



Department
for Transport

Appraisal Summary Table (AST)

TAG Reference

Guidance for the Senior Responsible Officer, Guidance for the Technical Project Manager

Version Control

Date	Description
Jan-14	Definitive release
17/10/2013	Release of restructured guidance

Contact

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Appraisal Summary Table

Name of scheme:		A47 improvements Blofield to North Burlingham - Option 8
Description of scheme:		This option is a slightly offline alignment approx 250m to the south of the A47, with the route of the A47 will be retained for local access with a new link road to connect to the with Main Road and South Walsham Road. quantitative information in this AST is based on a spreadsheet transportation modelling updated and ASTs prepared for other Options once strategic transportation modelling i
Impacts		Summary of key impacts
Economy	Business users & transport providers	Business users are predicted to have journey time benefits of £161.9 million. Transport Provider benefits have not been specifically assessed.
	Reliability impact on Business users	The journey time reliability is expected to improve with dualling, due to improved resilience to incidents and reduced impact of slow moving vehicles.
	Regeneration	The expected journey time benefits are likely to support planned regeneration
	Wider Impacts	Option located in the hinterland of the FUR of Norwich. The expected journey time benefits may help support this.
Environmental	Noise	There are no sensitive non-residential receptors within 600m of the alignment. There is a Noise Important Area at Lingwood Road junction and the minor change in alignment is unlikely to result in a reduction in noise levels here. The scheme is likely to result in no significant change to night-time noise levels as it is very similar to the existing route. However, the route moves the road further away from properties at North Burlingham.
	Air Quality	Existing air quality falls within air quality objectives. Although the alignment moves further away from properties at North Burlingham and along the existing A47, the change in distance is unlikely to result in significant changes in air quality or result in exceedence of air quality objectives.
	Greenhouse gases	The scheme will result in no significant change in the emissions of greenhouse gases compared to existing. Traffic volumes are not expected to significantly change although average speed may slightly increase as a result of the dualling.
	Landscape	The landscape in the vicinity of the scheme is typical of the wider area and characteristic of the National Character Area. The local landscape is of a flat, arable landscape with boundary hedges and trees. The landscape to the south of the A47 has some recent small areas of tree planting but is generally composed of large arable fields. The alignment will result in minor loss of hedgerows along the A47. The small change in alignment is unlikely to result in significant visual impacts to local residents.
	Townscape	Although the alignment moves the route away from North Burlingham, the small change in alignment will not affect townscape.
	Historic Environment	There are 4 listed buildings and 13 recorded archaeological sites within 300m of the existing road. The archaeological sites include cropmarks and findspots, some of which are located south of the A47. The alignment has potential to encounter unrecorded resources and impact some of the archaeological features. The route is unlikely to affect the setting of any of the listed buildings.
	Biodiversity	There are 2 County Wildlife Sites located north of the existing A47, although these are not in close proximity to the route alignment. The main habitat likely to be affected is arable land, with some localised loss of hedgerows. There are a number of ponds located within 500m of the scheme which have potential to support great crested newts. The habitats in the vicinity of the scheme have potential to support birds, reptiles, bats and badger. Loss of hedges will impact commuting, foraging and nesting habitat for bats, birds and reptiles. Mitigation measures such as translocation or replanting will be considered as part of the design process.
	Water Environment	There are no watercourses in close proximity to the route that would be affected, and the scheme is not located in a flood risk area. The scheme however does encroach on zone 3 of a groundwater source protection zone in the western extents. There are ponds in close proximity to the road, and these have potential to be affected by the alignment.
Social	Commuting and Other users	Commuters and other users are predicted to have journey time benefits of £126.2 million.

S	Reliability impact on Commuting and Other users	The journey time reliability is expected to improve with dualling, due to improved resilience to incidents and reduced impact of slow moving vehicles.
	Physical activity	Changes in physical activity are not expected
	Journey quality	Benefits in journey time savings will improve resilience and reliability which directly affect journey quality, predominantly associated with traveller stress.
	Accidents	Accident savings of £8.911 million are expected on the link.
	Security	Changes in security are not expected
	Access to services	It is not expected access to services changed
	Affordability	Improved reliability may be balanced against changes in speeds depending on time of day, which may increase or decrease fuel efficiency based on speed flow curves and fuel consumption assumptions.
	Severance	It is unlikely that there is an increase in the number of people affected by severance.
	Option and non-use values	It is not expected that there will be any major changes in the provision of public transport services
	Public Account	Cost to Broad Transport Budget
Indirect Tax Revenues		Indirect tax revenue of -£0.439 million

NOTE: The figures quoted are based on spreadsheet transportation Options when estimate and updated strategic m

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alignment within 50m of the existing alignment of the A47. The existing
 Yarmouth Road. A new junction will be created at the eastern extents
 The
 ng similar to Stage 0+ and a HE Commercial estimate. The figures will be
 s completed and HE commercial estimates are available, in PCF Stage 2.

Assessment				
Quantitative		Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
Value of journey time changes(£)		Beneficial	161,862,000	
		Beneficial	-	
		Beneficial	-	
		Beneficial	-	
		Slight beneficial		
		Neutral		
		Slight adverse		
		Slight adverse		
		Neutral		
Value of journey time changes(£)		Beneficial	Benefit	

			Beneficial	£126,239,000	
			Beneficial	-	
			Neutral	-	
			Beneficial	-	
			Beneficial	Benefit £ 8,911,000	
			Beneficial	-	
			Neutral	-	
			Neutral	-	
			Neutral	-	
			Neutral	-	
			-	Cost £84,875,000	
			-	Revenue -£439,000	

Modelling similar to Stage 0+. ASTs will be completed for other modelling and economic analysis has been completed.



