nodes on A27 in Worthing and Lancing. The scheme interest on existing signalised crossing points. The scheme includes local widening at junctions but no introduction of new dual carriageway sections,	N/A	Slight positive.	N/A	
Option values	and therefore a limited impact on severance.				
	The scheme does not involve the loss or introduction of a new mode of transport and as such Option Values are unaffected.	N/A	N/A	N/A	
Cost to Broad Transport Budget	All costs are funded by central government.	NPV of Local Government Costs £0 m	N/A	PVC £44.986m	
Public A	ra von an tanto uj venta gorennetti.	NPV of Central Government Costs £44.986m	N/A		
Indirect Tax Revenues				PVB £1.064m Indirect Tax Revenues against Public Accounts (i.e. sign	
	An increase in indirect tax revenues is observed as a result of the scheme.	NPV of change in indirect tax revenues £1.064m	N/A	needs to be flipped on the ITR TUBA output. Eg if a project results in an increase in indirect tax revenue, this would appear as a negative number in the PA table, but as	
				a positive number in the AST).	
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HE551524_WSP-PB_A27WL_P011_AST_v1.6.1 Option 3

Ap	praisal Summary Table		Date produced: 25/04/2017		Contact:	
	Name of scheme:	A27 Worthing - Lancing Improvements			Name	Tom Beasley
	escription of scheme:					Highways England
		Road Investment Strategy, March 2015, for the 2015/16 - 2019/20 Road Period: "our aim is to address congestion at key hotspots, the delays for road users, separation of communities – notably inWorthing and Lar	Role	Project Manager		
		A27 Worthing and Lancing improvements - improvements to the capacity of the road and junctions along the stretch of single carriagewa agreed in consultation with West Sussex County Council and the public.*				
		Option 3 – Junction improvements (at grade) in conjunction with dualling. Direct access onto A27 permitted.				
	Impacts	Summary of key impacts				
			Quantitative	Assessment Qualitative	Monetary	Distributional
,	During	Each scenario or sensitivity test (as a minimum, the core scenario and two alternative scenarios or sensitivity tests) should form the basis for a full appraisal, including environmental and other impacts where appropriate. It is expected that the core scenario will be responded in the ATT, with any exceptional outcomes of the uncertainty analysis also included. Edi fif there are			£(NPV)	7-pt scale/ vulnerable grp
Econom	Business users & transport providers	There will be journey time savings for business users as a result of implementing this option. This is because of dualling and improvements to junctions along the route.	Value of journey time changes(£) 29,439			
		 the percentage of total TEE benefit during normal operation attributable to changes in business journey times and vehicle operating costs = 51.56% the total vehicle hours saved by business users in opening year during normal operation = -3000 person hours 	Net journey time changes (£)	N/A	PVB £33.067m (also -13.153m construction delays - all	
		For all whicks and trip purposes combined: The opening year peak and inter-peak journey time changes in minutes for all users combined - Route 1 A27 eastbound (AM - 1 mins, IP - 0 mins, PM - 0 mins) and Route 2 A27 westbound (AM - 3 mins, IP - 1 mins, PM - 1 mins)	0 to 2min 2 to 5min > 5min	· ···	users)	
		 peak hour journey time changes during construction in minutes - construction journey times not assessed 	8,160 20,606 673			
	Reliability impact on Business users	Nor assessed	N/A	N/A	N/A	
	Regeneration					
		Norassessed	N/A	N/A	N/A	
_	Wider Impacts	Not assessed	N/A	N/A	N/A	
ironmenta	Noise					
Env		 Sensitive receptors along the A27 are likely to be subject to an increase in road traffic noise levels of around 1 dB due to de-congestion of the road in the long-term. At a traffic flow growth of 12°S per year, it is unlikely to be perceptible in the short-herm and Iong-term. Residential areas within the four NIAs on the A27 (215, 176, 224 and 13815) would potentially be affected, and properties could become eligible under the Noise Insulation Regulations. 				
		 There are 2,537 residential receptors within 200m of the A27 Option 3 Improvements, there are a further 4 sensitive receptors including 1 care home, 1 hosptial, 1 secondary school and 1 children's nursery. 		Moderate Adverse		
		Distributional impact analysis is excluded at this stage				
	Air Quality					
		• The scheme is predicted to result in smooth running traffic limiting congestion to peak periods only, therefore leading to a Slight Beneficial impact, however long-term improvements in air quality and Worthing AQMA are likely to be limited due to the predicted future growth in traffic on the AZT (up to 25% ft-2% annually).				
