

M1 WIDENING JUNCTION 31-32		Stage: ECC D&B Stage. Planned award date in May 2006.	Date: 17 March 2006	Version: 0002-NH50912-NHR-04
Option Four Lane Symmetrical Widening		Description Symmetrical Widening with Portal Gantries with a scheme length of 1.7km	Problems Traffic congestion during peak hours and weaving traffic	Present Value Cost to Government: £3.436m
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENT	Noise	No overall change in noise levels with scheme compared to Do-Minimum. Low noise surface and mounding proposed.	Do-Minimum 67 Do-Something 67	0
	Local Air Quality	The air quality assessment indicates a very slight increase in the roadside concentrations of both PM10 and NO2. NO2 concentrations are in excess of AQS in the 0 to 100 m bands. Two properties fall within the predicted exceedance of the NO2 AQS.	Net number of properties experiencing a change in: PM10: 10, NO2: 10	Overall assessment score: PM10: 0.07, NO2: 0.09
	Greenhouse Gases	There is an overall increase in CO2 emissions from the major road networks.	+44,448 Do Minimum +44,876 Do Something	+428 Tonnes
	Landscape	Winter Year 1 adverse impact on landscape local character, as a result of the loss of existing vegetation and the introduction of gantries. Areas of removed vegetation will be replaced and further enhanced by proposed planting measures. Mitigation planting will generally reduce the visual impact from all visual receptors, although most will still experience a barely perceptible deterioration in their view.	-	Slight Adverse
	Townscape	Not Applicable	Not Applicable	Neutral
	Heritage of Historic Resources	Slight increase in visual impact at two Grade II listed buildings and the two conservation areas of Aston and Brampton-en-le-Morthen.	-	Slight Adverse
	Biodiversity	Scheme will result in slight adverse impacts on Brampton Common Site of Scientific Interest, motorway verges, planted broadleaved woodland, ruderal vegetation, relict magnesian limestone grassland and diverse ephemeral / short perennial flora. There will be slight adverse impacts on badgers and birds and neutral impacts on bats.	-	Slight Adverse
	Water Environment	There will be slight beneficial impacts on water quality on two watercourses and neutral impacts on two watercourses. Scheme will not increase risk of flooding. Increases in surface runoff will be attenuated by a new infiltration basin.	-	Slight Beneficial
	Physical Fitness	Not Applicable	Not Applicable	Neutral
SAFETY	Journey Ambience	Traveller stress is likely to improve slightly due to more free flowing traffic and fewer delays. Congestion will not increase by design year.	-	Moderate Beneficial
	Accidents	The scheme is forecast to result in an increase in the number of accidents.	255 PIA over 60 years (increase)	PVB -£11.4m
ECONOMY	Security	The scheme will have no impact on security.	-	Neutral
	Public Accounts	Cost of the scheme to Central and Local Government	Central Government PVC Local Government PVC	£3.436m £0.0m
	Transport Economic Efficiency	The increase in capacity should lead to improvements in journey time for both consumers and business users.	Consumer User Benefits Business User Benefits	PVB: £118.157m PVB: £190.042m
	Reliability	Journey time reliability should improve as a result of increased capacity and reduced levels of congestion.	-	Large Beneficial
	Wider Economic Impacts	The wider economic impacts of the scheme have not been established.	-	Neutral
ACCESSIBILITY	Option values	The scheme has no impact on option values.	-	Neutral
	Severance	No rights of way are affected by the proposal	-	Neutral
	Access to the Transport System	The proposal does not alter access to the transport system	-	Neutral
INTEGRATION	Transport Interchange	The proposal does not impact on transport interchange.	-	Neutral
	Land-Use Policy	Overall the scheme will have a neutral impact on local, regional and national land use policy.	-	Neutral
	Other Government Policies	The scheme has both adverse and beneficial effects on other government policies. Overall the impact is neutral.	-	Neutral