A59 Kex Gill Diversion Scheme

Options Assessment Report

APPENDIX 3 – EAST – Economic Case Scoring

March 2017

Prepared for:



Prepared by:



1 Early Assessment and Sifting Tool (EAST) – Economic Case Scoring

1.1 Introduction

The EAST assessment examines the Strategic, Economic, Managerial, Financial and Commercial Cases for each corridor. As part of the Economic Case appraisal a high level assessment of the extent of all the economic, environmental and social impacts of each of the corridors has been undertaken.

In line with the Department for Transport guidance, and the decision tree examples for the Red Amber Green (RAG) scoring, the initial corridors for a Kex Gill diversion scheme have been scored against various metrics including:

- Economic Growth (Figure 1)
- Carbon Emissions (Figure 2)
- Socio-Distributional Impacts and Regions (Figure 3)
- Local Environment (Figure 4)
- Well Being (Figure 5)

The following figures include extracts from the EAST guidance, detailing the decision tree process for this assessment.

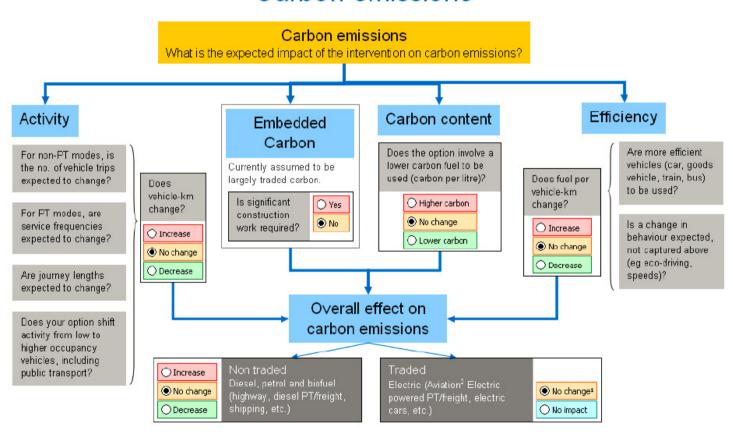
Figure 1 - Economic Growth

Economic growth Economic growth¹ What is the expected impact of the intervention? Connectivity Reliability Delivery of housing Resilience What impact does it O Increase Impact on day-to-What impact does O Reduce How will this O Prevent ☐ Increase day variability in have on end-to-end this option have on option facilitate No change No change No change May facilitate the resilience of journey time? journey times or new housing? average minutes of O Decrease our infrastructure²? O Decrease O Improve O Required to meet planned developments lateness? Does it have an O Increase What will happen to ○ Increase impact on the cost of the number of No change No change incidents? travel (vehicle Wider economic impacts Decrease operating costs, O Decrease fares, etc.)? State in the comments box whether the option is likely to have any wider impacts Does it improve accessibility to key Note: locations? Consider whether the change in the money cost of travel outweighs the value of the change in journey time. Improve connectivity to central business districts?

¹ Applicable only to business and commuters only (excludes leisure) ² Eg. acts of terrorism, severe weather events or the effects of climate change

Figure 2 – Carbon Emissions

Carbon emissions



¹ Net effect on traded carbon would not impact total carbon dioxide emissions, and hence, the net impact should be reflected as 'No change'.

² Aviation is due to enter the traded sector in 2012

Figure 3 – Socio-Distributional Impacts and Regions

Socio-distributional impacts and the regions

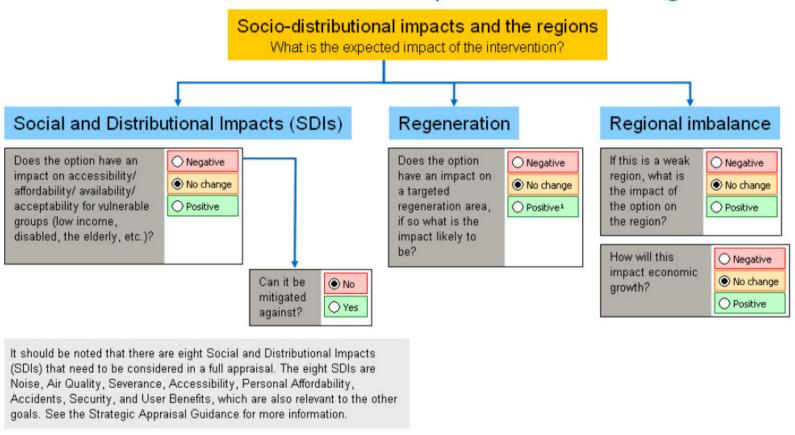
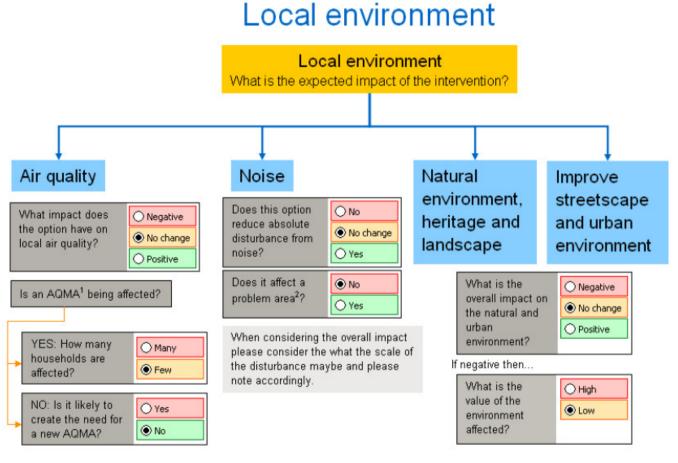


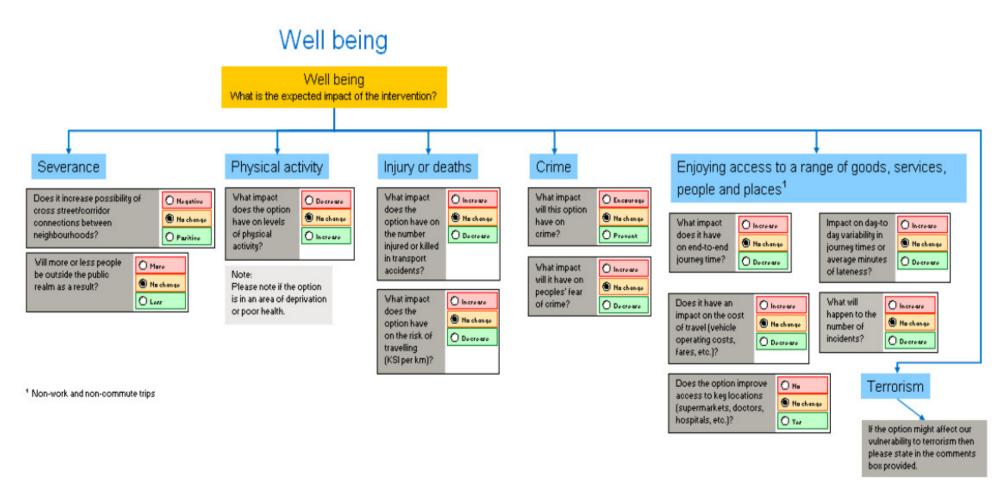
Figure 4 - Local Environment



¹ AQMA - Air Quality Management Area ² See DEFRA Noise Action Plan

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Figure 5 - Well Being



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