

Appraisal Summary Table		Date produced:			16 9 2019		Contact:		
Name of scheme:		A30 to St. Austell Link Road					Name		
Description of scheme:		The Proposed Development is a 6.2km single carriageway with a 3m cycling and walking lane (used in both directions) along one side of the carriageway.					Organisation		
Impacts		Summary of key impacts			Assessment		Promoter/Official		
Economy	Business users & transport providers	The scheme will provide journey time benefits of £45 million for business users and transport providers, with the majority of benefits related to journey time savings of between 2 and 5 minutes. However, the additional distance travelled results in the dis-benefit of increased vehicle operating costs totalling -£13 million . Overall, business users and transport providers achieve a benefit of nearly £32 million .	Quantitative		Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp		
			Value of journey time changes(£)						
			45,406,000			31,812,000			
			Net journey time changes (£)						
			0 to 2min	2 to 5min	> 5min				
			2,372,000	41,686,000	1,346,000				
Environmental	Reliability impact on Business users Regeneration Wider Impacts	The scheme will directly increase local productivity and increase employment; as well as unlock significant local development sites that will strengthen the regional economy.	£25.2 million static agglomeration £2.0 million output change in imperfectly competitive markets £150 thousand labour supply welfare impacts £22.3 million additional GDP nationally by 2037 with £21.7m originating in Cornwall.		Land value gains from developments sites 'unlocked' by the link road are worth £74 million. These new developments could accommodate 6,300 jobs in the area; annual GVA benefits of £38 million per year; annual council tax receipts of £11.9 million per year; and business rate income of £3.7 million per year.	The equivalent net present value of Level 2 Wider impact is £28,548 million			
			Noise	The ES concluded that the Proposed Development is expected to result in significant beneficial effects for residents living close to the B3274 in Roche and, to a lesser extent, the A391 in Stenalees, Bugle, Bilberry and Lockengate. However, significant adverse effects were expected for properties in Stenalees close to the southern end of the Proposed Development, isolated properties to the south-west and west of Roche and some properties near the northern end of the Proposed Development in Victoria. These significant adverse effects were attributed to traffic on the proposed link road. Overall the Proposed Development was expected to reduce the number of residential properties exposed to traffic noise levels above the Significant Observed Adverse Effect Level (SOAEL) of 67.5 dB LA10,18h (façade) by more than 50% compared to the Do-Minimum situation. The noise assessment for the FBC uses revised traffic data but the broad picture in terms of noise impacts aligns with the conclusions of the ES. The net present value of change in noise calculated by the WebTAG workbook is £23,220. The equivalent net present value of change in noise associated with reports updated at the façade with the highest noise level in the opening year with the proposed development in place is £4,883,379., indicating a net benefit of noise reduction.	Noise levels are in terms of 3 dB bands between 45 dB and 81 dB LAeq, 16h (for daytime) or LAeq, 8h (for night-time).	Not applicable		The equivalent net present value is £4,883,379	
Air Quality	Overall there is a net improvement in local air quality with the Scheme, but there is a negative impact on regional emissions for NOx and PM10. The Scheme does not result in any exceedances of NOx Emissions or PM2.5 or PM10 Concentrations.	Emissions: 7 tonnes NOx: + PM2.5: +0.7 tonnes				Not applicable	Value of change in NOx emissions: NPV: -£38,701 Value of change in PM2.5 emissions: NPV: £1,163,930 Total Value of change in local air quality: NPV: £1,125,229	Negligible to small beneficial for most vulnerable groups.	