		* There are 2.537 residential receptors within 200m of the A27 Option 3 Improvements, there are a further 4 sensitive receptors including 1 care home, 1 hospital, 1 secondary school and 1 children's nursery. Distributional impact analysis is excluded at this stage		Slight Beneficial		
	Greenhouse gases					
	Green and Green	Greenhouse gases (carbon emissions) have been calculated using TUBA, which demostrates CO2 emission benefits as a result of this option. However, it is understood that Environment Group consider carbon emission calculations in TUBA to be inaccurate.	Change in non-traded carbon over 60/ (CO2e)	Likely to be positive	N/A	
		Therefore until a detailed air quality assessment is undertaken we can only provide a qualitiative assessment advising that we expect carbon emissions to reduce, which might increase the BCR.	Change in traded carbon over 60y (CO2e)			
	Landscape	 The Landscape and Visual effects are expected to be limited to townscape character within the vicinity of the new junctions and carriageway widening. There is expected to be Large Advense effects on views from residential properties and Moderate Adverse Impacts on Landscape, with oreater adverse effects being felt where mititation will not be possible. 		Large Adverse		
	Townscape	 There is also potential for Large Adverse effects on the Salvington Conservation Areas as the new junction becomes the dominant feature of the view at several properties and could not be mitigated. 		•		
	Townscape	There would be an overall Moderate adverse (negative) effect on townscape. The scheme would have adverse effects on the layout, scale, appearance and human interaction aspects of the receiving townscape in the vicinity of the scheme;				
		 The proposed widening would have negative effects at many residential properties adjoining the A27 following the loss of land from force gardens and dense boundary planting Residential receptors would experience loss of visual amenity, loss of privacy (due to the proximity of the traffic and pedestrians), and the visual effects of moving traffic. 		Moderate Adverse		
	Heritage of Historia	 There would be noticeable loss of mature trees from within the highway boundary. The scheme would include environmental design measures to ensure it would blend in well with surrounding townscape characteristics and reduce visual intrusion. 				
	Heritage of Historic resources	A full Webtag assessment has not been completed as only a deak based assessment and preliminary setting assessment has been completed as part of Stage 1. Within the Worthing section of the scheme there is 1 Grade I Listed Building, 49 Grade II Listed Buildings, 6 Conservation Areas, 12 mort-designated assets and 2 Archaeclogical Notification Areas (ANAs), In the Lancing section of the scheme, there is 1 Grade I Listed				
		Building, '15 Grade II Listed Buildings, 1 Conservation Area, 2 non-designated assets and 1 ANA. P Particularly sensitive receptors include Salvington Conversavation Area located immediately south of the A27 and 200m west of the Offington Comer Junction where this option has potential for significant effects. Option 3 is likely to have a gradest impact than Option 1 due to additional land take, and effects have the potential to be of moderate to		Major Adverse		
	Biodiversity	major advers significance. Further assessment will be undertaken at the next PCF stage. Habitat degradation caused by increased dust deposition and reduced air quality are possible at two sites of local importance (Offington				
		Cemetary LWS and Worthing and Hill Barn Golf Course LWS), resulting in impacts of a Moderate Adverse magnitude at these locations. *It is considered unlikely that there will be adverse impacts on any internationally or nationally designated sites, due to the distance from the scheme *Effects on statutory designated after are all considered to be neutral. However at this stage of the assessment process, without		Moderate Adverse		
		 Energia on statutory designated state are a considered to be returned. Provided in this stage of the desinsement process, witnout information from detailed ecological surveys or detailed design it is not known whether proposed works associated with the proposed options will result in direct impacts including habitat loss to the LWS. 				
	Water Environment	The water environment in the study area is sensitive due to the presence of two watercourses within 1km of each section of the scheme, and due to the groundwater, particularly in the Worthing section which is in a Source Protection Zone (SPZ). Option 3 is expected to have minimal impacts on the rivers close to the scheme, however low significance impacts may be seen on		Slight Adverse		
	Consessation and Other	groundwater, land drainage channels within the Lancing section, and the floodplain to the east of the Manor Road roundabout. *Videning of the AZP will increase areas of hardstanding, and therefore the risk of surface water flooding. *It is expected that operational impacts can be avoided and reduced through design.				
