

Unique Ref. No.	Delete option?	Overall			Strategic				Economic					Managerial					Financial					Commercial						
		Name/No.	Date	Description	Identified problems and objectives of the option	Scale of impact	Fit with wider transport system objectives	Fit with other objectives	Key uncertainties	Degree of consensus over outcomes?	Economic Growth	Carbon emissions	Socio-distributional impacts and the regions	Local environment	Well being	Expected VM Category	Implementation timetable	Public acceptability	Practical feasibility	What is the quality of the supporting evidence?	Key risks	Affordability	Capital Cost (£m)?	Revenue Costs (£m)?	Cost Profile	Overall cost risk	Other costs	Flexibility of option	Where is funding coming from?	Any income generated? (Y/N)
1	Delete Option 1		04/06/2016	Option 1: offline to the north of the existing	This section of single carriageway is operating close to capacity with a history of accidents. The objectives of the scheme are to reduce journey times, improve safety and unlock economic growth in the area.	4	4	4	Change of Government, Don't know	Green	3. Amber	6. No Imp	3. Amber	5. Green	4. Low	1-1.5, 2-5 yea	3	2	3		5. Affordat	07. 100-25	Don't know	Costs include implement	3		2	Funding committed in RI	No	
2	Delete Option 2		04/05/2016	Option 2: offline to the nc	This section of single carriageway is operating over capacity with a history of accidents. In line with the Road Investment Strategy (RIS), the objectives of the scheme are to reduce journey times, unlock economic and housing growth in the area, improve connectivity for NMUs and improve safety.	4	3	3	Don't know	Green	3. Amber	6. No Imp	3. Amber	5. Green	5. Poor	<1 5, 2-5 yea	5. High	2	3	SSI, Scheduled monume	5. Affordat	07. 100-25	Don't know		3		Don't know	Funding committed in RI	No	
3	Delete Option 3		04/05/2016	Option 3: online	This section of single carriageway is operating over capacity with a history of accidents. In line with the Road Investment Strategy (RIS), the objectives of the scheme are to reduce journey times, unlock economic and housing growth in the area, improve connectivity for NMUs and improve safety.	4	3	3	Don't know	Green	3. Amber	6. No Imp	3. Amber	5. Green	5. Poor	<1 5, 2-5 yea	5. High	2	3	SSI, Scheduled monume	5. Affordat	07. 100-25	Don't know		3		Don't know	Funding committed in RI	No	
4	Delete Option 4		04/05/2016	Option 4: offline 200m to the south of Hockering, then offline 480m to the north of Honington	This section of single carriageway is operating over capacity with a history of accidents. In line with the Road Investment Strategy (RIS), the objectives of the scheme are to reduce journey times, unlock economic and housing growth in the area, improve connectivity for NMUs and improve safety.	4	3	3	Don't know	Green	3. Amber	6. No Imp	3. Amber	5. Green	5. Poor	<1 5, 2-5 yea	5. High	2	3	SSI, Scheduled monume	5. Affordat	07. 100-25	Don't know		3		Don't know	Funding committed in RI	No	
5	Delete Option 5		04/05/2016	Option 5: offline 500m to the south of Hockering, then offline 350m to the north of Honington	This section of single carriageway is operating over capacity with a history of accidents. In line with the Road Investment Strategy (RIS), the objectives of the scheme are to reduce journey times, unlock economic and housing growth in the area, improve connectivity for NMUs and improve safety.	4	3	3	Don't know	Green	3. Amber	6. No Imp	3. Amber	5. Green	5. Poor	<1 5, 2-5 yea	5. High	2	3	SSI, Scheduled monume	5. Affordat	07. 100-25	Don't know		3		Don't know	Funding committed in RI	No	
6	Delete Option 6		04/05/2016	Option 6: offline 650m to	This section of single carriageway is operating over capacity with a history of accidents. In line with the Road Investment Strategy (RIS), the objectives of the scheme are to reduce journey times, unlock economic and housing growth in the area, improve connectivity for NMUs and improve safety.	4	3	3	Don't know	Green	3. Amber	6. No Imp	3. Amber	5. Green	5. Poor	<1 5, 2-5 yea	5. High	2	3	SSI, Scheduled monume	5. Affordat	07. 100-25	Don't know		3		Don't know	Funding committed in RI	No	
7	Delete Option 7		04/05/2016	Option 7: 45% online then offline 480m to north of existing A47	This section of single carriageway is operating over capacity with a history of accidents. In line with the Road Investment Strategy (RIS), the objectives of the scheme are to reduce journey times, unlock economic and housing growth in the area, improve connectivity for NMUs and improve safety.	4	3	3	Don't know	Green	3. Amber	6. No Imp	3. Amber	5. Green	5. Poor	<1 5, 2-5 yea	5. High	2	3	SSI, Scheduled monume	5. Affordat	07. 100-25	Don't know		3		Don't know	Funding committed in RI	No	