		Greenhouse gases	The change in CO2e emissions over the 60-year appraisal period is +191,430 tonnes CO2e from the non-traded sector. The impact on CO2e emissions relative to the "without Scheme" case in the Proposed Development opening year is +2,671 tonnes CO2e from the non-traded sector. The upper estimate net present value of carbon dioxide emissions of proposal is £-13,155,467. The lower estimate net present value of carbon dioxide emissions of proposal is £-3,941,645. The total value of change in air quality is ENPV-8,547,445, indicating a net dis-benefit for Greenhouse Gases.	Change in non-traded carbon over 60y (CO2e)		2,671 tCO2e	Not applicable	The total value of change in air quality is ENPV-8,547,445	
Change in traded carbon over 60y (CO2e)				13,953 tCO2e					
Social	Landscape Townscape Historic Environment Biodiversity Groundwater Environment Waste Water Environment	Overall, it is predicted that there will be an overall slight adverse effect on St Austell or Hensbarrow China Clay Area, Mid Cornwall Moors and Camel and Allen Valleys, until year 15 when the effect becomes slight beneficial or neutral . This results in the overall assessment score being neutral . The Proposed Development will provide new links for non-motorised users, which will result in a reduction in traffic within the villages. This will make walking more attractive and will improve connectivity within the communities. The overall assessment score is therefore considered to be slight beneficial . The operational phase of the Proposed Development will have a slight adverse effect on the Coldreath Mill, however, the Church of St Gomonda and other listed buildings will experience a slight beneficial effect due to a reduction in traffic. Taking this into consideration, the overall assessment score is considered to be slight adverse on the historical environment. It is predicted that there will be a neutral effect on all SACs, SSSI's and NNRs located within close proximity to the Proposed Development, with the exception of Hensbarrow CWS, which is expected to experience a moderate adverse effect due to habitat loss, fragmentation and degradation. It is also predicted that there will be a slight adverse effect on bryophytes, invertebrates, reptiles, breeding and wintering birds, bats and badgers, and a neutral effect on INNS and the hazel dormouse. Taking this into consideration, the overall assessment score is considered to be slight adverse. All impacts from the Proposed Development are considered to be neutral with the exception of the potential impact to the Mid Cornwall Moors and Goss and Tregoss Moors SSSI/ SAC complex; water resource and biodiversity habitat and private potable water supplies identified a potential slight adverse impact. The overall effects are considered to be not significant except in the case of the Mid Cornwall Moors and Goss and Tregoss Moors SSSI/ SAC complex; water resource and biodiversity habitat identified the overall effect as low significance. Taking this into consideration, the overall assessment score for groundwater is deemed to be slight adverse. Excavated material generated during construction will be managed by Tmerys and would not be sent to a local or regional landfill. The management of this material would therefore not cause a burden to the local and regional waste management infrastructure (no effect, not significant). The anticipated minor increase in construction waste arisings, of between 0.1% and 1.9%, will cause a minor burden to the local and regional waste management infrastructure, resulting in a slight adverse effect on landfill capacity. Taking both excavated material arisings and construction waste arisings into consideration, the overall assessment score is expected to be slight adverse . On balance, a slight adverse summary assessment score is considered appropriate for the Proposed Development. This is because any potentially minor impacts from de-icing runoff, uncontrolled site run-off and spillages, run-off contaminated with fine sediment or risk of chemical spillage will be short-term and temporary during the construction phase. With appropriate mitigation included in the CEMP and SWMS and inclusion of SUDS systems, the majority of impacts will be minimized and reduced and will not be significant to the water environment.	Not applicable		Neutral	Not applicable	Not applicable		
			Not applicable		Slight beneficial	Not applicable			
			Not applicable		Slight adverse	Not applicable			
			Not applicable		Slight adverse	Not applicable			
			Not applicable		Slight adverse	Not applicable			
			Not applicable		Slight adverse	Not applicable			
			Not applicable		Slight adverse	Not applicable			
			Not applicable		Slight adverse	Not applicable			
			Not applicable		Slight adverse	Not applicable			
			Not applicable		Slight adverse	Not applicable			
Public Account	Commuting and Other users Reliability impact on Commuting and Other users Physical activity Journey quality Accidents Security Access to services Affordability Severance	Taking both excavated material arisings and construction waste arisings into consideration, the overall assessment score is expected to be moderate adverse . From year 15 onwards however, the overall assessment score is expected to be slight beneficial . The scheme will provide journey time benefits of nearly £70 million for non-business and other users. However, the additional distance travelled results in the dis-benefit of increased vehicle operating costs totalling -£16 million . Overall, business users and transport providers achieve a benefit of nearly £53 million . Not applicable Not applicable Not applicable	£		53,360,000	Not applicable	53,360,000		
			Not applicable		Not applicable	Not applicable	Not applicable		
			Not applicable		Not applicable	Not applicable	Not applicable		
			Not applicable		Not applicable	Not applicable	Not applicable		
			Not applicable		Slight beneficial	Not applicable			
			Not applicable		Moderate beneficial	Not applicable			
			Not applicable		Not applicable	8,114,100	Not applicable	8,114,100	
			Not applicable		Not applicable	Not applicable	Not applicable		
			Not applicable		Slight beneficial	Not applicable	Not applicable		
			Not applicable		Not applicable	Not applicable	Not applicable		
Not applicable		Moderate beneficial	Not applicable	Not applicable					
Not applicable		Not applicable	61,849,000	Not applicable	61,849,000				
Not applicable		-£	9,364,000	Not applicable	-9,364,000				