

## Appraisal Summary Table

Option		Description: Widening of the A23 to three lanes in each direction, between Handcross and Warninglid in West Sussex.	Problems: The proposed Scheme runs through an Area of Outstanding Natural Beauty and would require land take from Ancient semi-natural	Present Value of Costs to Public Accounts £42.2m
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE ASSESSMENT	ASSESSMENT
ENVIRONMENT	Noise	Receptors located adjacent to the A23 and associated slip roads in general are predicted to experience a slight increase in noise levels as a result of the proposed Scheme. Negligible noise reductions, less than 1 dB, occur for properties situated on a number of roads on the local road network due to traffic decreases with the proposed Scheme. Overall, there is a slight increase in population annoyed by noise as a result of the introduction of the Scheme  No residential receptor would experience a noise change >3dB in design year.  Key assumptions: in the Opening year, the do-minimum road surface has been assumed to be hot rolled asphalt and the do-something road surface a low noise surface. In the design year, both do-something and do-minimum scenarios have been assumed to have low noise surfacing.	Without scheme: estimated 222 people likely to be annoyed by traffic noise in the longer term. With scheme: estimated 229 people likely to be annoyed by traffic noise in the longer term. Without scheme 2028: 288 people exposed to noise levels in excess of 66dB LAeq. With scheme 2028: 290 people exposed to noise levels in excess of 66dB LAeq. With and without scheme: 0 people exposed to noise levels > 80dB LAeq.	Net annoyance change: +7 NPV (60 year period): -£0.15m
	Local Air Quality	All assessed properties would experience deterioration in air quality due to widening of road. Pollutant concentrations would remain well below Air Quality Objective levels.	NO <sub>2</sub> : 41 properties with an improvement. 33 properties with no change. 283 properties with a deterioration. PM <sub>10</sub> : 41 properties with an improvement. 31 properties with no change. 285 properties with a deterioration.	Concentrations weighted for exposure: NO <sub>2</sub> : +26.00 PM <sub>10</sub> : +42.62
	Greenhouse Gases	Over the 60 year appraisal period the predicted amount of carbon emissions would be more with the proposed Scheme compared to the scenario without the proposed Scheme.	Change in Carbon Emissions over 60 year appraisal period (tonnes): 61,646 Change in Carbon Emissions in Opening year (tonnes): 838	NVP of Carbon Emissions of Proposal: -£1,958,816
	Landscape	Potential impact to the nationally designated status of the landscape and existing mature woodland, some of which is Ancient semi-natural, would be moderate adverse. For most properties and footpaths the visual impacts would be reduced after mitigation, however for one residential property the visual impact would remain large adverse after mitigation.		Moderate Adverse
	Townscape	The proposed widened carriageways and enlarged junctions would not affect townscape character.		Neutral
	Heritage of Historic Resources	Potential for direct construction impact on four locally important cultural heritage sites. Nymans Garden (of National Importance) would have a potential minor beneficial impact due to reduced noise levels.		Slight Adverse
	Biodiversity	Loss of woodland and scrub, including Ancient semi-natural Woodland and a small area of Orange Gill Woods SNCI. Potential adverse impact on protected and threatened species due to loss and severance of habitat. The proposed Scheme would include extensive compensation measures, including a multi-species tunnel, substantial replanting, habitat creation and improved management of retained Ancient semi-natural Woodland.		Moderate Adverse
	Water Environment	Installation of water treatment areas and a more controlled drainage system as part of the proposed Scheme would result in a slight beneficial effect on water quality and drainage.		Slight Beneficial
	Physical Fitness	A new dedicated cycleway and footway along the length of the proposed Scheme and the new pedestrian subway would encourage use of non-motorised modes.		Slight Beneficial
	Journey Ambience	Benefits for travellers through reduced frustration, fear of accidents and improved route certainty. Traveller care would be improved by better information and facilities. Travellers' views would be impacted by tree removal.		Moderate Beneficial
SAFETY	Accidents	Benefits from reduced accidents as a result of the proposed Scheme & re-assignment of traffic from local roads.		PVB £3.4m
	Security	Not assessed; any security impact would be marginal & not quantifiable.		
ECONOMY	Public Accounts	Govt PVC, No Local Govt PVC. Cost saving of £14.7m from indirect taxation revenue		PVC £42.2m
	Transport Economic Efficiency: Business Users & Transport Providers	Significant journey time savings for business car & HGV trips.		PVB £69.5m
	Transport Economic Efficiency: Consumers	Significant journey time savings for consumer car trips.		PVB £80.7m
	Reliability	Improved journey time reliability would be expected through increased capacity and facilitating overtaking of slow vehicles.		
	Wider Economic Impacts	No impact on any regeneration areas therefore an assessment of wider economic impacts is not required.		
ACCESSIBILITY	Option values	No opening or closure of any transport services and therefore no impact on people's option values.		
	Severance	The creation of a subway, linking footpaths, would reduce severance for Slaugham and Stanbridge communities.		Slight Beneficial
	Access to the Transport System	No change in the resident population with access either to a car or to a daytime hourly public transport service therefore there would be no change in access to the transport system.		
INTEGRATION	Transport Interchange	This sub-objective is not applicable as there is no interchange between different modes of transport proposed.		0
	Land-Use Policy	Key policies on transport safety, accessibility and capacity, walking and cycling and economic growth would be supported. Key policies on nature conservation, archaeology, landscape and noise would be hindered.		Neutral
	Other Government Policies	Policies related to recreation, economic growth and competitiveness and social inclusion would be supported. Policies related to conservation of the environment, biodiversity, and agriculture would be hindered.		Neutral