Early Assessment and Sifting Tool (EAST)

Change text size

This tool aims to help you to record and compare data on your options. Below is a summary of all saved options.

To add a new option: click on the 'Add New Option' button above and complete the assessment sheet.
To view a saved option: click on its name in the 'Name/No.' column below.
To delete a saved option: click on the 'Delete' hyperlink to the left of its name below.
To read further guidance on how to use this tool, please double-click on the 'Tool User Guide' icon above.

Document

← To read the user guide to the tool, please double-click on this icon

Document

5 option(s) have been saved in total. 5 is/are currently visible.

		Overall			Strategic						Economic						Managerial					Financial						Commercial			
Unique Ref. No.	Delete option?	Name/No.	Date	Description	Identified problems and objectives of the option	Scale of impact	Fit with wider transport and government objectives	Fit with other objectives	Key uncertainties	Degree of consensus over outcomes?	Economic Growth	Carbon emissions	Socio-distributional impacts and the regions	Local environment	Well being	Expected VfM Category	Implementation timetable	Public acceptability	Practical feasibility	What is the quality of the supporting evidence?	Key risks	Affordability	Capital Cost (£m)?	Revenue Costs (£m)?	Cost Profile	Overall cost risk	Other costs	Flexibility of option	Where is funding coming from?	Any income generated? (Y/N)	If yes, how much income generated (£m)?
1	Delete	1	20/06/2014	Signalised Roundabout	High levels of queuing anc	1. Small im	3	3		Don't know	3. Amber	3. Amber	3. Amber	4. Amber/g	3. Amber	3. Medium	3. 6-12 mo	Don't know	2	2		4	02. 0-5	02. 0-5	Full implementation	5. Low risk		5. Dynamic	Capital Programme, S106	No	
2	Delete	2	20/06/2014	Concept Option 2 - Left sl	##########	3	3	3		Don't know	4. Amber/g	4. Amber/g	4. Amber/g	3. Amber	4. Amber/g	2. High	2-4 4.	1-2 year	Don't know	2	4		3	02. 0-5	02. 0-5	Full implementation	2	Land would need to be pu	2	Capital Programme, S106	No	
3	Delete	3	20/06/2014	Concept Option 3 - Five Is	High levels of queuing anc	3	3	3		Don't know	4. Amber/g	4. Amber/g	4. Amber/g	3. Amber	4. Amber/g	2. High	2-4 4.	1-2 year	Don't know	2	4		4	02. 0-5	02. 0-5	Full implementation	2	Land would need to be pu	2	Capital Programme, S106	No	
4	Delete	4	20/06/2014	Concept Option 4 - Five Is	High levels of queuing anc	3	3	3		Don't know	4. Amber/g	4. Amber/g	4. Amber/g	3. Amber	4. Amber/g	2. High	2-4 4.	1-2 year	Don't know	2	4		4	02. 0-5	02. 0-5	Full implementation	3	Land would need to be pu	2	Capital Programme, S106	No	
5	Delete	5	20/06/2014	Concept Option 5 - Final (	High levels of queuing anc	4	3	3		Don't know	5. Green	4. Amber/g	4. Amber/g	4. Amber/g	4. Amber/g	1. Very Hig	4. 1-2 year	Don't know	4	4		4	02. 0-5	02. 0-5	Full implementation	4	2		Capital Programme, S106	No	

Early Assessment and Sifting Tool - *Enter option details*

Option name/no.	**Enter option name here**
Date	25/06/2014
Description	

Strategic

Identified problems and objectives		
Scale of Impact		
Fit with wider transport and government objectives		
Fit with other objectives		
Key uncertainties		
Degree of consensus over outcomes		

Economic

Economic growth		
Carbon emissions		
Socio-distributional impacts and the regions		
Local environment		
Well being		
Expected VfM Category		

Managerial

Implementation timetable		
Public acceptability		
Practical feasibility		
What is the quality of the supporting evidence?		
Key risks		