8	Delete Option 8		04/05/2016	Option 9: 55% offline to the north of Hockering then online to Easton	This section of single carriageway is operating over capacity with a history of accidents. In line with the Road Investment Strategy (RIS), the objectives of the scheme are to reduce journey times, unlock economic and housing growth in the area, improve connectivity for NMUs and improve safety.	4	3	3	Don't know	Green	3. Amber	6. No Imp	3. Amber	5. Green	5. Poor	<1 5, 2-5 yea	5. High	2	3	SSI, Scheduled monume	5. Affordat	07. 100-25	Don't know		3		Don't know	Funding committed in RI	No	
9	Delete Option 9		04/05/2016	Option 9: 55% offline to the north of Hockering then online to Easton	This section of single carriageway is operating over capacity with a history of accidents. In line with the Road Investment Strategy (RIS), the objectives of the scheme are to reduce journey times, unlock economic and housing growth in the area, improve connectivity for NMUs and improve safety.	4	3	3	Don't know	Green	3. Amber	6. No Imp	3. Amber	5. Green	5. Poor	<1 5, 2-5 yea	5. High	2	3	SSI, Scheduled monume	5. Affordat	07. 100-25	Don't know		3		Don't know	Funding committed in RI	No	
10	Delete Option 10		04/05/2016	Option 10: 50% offline to the south of Hockering then online to Easton	This section of single carriageway is operating over capacity with a history of accidents. In line with the Road Investment Strategy (RIS), the objectives of the scheme are to reduce journey times, unlock economic and housing growth in the area, improve connectivity for NMUs and improve safety.	4	3	3	Don't know	Green	3. Amber	6. No Imp	3. Amber	5. Green	5. Poor	<1 5, 2-5 yea	5. High	2	3	SSI, Scheduled monume	5. Affordat	07. 100-25	Don't know		3		Don't know	Funding committed in RI	No	
11	Delete Option 11		04/05/2016	Option 11: Offline 200m to the south of Hockering, return to the old A47 then to the south of Honington.	This section of single carriageway is operating over capacity with a history of accidents. In line with the Road Investment Strategy (RIS), the objectives of the scheme are to reduce journey times, unlock economic and housing growth in the area, improve connectivity for NMUs and improve safety.	4	3	3	Don't know	Green	3. Amber	6. No Imp	3. Amber	5. Green	5. Poor	<1 5, 2-5 yea	5. High	2	3	SSI, Scheduled monume	5. Affordat	07. 100-25	Don't know		3		Don't know	Funding committed in RI	No	
12	Delete Option 12		04/05/2016	Option 12: 55% offline 550m to the south of Hockering then online to Easton	This section of single carriageway is operating over capacity with a history of accidents. In line with the Road Investment Strategy (RIS), the objectives of the scheme are to reduce journey times, unlock economic and housing growth in the area, improve connectivity for NMUs and improve safety.	4	3	3	Don't know	Green	3. Amber	6. No Imp	3. Amber	5. Green	5. Poor	<1 5, 2-5 yea	5. High	2	3	SSI, Scheduled monume	5. Affordat	07. 100-25	Don't know		3		Don't know	Funding committed in RI	No	
13	Delete Option 13		04/05/2016	Option 13: 70% offline to the north of Hockering then online from east of Honington to Easton	This section of single carriageway is operating over capacity with a history of accidents. In line with the Road Investment Strategy (RIS), the objectives of the scheme are to reduce journey times, unlock economic and housing growth in the area, improve connectivity for NMUs and improve safety.	4	3	3	Don't know	Green	3. Amber	6. No Imp	3. Amber	5. Green	5. Poor	<1 5, 2-5 yea	5. High	2	3	SSI, Scheduled monume	5. Affordat	07. 100-25	Don't know		3		Don't know	Funding committed in RI	No	
14	Delete Option 14		04/05/2016	Option 14: 80% offline to south of A47. Final 15% online at Easton	This section of single carriageway is operating over capacity with a history of accidents. In line with the Road Investment Strategy (RIS), the objectives of the scheme are to reduce journey times, unlock economic and housing growth in the area, improve connectivity for NMUs and improve safety.	4	3	3	Don't know	Green	3. Amber	6. No Imp	3. Amber	5. Green	5. Poor	<1 5, 2-5 yea	5. High	2	3	SSI, Scheduled monume	5. Affordat	07. 100-25	Don't know		3		Don't know	Funding committed in RI	No	