

Appraisal Summary Table – Western Bypass

Option A+B: Western Bypass and related measures		Description: A bypass from Ballingdon Hill to A131/A134 Melford Road junction including related traffic management and sustainable transport measures in the town centre. See Chapter 2 and Figure 4 for Description.	Problems: The A131 and associated Principal routes pass through the Conservation Area of Sudbury. Over 44,800 vehs. In a 18hr day with 3% HGV's. See Chapter 3 for details of Problems.	Present Value of Costs (1998) to Public Accounts £15,8m
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE ASSESSMENT	ASSESSMENT
ENVIRONMENT	Noise	This Option would have an overall adverse impact, increasing annoyance resulting from road noise nuisance including to previously tranquil locations. Locations affected not included in the assessment are the recreational areas of Tiltscroft Wood, Valley Walk, FP 35, Bridleway 37, and the western section of Kings Marsh	No. annoyed (Option B) = 997 No. annoyed (do-minimum) = 836 -2	+161 Moderate Adverse
	Local Air Quality	The bypass does lead to increases of greater than 4 mg/m3 along the Western Bypass. However, this impact is balanced by improved air quality in Sudbury town centre, where exposure is far greater. The overall impact is moderately beneficial.	+2	PM10 -877 NO2 -1481 Moderate beneficial
	Greenhouse Gases	The bypass leads to greater CO2 emissions due to increased vehicle kilometres travelled. Overall, a moderate adverse impact is predicted.	-2	+2814 tonnes of CO2 Moderate Adverse
	Landscape	Bypass would lead to large adverse effect on character of Area 1B (introduction of raised element in floodplain, impact on Belchamp Brook, loss of vegetation), and Area 4 (significant disturbance to topography, loss of visually significant woodland, bypass visible in wider landscape, introduction of new junction at Kitchen Hill, etc). Moderately adverse effect on Area 3 (significant changes to topography, loss of vegetation and tranquillity, road visible in wider landscape, etc). Slight adverse impact on areas 1C, 8 and 9.	-3	Large adverse
	Townscape	There are slight benefits to Ballingdon Core (5A1), and the Medieval-ecclesiastical core (5B). Meanwhile, slight adverse effects to Victorian and Edwardian Quarter (5C), the C20th Development North (5E), and the Industrial and Commercial Fringe (5G).	-1	Slight Adverse
	Heritage of Historic Resources	Moderate / large benefit to heritage resource within historic town centre. Slight adverse impact upon landscape setting of WWII defences and dismantled railway, both to the west of Sudbury Common. Large adverse impact upon Gainsborough landscape.	-3	Large adverse
	Biodiversity	Very Serious Adverse impact upon Biodiversity features (Belchamp Brook CWS, Ancient and Species Rich Hedgerows BAP habitat)	-5	Very Serious Adverse**

	Water Environment	Potential moderate impact on river water quality, aquatic biodiversity, aesthetics and recreation. Potential minor impact on floodplain biodiversity, ground water quality and flood risk. Negligible impact on ponds and lakes.	-2	Moderate Adverse
	Physical Fitness			Slight Beneficial
	Journey Ambience			Moderate Beneficial
SAFETY	Accidents	The scheme will result in a reduction in PIA's	PIA's: 71/81; Fatal : -0.6/0.7; Serious: 8/9; Slight: 71/81	PVB £2,4/2,9m
	Security	The level of security for road users on the bypass and those Remaining in the town centre will be improved	No Entry Required	Moderate Beneficial
ECONOMY	Public Accounts	No Entry Required	Central Govt PVC: £15,8m, Local Govt PVC: £0m	PVC £15,8m
	Business Users & Providers	No Entry Required	Users PVB: £29,7/31,6m, Providers PVB: £0m, Other PVB: £0m	PVB £29,7-31,6m
	Consumer Users	No Entry Required		PVB £36,0-37,9m
	Reliability	Improvement in average travel time in am, inter peak, pm	am: 2min 36sec, IP: 1min 16sec, pm: 1min 56sec	Moderate beneficial
	Wider Economic Impacts	Improvement to local economy	Does not serve designated regeneration area.	No
ACCESSIBILITY	Option values	Scheme includes public transport enhancements		Neutral
	Severance		In town centre: Large positive; Along bypass: Neutral	Moderate beneficial
	Access to the Transport System	Scheme includes sustainable transport measures including Public transport improvements		Neutral/slight beneficial
INTEGRATION	Transport Interchange	Scheme includes sustainable transport measures	Passenger: neutral/slight beneficial; Freight: neutral	Neutral/slight beneficial
	Land-Use Policy	Scheme is promoted in both SCC Structure Plan and Babergh DC Local Plan	No Entry Required	Neutral
	Other Government Policies	The scheme will help towards policies of most relevant Government Departments	No Entry Required	Beneficial