

Appraisal Summary Table		Core Scenario	Date produced:			27	June	2017	Contact:	
Name of scheme:		A611 Ashfield / Mansfield Corridor junction improvement schemes.							Name	David Pick
Description of scheme:		Proposed improvement of both the A611/ Shoulder of Mutton Hill junction and the A611 / Coxmoor Road junction.							Organisation	Nottinghamshire County Council
									Role	Scheme promoter
Impacts		Summary of key impacts	Assessment							
			Quantitative			Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp		
Economy	Business users & transport providers	The schemes generate significant reductions in travel time in both the peak and inter peak travel periods. A single year (LINSIG & TUBA) assessment at 2019 traffic levels for both busines users and commuters generates vehicle journey time benefits of £2.497m p.a. at the A611/Shoulder of Mutton Hill junction and £3.924 m p.a.at the A611 / Coxmoor Road junction. Values are given in 2010 market prices. Overall the scheme delivers large positive transport benefits to business users.	Value of journey time changes(£)		6.42m p.a.		£ not available but a large benefit predicted	Large Beneficial		
	Net journey time changes (£)									
	0 to 2min		2 to 5min	> 5min						
	not available		not available	not available						
	Reliability impact on Business users	The scheme will improve the operational efficiency of these traffic intersections reducing traffic queues and reducing driver delays particulalry at peak times.This will improve journey times and journey time reliability for business users and enhance business productivity and competitiveness. A single assessment year of 2032 for both business users, commuters and other users shows a saving of 255 pcu hours delay in the Am peak, 37 pcu hours Interpeak and 293 pcu hours in the Pm peak for both junctions combined.				Large Beneficial	£ not available but large benefit forecast			
Regeneration	The scheme will help unlock housing and employment development sites mitigating their impacts at this location and thereby attracting inward investment. The scheme will help accelerate the completion of 1600 new homes and help create up to 6000 new jobs through delivery of employment growth areas.	N/A			Large Beneficial					
Wider Impacts	The proposed levels of employment growth in Ashfield and Mansfield district areas, which will be assisted by this investment in transport infrastructure, will fulfill the economic policy objectives of the Strategic Economic Plans of the D2N2 Region and help in rebalancing the economic base of this part of D2N2.This should help to address the economic performance gap that exists between D2N2 and the South East of the UK.	N/A			Large beneficial					
Environmental	Noise	The improvement to the traffic carrying capacity of the A611 traffic signal controlled junctions is predicted to lessen the incidence of traffic queues and stop start traffic conditions particularly at peak times and hence reduce traffic noise associated with braking, vehicle idling and accelerating.	N/A				N/A	Slight Beneficial		
	Air Quality	The impacts on local air quality are likely to mirror the noise pattern as above. There is predicted to ba a lessening of Nitrogen Oxides (NOx) and other particulate matter as stationary traffic and stop - start driving conditions will be lessesed.	N/A			Slight Beneficial	N/A	Slight Beneficial		
	Greenhouse gases	The improvement in journey times and hence higher traffic speeds through the junctions are likely to be accompanied by a slight increase in CO2 levels.	Change in non-traded carbon over 60y (CO2e)		N/A	Slight Adverse				
	Change in traded carbon over 60y (CO2e)		N/A							
	Landscape	The improvement of the existing traffic signal controlled intersections is not expected to have any detrimental impacts in terms of landscape impact.	N/A			Neutral				
	Townscape	There is predicted to be a a slight benefit to the adjoining urban area from the freeing up and removal of peak period standing traffic in Annesley.	N/A			Slight Beneficial				
	Historic Environment	There are no designated heritage sites or listed buildings within the immediate vicinity or directly affected by the proposed junction improvement schemes and hence there are no anticipated impacts.Natural England, Heritage England and the County Council's heritage conservation team have not been consulted to date as the proposed improvements involve relatively modest improvements and are within the footprint of the existing traffic signal junctions / public highway limits.	N/A			Neutral				
	Biodiversity	The proposed improvements involve widening of the carriageway into existing grassed and mown highway verges.The wildlife interest in the land to be affected by carriageway alterations is considered to be extremely low. There are no trees or hedges directly affected and no replacement planting is therefore proposed in mitigation for vegetation lost.	N/A			Neutral				
