

APPRAISAL SUMMARY TABLE Sheet 1 of 2

Option: A38 Dobwalls Bypass		Description: Dual carriageway bypass to the north of Dobwalls with a single carriageway link to the A390 passing over the railway	Problems: Congestion and accident problems in Dobwalls. Degraded environment in the village	PVC – £22.4m – 2002
Objective	Sub Objective	Qualitative Impacts	Quantitative Measure	Assessment
Environment	Noise	Improvement within Dobwalls due to removal of through traffic from village. Some localised adverse impacts along scheme corridor.	Estimated no. people likely to be annoyed: Do minimum: 124; Do something: 70	Net population annoyed (Do Something – 15 th year): -54
	Local Air Quality	The Scheme would provide a beneficial air quality effect to the majority of the residential properties in the Study Area. However, there would be an increase of 1.10µg/m ³ in annual mean PM ₁₀ levels at 20m from the road centre in the eastern section of the Scheme.	No. of properties with improved air quality: PM ₁₀ : 490; NO ₂ : 490 No. of properties with a deterioration in air quality: PM ₁₀ : 117; NO ₂ : 117	PM ₁₀ : -1626.9 (improvement) NO ₂ : -2334.48 (improvement)
	Regional Air Quality	For both 2008 and 2023 scenarios, the total NO _x emissions predicted with the Scheme (Do Something) are higher than those predicted without the Scheme (Do Minimum). The effect of Scheme is therefore considered to be negative.	NO _x – tonnes per year: Present (2003) = 38.56 DO MINIMUM: 2008 = 31.51; 2023 = 22.18 DO SOMETHING: 2008 = 35.17; 2023 = 25.19	Do Something (2008) compared with: Present: - 3.39 t/year Do Minimum (2008): + 3.66 t/year Do Something (2023) compared with: Present - 13.37 t/year Do-Minimum: (2023) + 3.01 t/year
	Greenhouse Gases	For both 2008 and 2023 scenarios, the total CO ₂ emissions predicted with the Scheme (Do Something) are higher than those predicted without the Scheme (Do Minimum). The effect of Scheme is therefore considered to be negative.	CO ₂ – tonnes per year: Present (2003) = 5,694 t/year DO MINIMUM 2008 = 6,335; 2023 = 7,875 DO SOMETHING 2008 = 7,128; 2023 = 8,738	DO SOMETHING (2008) as % of: Present Do Minimum (2003)= 125% Future Do Minimum (2008)= 112% DO SOMETHING (2023) as % of: Present Do Minimum (2003) = 153% Future Do Minimum (2023) = 111%
	Landscape	Scheme avoids AGLV but does not quite fit scale of landscape. Locality already affected by existing A38 and light industry.		Slight Adverse
	Townscape	Removal of through-traffic from Dobwalls would benefit human interaction and enable a sense of place to be restored.		Moderate Beneficial
	Heritage of Historic Resources	Adverse impact on medieval landscape. Scheme close to Toll House (listed building) as does the existing A38. No impact on historic interest at Moorswater.		Slight Adverse
	Biodiversity	Adverse impact on the hedgerow network, the East Looe and West Looe tributaries and the bat populations within the study area. Woodland planting and new Cornish hedges provide additional habitats. Other protected species are accommodated within the Scheme design.		Moderate Adverse
	Water Environment	Watercourse crossings reduced to minimum. Western end crosses headwater of West Looe River.		Slight Adverse
	Physical fitness	Improved conditions in village. Additional pedestrian/cyclist facilities, but journey time changes insignificant.	Change in no cyclist trips > 30 mins: 0 Change in no pedestrian trips > 30 mins: 0	Change in total no people walking/cycling > 30 mins: 0
Journey Ambience	Travellers benefit from intermittent views. Reduced driver stress with Scheme. Reduced traveller stress for pedestrians and cyclists in Dobwalls.		Large Beneficial	

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Objective	Sub Objective	Qualitative Impacts	Quantitative Measure	Assessment
Safety	Accidents	Removal of through traffic from Dobwalls, and construction of higher standard carriageway, improved safety.	Savings in accidents: (Low growth/high growth over 60 year appraisal period) Fatal: 14.7/17.7; Serious: 100.8/121.2 Slight: 718.2/848.3. No. of PIAs 530.2/629.0	Present Value of Benefits: Links: £28.8m / £35.3m Junctions: £4.4m / £4.4m Low growth/high growth discounted 2002 values
	Security	Less queues reduce driver vulnerability		Slight Beneficial
Economy	Public Accounts	Central Government costs.	Central Government Present Value of Costs	£22.4m / £22.4m Low growth/high growth discounted 2002 values
	Business Users & Providers	Reduced journey time for through and local traffic.	Veh Hrs Saved/year 0.21m/0.27m Peak time change 1.4/1.7mins Off Peak time change 1.1/1.2mins	£20.3m / £47.2m Low growth/high growth discounted 2002 values
	Consumer Users	Reduced journey time for through and local traffic.	Opening year low growth/high growth	£14.0m / £33.0m Low growth/high growth discounted 2002 values
	Reliability	Improved standard of road leads to improved reliability.	Route Stress: Before: 87% / 96% After: 11%/ 12% Opening year low growth/high growth	Slight Beneficial
	Wider Economic Impacts	No significant change.		Neutral
Accessibility	Option Values	No new alternative modes of transport provided or change to bus and rail services envisaged.		Neutral
	Severance	Relief of existing severance in Dobwalls improving accessibility for pedestrians, cyclists and equestrians outweighs slight negative / moderate negative severance at Treburgie Water and Coldwind.		Moderate Beneficial
	Access to the Transport System	No change to private car ownership or proximity to public transport services as a result of this scheme.		Neutral
Integration	Transport Interchange	No effect on passenger or freight interchange indicators		Neutral
	Land Use Policy	Facilitation of national, regional and local transport and economic policies outweighs hindrance of regional and local policies on protection of agricultural land, landscape and cultural heritage		Beneficial
	Other Government Policies	Complies with relevant Government policies.		Neutral