Social	Commuting and Other users	There will be journey time savings for consumers and users as a result of implementing this option. This is because of dualiting and improvements to junctions along the route. The percentage of total I.E.L benefit during normal operation attributable to changes in consumers journey times and vehicle operating costs = 84.44%.	Value of journey time changes(£) 49,319			No adversely affected vulnerable groups identified
		costs = 48.44%; - the tetal vishicle incurs saved by consumer users in opening year during normal operation = -47000 person hours - For all vehicles and trip purposes combined:	Net journey time changes (£) 0 to 2min 2 to 5min > 5min	N/A	PVB £47.717m (also -13.153m construction delays - all users)	
		- the opening year peak and inter-peak journey time changes in minutes for all users combined - Route 1 A27 eastbound (AM - 1 mins, IP - 0 mins, PM - 0 mins) and Route 2 A27 westbound (AM - 3 mins, IP - 1 mins, PM - 1 mins) — peak hour journey time changes during construction in minutes - construction journey times not assessed				
	Reliability impact on		3,810 42,767 2,742			
	Commuting and Other users	Not assessed	N/A	N/A	N/A	
	Physical activity	It is considered unlikely that the scheme will result in a significant impact on the amount of walking and cycling trips undertaken within	N/A	Neutral	N/A	
	Journey quality	the vicinity of the scheme extents and as such there would be limited or neglible impact on physical activity. Scheme is expected to reduce congestion and increase journey time reliability within the scheme extents. It is therefore expected to	TREA	rveunen	N/A	
		reduce driver frustration. The proposed signalisation of three junctions (Durington Hill, Offington Corner and Grinstead Lane junctions) is expected to reduce perception of the risk of collisions at junctions. The widening proposed within Option 3 will require land-take and most trees within the highway boundary are likely to be ket, with				
		The wideling proposeds within Updon's year regions are not increased and notes trees winth intringilivary countrillary are inseed on east, with reduced opportunity for effective implication. This may have a negative impact or the attractiveness of the route. There would be a reduction in journey quality during the construction phase of the project due to increased delays, and the prescence of temporary traffic management.	N/A	Neutral	N/A	
	Accidents	or temporary trains management. There are accident benefits associated with the scheme which have been assessed using COBALT.	N/A	N/A	PVB £2.85m	N/A
	Security Access to services	The scheme introduces improved lighting and CCTV monitoring arrangements. However such improvements may be offset by increased numbers of signals - road users are thought to be more vulnerable to crime on the approaches to signals.		Neutral	N/A	N/A N/A
	Affordability	Not assessed Not assessed	N/A N/A	N/A N/A	N/A	N/A
	Severance	Scheme includes the introduction of additional signalised pedestrian crossings at 3 junctions (Durrington Hill, Offington Comer and Grinstead Lane). This brings the crossing points available to pedestrians and cyclists much closer to the desire lines. The scheme has a				N/A
	Option values	Grinstead Lane). This brings the crossing points available to pedestrains and cyclists much closer to the desire lines. The scheme has a neutral impact on existing significant consignories, which desire lines are considered to exist the consideration of the con	N/A	Slight adverse.	N/A	
	.ptr vuluto					
		The scheme does not involve the loss or introduction of a new mode of transport and as such Option Values are unaffected.	N/A	N/A	N/A	
ınts	Cost to Broad Transport Budget					
blic Accou	Panadet	All costs are funded by central government.	NPV of Local Government Costs £0 m NPV of Central Government Costs £120.894m	N/A	PVC £120.894m	
Pui	Indirect Tax Revenues				PVB £1.441m Indirect Tax Revenues against Public Accounts (i.e. sign	
		An increase in indirect tax revenues is observed as a result of the scheme.	NPV of change in indirect tax revenues £1.441m	N/A	needs to be flipped on the ITR TUBA output. Eg if a project results in an increase in indirect tax revenue, this would appear as a negative number in the PA table, but as a positive number in the AST).	
					a positive interior in URP ASTJ.	

HE551524_WSP-PB_A27WL_P011_AST_v1.6.1 Option 3A

Mary		-		-	-	
Part	Appraisal Summary Table	0	Date produced: 25/04/2017		Contact:	
Number						Tom Beasley Highways England
The American Continue of the						
The American Continue of the						
Part Company Part			ancing – air pollution, and an above average number of accidents.			
Part Company Part		A27 Worthing and Lancing improvements – improvements to the capacity of the road and junctions along the stretch of single carriagew	ray in Worthing and narrow lane dual carriageway in Lancing. The extent and s	scale of the improvements, including the option of full dualling, are to be		
The column The		agreed in consultation with West Sussex County Council and the public.*				
March Marc		Option 3A - Junction improvements (at grade) in conjunction with narrow lane (3.25m & 3m) dualling. Direct access onto A27 permitted	ed with 2m footway on the north and 3m shared lane on the south side.			
