

Table 1: Appraisal Summary Table (AST)

Option		Description	Problems: SAFETY AND CONGESTION.	Present Value Costs to Public Accounts
A1 BLYTH GSJ		Grade separated junction provided on the A1 at Blyth (A1/ A614/ B6045).	Congestion at the roundabout causes queuing and delays to the A1 traffic during peak periods. The existing junctions and approaches suffer from road traffic accidents (30 in 5 years).	£17.245m
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENT	Noise	Noise increases of 1 to 2 dB could be expected at the most exposed facades of the properties to the south of proposed scheme. Slight reduction in noise levels at the most exposed façade of Mandalay. Two properties to be demolished not included in assessment with scheme.	Number of people bothered by noise: Do minimum : 4.5 Do something : 2.2	Estimated Population Annoyed by Noise would be reduced by 2.3
	Local Air Quality	Five properties within range of effects	General improvement	PM10 (2007): -66 NO2 (2007): -102
	Greenhouse Gases	Increase due to predicted higher proportion of HGVs	2007: Do Nothing: 3400t Do Something:4100 t	Slight adverse
	Landscape	Avoidance of designated areas and landscapes of high quality; Character and appearance of area already influenced by existing A1 and adjacent development; Mitigation measures provide opportunities for screening existing and proposed A1 and extending adjacent attractive woodland character.	N/A	Slight Beneficial
	Townscape	There will be no direct impact on Blyth Village; The junction location is within a largely rural landscape; Townscape is not considered to be an issue.	N/A	Neutral
	Heritage of Historic Resources	The proposals have no appreciable impacts, either positive or negative, on any known heritage assets. However, the land at the proposed location of the balancing pond to the north of the junction is believed to be previously undisturbed, and so a programme of field evaluation will be undertaken, followed by possible archaeological supervision and monitoring during topsoil removal if necessary. Remains are likely to be of local or possibly regional value. Therefore, dependent on the results of the evaluation, the proposals may 'damage locally or regionally significant heritage features'.	N/A	Neutral – possibly rising to Slight Adverse or Moderate depending on the nature and importance of potential buried remains at the balancing pond footprint.
	Biodiversity	Loss of species poor (but ecologically valuable) hedgerows and small area of semi-improved neutral grassland will be replaced through habitat creation. There are no predicted impacts on Blyth Wood ancient woodland or the heathland inventory site. Habitats created within landscape areas will reflect the base poor vegetation that is characteristic of the area.	N/A	Neutral
	Water Environment	No significant effect on water quality from road drainage or accidental spillage, and no discharge to groundwater	N/A	Neutral
	Physical Fitness	The proposed junction with dedicated crossing space will provide a safer more pleasant crossing of the A1. The grade separation would cause a large reduction in traffic encountered by non-motorised users. The new junction will promote physical exercise although the number of people who would benefit is likely to be small.	N/A	N/A
Journey Ambience	The journey would be safer and more pleasant, and travellers, including public transport users, would experience less delay and frustration.	N/A	Substantial beneficial	
SAFETY	Accidents	Reduced Accidents: The number of personal injury accidents will reduce as will the number of casualties.	PIA's and casualties savings over 60 years:	PVB £2.1m
			PIAs	
Slight	184.8			
Serious	-0.6			
			Fatal	-1.2
	Security	Less delay and queuing at the junction will reduce exposure to crime	N/A	Neutral
ECONOMY	Public Accounts	Construction and maintenance (dis)benefits have not been assessed.	Central Govt PVC £17.2m Local Govt PVC £0	PVC £17.2m
	Business Users & Providers	The scheme will reduce geometric and queuing delays at Blyth roundabout. Reduced journey times for through traffic on the A1 will be achieved.	Users PVB £133.4m Providers PVB £0.088m Other PVB £0	PVB £133.5m
	Consumer Users	The scheme will reduce geometric and queuing delays at Blyth roundabout. Reduced journey times for through traffic on the A1 will be achieved.	N/A	PVB £85.7
	Reliability	More reliable journey times	N/A	N/A
	Wider Economic Impacts	N/A	Serves designated regeneration area – NO. Development depends on scheme - NO	N/A
ACCESSIBILITY	Option values	No change	N/A	N/A
	Severance	Improvements specifically for local communities	N/A	Moderate Beneficial
	Access to the Transport System	No change	N/A	Neutral
INTEGRATION	Transport Interchange	N/A	N/A	Neutral
	Land-Use Policy	The junction improvement will not directly reduce the need to travel but will promote more sustainable transport choices. The proposed scheme provides social and economic benefits while minimising the impact on the environment and is supported by regional and local planning policy.	N/A	Beneficial
	Other Government Policies	Scheme does not adversely affect other government policies, although may not reduce car dependency	N/A	Neutral