Water Environment	The proposed carriageway widening and alterations do not impact upon any water courses.The County Council as Lead Local Flood Authority is satisfied that the junction improvement schemes will not have have any adverse impacts. The drainage outfalls and capacity of the drainage system to cope with an anticipated increase in surface water run-off will be mitigated and accommodated as part of the detailed engineering design.	N/A			Neutral					
Social	Commuting and Other users	As identified above under business users the schemes generate significant reductions in travel time in both the peak and inter peak travel periods. A single year (LINSIG & TUBA) assessment at 2019 traffic levels for both business users, commuting and other users generates vehicle journey time benefits of £2.497m p.a. at the A611/Shoulder of Mutton Hill junction and £3.924 m p.a.at the A611 / Coxmoor Road junction. Values are given in 2010 market prices. Overall	Value of journey time changes(£)		6.42mp. a.		£ not available but a large benefit predicted	Large Beneficial		
			Net journey time changes (£)							
			0 to 2min	2 to 5min	> 5min					

		improve the road network, increase safety and green infrastructure. The schemes deliver large positive transport benefits to commuters and other road users.	not available	not available	not available		predicted	
	Reliability impact on Commuting and Other users	The scheme is expected to improve the operational efficiency of both traffic intersections reducing the length and frequency of traffic queues and reducing delays particularly at peak times. This will improve journey times and journey time reliability for commuters and drivers on social journeys.	N/A			Large Beneficial	£ not available but a large benefit predicted	
	Physical activity	Proposed improvements to pedestrian crossing facilities will encourage more trips to be undertaken on foot providing health benefits for those individuals. However the overall total duration of physical activity is unlikely to be significantly affected by the proposed junction improvement schemes.	N/A			Neutral		
	Journey quality	The reduction of peak period traffic congestion will reduce travel stress and frustration				Slight Beneficial		
	Accidents	A baseline conditions study indicates that in the period 2012 to 2016 inclusive there were 2 serious personal injury accidents reported at the A611/Shoulder of Mutton Hill junction and 7 PIAs (6 serious and 1 slight) observed at the A611 / Coxmoor Road junction. COBALT default rates suggest that the observed accident rates are lower than would be forecast for junctions of this type. As the junction types do not change COBALT would not predict any accident savings arising from the improvement schemes however local experience would tend to suggest that a small saving in accident terms could be forecast due to the inclusion of additional safety features and improved pedestrian crossing facilities.	A slight reduction in PIAs is forecast at each junction improvement scheme.				not available	Slight Beneficial
	Security	Improved street lighting and the installation of CCTV cameras at both junctions will reassure all road users, particularly pedestrians and cyclists at night.	N/A			Slight Beneficial		Neutral
	Access to services	The proposed scheme will decrease bus journey times and improve bus journey time reliability thereby improving access to services in Kirkby town centre especially for people without access to a car. The schemes are not likely on their own to lead to higher levels of bus patronage.	The local bus operator Trent Barton has provided passenger numbers for the bus services that pass through the A611/Shoulder of Mutton Hill junction, this equates to an average 950 passengers per day (May to June average 2017).			Slight Beneficial		Neutral
	Affordability	Transport users costs are not expected to change significantly with the scheme in place.	N/A			Neutral		N/A
	Severance	Severance will be reduced with the introduction of new and improved pedestrian and cycle crossing facilities	N/A			Slight Beneficial		Neutral
	Option and non-use values	The scheme does not include any additional mode choice options.	N/A			Neutral		
Public Account	Cost to Broad Transport Budget	Local Government Broad Transport Budget £0.45m (2010 discounted prices), Central Government Broad transport Budget £1.50m at (2010 discounted prices).					PVC £1.95m	
	Indirect Tax Revenues	Central Government Wider Public Finances: £n/a. Additional indirect tax revenues would be expected to Central Government arising from greater fuel use.					£ n/a	