March Marc						
March Marc	Impacto	Cummary of Ivas impacts		Assessment		
Part	impacts	Summary of key impacts	Quantitative		Monetary	Distributional
March Marc		Each scenario or sensitivity test (as a minimum, the core scenario and two alternative scenarios or sensitivity tests) should			£(NPV)	7-pt scale/
March Marc		form the basis for a full appraisal, including environmental and other impacts where appropriate. It is expected that the core scenario will be reported in the AST, with any exceptional outcomes of the uncertainty analysis also included. EG if there are				vulnerable grp
Martin Company Compa						
Mark Continue Co	Business users &					
The content of the		result of the scheme and the reasons why. Also include a statement of the following:	Value of journey time changes(£) 16,974			
The continue and the	S S		Net journey time changes (£)			
Part Control Part						
March 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985		For all all vehicles and trip purposes combined:	0 to 2min 2 to 5min > 5min	N/A		
March 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985 1985		the opening year peak and inter-peak journey time changes in minutes for all users combined - Route 1 A27 eastbound (AM - 1 mins.				
March Marc		IP - 0 mins, PM - 0 mins) and Route 2 A27 westbound (AM - 3 mins, IP -1 mins, PM - 1 mins)	1 207 17 501 1 1 1 1 1 1			
March Marc		pour roal journey line drainged during construction in rimated constitution journey lines not addedded	1,501			
The content of the		A CONTRACTOR OF THE CONTRACTOR	N/A for MyRIAD based assessments.			
Martin	Business users	assessments, a statement should also be provided of the nature of the reliability benefits (day to day variability, incident related	For stress based assessments, enter the percentage stress in the Do	N/A for MyRIAD based assessments.	PVB £m for MyRIAD based assessments	
			Minimum and Do Something for the key link. The Do Something stress	For stress based assessments use the 7 point Assessment Score.	N/A for stress based assessments.	
Part	Regeneration		should relate to the new route where the scheme provides a new route.			
Ministry 1	Togonoralion	If a scheme does not affect any Regeneration Area (RA), then a statement to that effect should be made.				
April Apri						
March Marc				N/A	N/A	
The color of the		other RAs				
March Company Compan						
March Company Compan			N/A	N/A		
The state of the s	Noise Noise	Not assessed, but likely to be similar to Option 3			N/A	
The content of the		Greenhouse gases (carbon emissions) have been calculated using TUBA, which demostrates CO2 emission benefits as a result of				
Register of Authority Congress (Congress of Authority Congress of Congress o	Envi	this option.	Change in non-traded carbon over 60y (CO2e)			
Application		However, it is understood that Environment Group consider carbon emission calculations in TUBA to be inaccurate.		Likely to be positive	N/A	
### 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997 1997			Change in traded carbon over 60y (CO2e)			
The content of the	Landscape					
Part	Townscape	Not assessed, but likely to be similar to Option 3				
The state of the	resources					
Part Company	Water Environment					
	Commuting and Other	A statement as to whether there is an overall improvement or worsening in the transport economic efficiency of consumer users as a	Value of journey time changes(£)			
March Marc	S Coole					vulnerable groups
Column C		operating $costs = 49.10\%$				identified
Second				N/A		
### 15 CONTROL OF THE			. 3.533 35.980 . 21			
### 100 Common of Common			5,000			
Service of the control of the contro		peak hour journey time changes during construction in minutes - construction journey times not assessed				
The content of the processes of the pr			N/A for MyRIAD based assessments.	N/A for MyRIAD based assessments.	PVB £m for MyRIAD based assessments	
Security of the control of the contr		It is considered unlikely that the scheme will result in a significant impact on the amount of walking and cycling trips undertaken	N/A	Neutral	N/A	
Section Process Proc	Journey quality	Scheme is expected to reduce congestion and increase journey time reliability within the scheme extents. It is therefore expected to				
Market Control Contr						
Market Control Contr		The widening proposed within Option 3 will require land-take and most trees within the highway boundary are likely to be lost, with				
According to the content of the co			N/A	Neutral	N/A	
Automotive Property Propert			,			
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Secretary of the control of the cont	Accidents	There are accident benefits associated with the scheme which have been assessed using COBALT				
ASSESSMENT OF THE PROPERTY OF						
Records Rec						(ie slight,
Secretary Authority				N/A	PVB £2.85m	adverse). If none,
Secretary Control of the Control of			casualties by severity, over the appraisal period			vulnerable groups
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