

Table 1: Appraisal Summary Table

Scheme Name: A1 GONERBY MOOR GSJ		Description of Option C (InterserveAtkins) : A1 realigned as a D2AP road to the west of existing roundabout and a grade separated junction provided.	Problems : SAFETY AND CONGESTION The existing roundabout and A1 approaches suffer from road traffic accidents (35 personal injury accidents recorded during 5 years 2000-2004). Congestion at the roundabout causes queuing and delays to the A1 traffic during peak periods	Present Value Costs to Public Accounts £15.6m								
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT								
ENVIRONMENT	Noise	No change in traffic flow on A1. Very few inhabited buildings around the existing road. No perceivable change in noise expected. Road moved further away from all but one property.	Estimated number of people likely to be annoyed by noise levels are: 1.1 for the do-minimum , 0.7 for scheme	Estimated Net Population Annoyed by Noise = -0.4								
	Local Air Quality	Single property within range of effects	Improvement at single property	PM10 (2007): -2.2 NO2 (2007): -5.4								
	Greenhouse Gases	Reduction due to shorter journey lengths on realigned A1.	2007: Do Nothing 8,800 t Do Something 7,400 t	Slight Benefit								
	Landscape	Loss of characteristic landscape features; increase in road structures including bridge and lighting will increase the perception of the road corridor on the wider landscape character and increase views from receptors.	-	Slight Adverse								
	Townscape	Given the rural character of the area, townscape is not considered to be an issue.	-	-								
	Heritage of Historic Resources	There will be an impact on known remains that are associated with Romano-British settlement sites which lie outside of the scheme footprint. There is further potential for disturbing as yet unknown archaeological remains within the footprint. The remains are or likely to be of local, or at most regional, importance and do not merit preservation in situ. There may be physical remnants associated with the former Great North Road surface, the likely effect on this possible asset will be slight adverse given the its local importance and the small area that will be affected.	-	Slight Adverse								
	Biodiversity	Not an especially sensitive area. Potential minor impacts on birds and wolveroles.	-	Neutral								
	Water Environment	No amenity features affected, any increase in surface water run-off would be stored so that there is no increase in the rate of discharge to Foston Beck. There is no effect on the foston beck flood plain.	-	Neutral								
	Physical Fitness	Scheme would create safer crossings of the A1 however few peds/riders/cyclists are likely to benefit	-	Slight Benefit								
Journey Ambience	Generally improved conditions for a large number of travellers, including safer journey with fewer delays and improved view.	-	Large benefit									
SAFETY	Accidents	Reduced accidents: The number of personal injury accidents will reduce as will the number of casualties.	PIA's and casualty savings over 60 years <table border="1"> <tr> <td>PIAs</td> <td>207.4</td> </tr> <tr> <td>Slight</td> <td>261.5</td> </tr> <tr> <td>Serious</td> <td>8.1</td> </tr> <tr> <td>Fatal</td> <td>-0.3</td> </tr> </table>	PIAs	207.4	Slight	261.5	Serious	8.1	Fatal	-0.3	PVB £4.7m
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	Security	Peds. riders & cyclists diverted onto longer routes possibly unlit but with good intervisibility. Very few movements involved - assumed less than 100 per day.	-	Slight Adverse								
ECONOMY	Public Accounts	Construction and maintenance (dis)benefits have not been assessed.	Central Govt PVC £15.6m Local Govt PVC £0	PVC £15.6m								
	Business Users & Providers	The scheme will reduce geometric and queuing delays at the Gonerby Moor roundabout. Reduced journey times for through traffic on A1 will be achieved	Users PVB £125m Providers PVB £0.094m Other PVB £0	PVB £125m								
	Consumer Users	The scheme will reduce geometric and queuing delays at the Gonerby Moor roundabout. Reduced journey times for through traffic on A1 will be achieved.	PVB £94.5m	PVB £94.5m								
	Reliability	Existing peak delays would be eliminated and reliability improved.	-	Moderate benefit								
	Wider Economic Impacts	No impact envisaged by this localised scheme	-	Neutral								
ACCESSIBILITY	Option values	Unlikely to affect transport options available.	-	Neutral								
	Severance	Improvement from 'severe' for most. Assumed less than 100 pedestrians per day.	-	Slight benefit								
	Access to the Transport System	Unlikely to affect access to the transport system.	-	Neutral								
INTEGRATION	Transport Interchange	No effect on level of facilities provided at interchanges.	-	Neutral								
	Land-Use Policy	More key policies would be facilitated than hindered	-	Neutral								
	Other Government Policies	No impact envisaged by this localised scheme	-	Neutral								