Financial

Affordability			
Capital Cost (£m)			
Revenue Costs (£m)			
Cost profile			
Overall cost risk		Other costs	

Commercial

Flexibility of option		
Where is funding coming from?		
Any income generated (£m)		

Early Assessment and Sifting Tool - *Saved Option*

Option name/no.	**5**
Date	20/06/2014
Description	Concept Option 5 - Final Concept

Strategic

Identified problems and objectives	High levels of queuing and delay only worsening in future forecasts due to increased levels of traffic. This option is attempts to reduce the queuing to provide a more free flowing traffic network.	
Scale of Impact	4	This option will provide significant control over the traffic
Fit with wider transport and government objectives	3	This option fits reasonably well with current objectives
Fit with other objectives	3	This option fits reasonably well with current objectives
Key uncertainties		
Degree of consensus over outcomes	Don't know	No consultation currently undertaken

Economic

Economic growth	5. Green	The improved control over the junction will result in
Carbon emissions	4. Amber/green	The reduced queuing levels as a result of the introduction
Socio-distributional impacts and the regions	4. Amber/green	The improvements at this junction will help to bring
Local environment	4. Amber/green	This option is designed within the highway boundary and
Well being	4. Amber/green	The level of accidents is likely to decrease through the
Expected VfM Category	1. Very High >4	The lower construction costs will provide additional

Managerial

Implementation timetable	4. 1-2 years	Project programme identifies the build time.
Public acceptability	Don't know	The construction will cause disruption on the highway,
Practical feasibility	4	This option is designed within the highway boundary and
What is the quality of the supporting evidence?	4	Good level of supporting evidence, including some
Key risks		

Financial

Affordability	4		
Capital Cost (£m)	02. 0-5		
Revenue Costs (£m)	02. 0-5		
Cost profile	Full implementation		
Overall cost risk	4	Other costs	

Commercial

Flexibility of option	2	Highway boundary provides a key restriction to
Where is funding coming from?	Capital Programme, S106 contributions	
Any income generated (£m)	No	

Early Assessment and Sifting Tool - *Saved Option*

Option name/no.	**4**
Date	20/06/2014
Description	Concept Option 4 - Five lanes both directions on A322 - Reduced Islands

Strategic

Identified problems and objectives	High levels of queuing and delay only worsening in future forecasts due to increased levels of traffic. This option is attempts to reduce the queuing to provide a more free flowing traffic network.	
Scale of Impact	3	This option will provide significant control over the traffic
Fit with wider transport and government objectives	3	This option fits reasonably well with current objectives
Fit with other objectives	3	This option fits reasonably well with current objectives
Key uncertainties		
Degree of consensus over outcomes	Don't know	No consultation currently undertaken

Economic

Economic growth	4. Amber/green	The improved control over the junction will result in
Carbon emissions	4. Amber/green	The reduced queuing levels as a result of the introduction
Socio-distributional impacts and the regions	4. Amber/green	The improvements at this junction will help to bring
Local environment	3. Amber	This option exceeds the area defined by the highway
Well being	4. Amber/green	The level of accidents is likely to decrease through the
Expected VfM Category	2. High 2-4	

Managerial

Implementation timetable	4. 1-2 years	Project programme identifies the build time.
Public acceptability	Don't know	The construction will cause disruption on the highway,
Practical feasibility	2	This option would require land not within control of the
What is the quality of the supporting evidence?	4	Good level of supporting evidence, including some
Key risks		

Financial

Affordability	4		
Capital Cost (£m)	02. 0-5		
Revenue Costs (£m)	02. 0-5		
Cost profile	Full implementation		
Overall cost risk	3	Other costs	Land would need to be purchased to build

Commercial

Flexibility of option	2	Modifications to the option would require additional third
Where is funding coming from?	Capital Programme, S106 contributions	
Any income generated (£m)	No	

Early Assessment and Sifting Tool - *Saved Option*

Option name/no.	**3**
Date	20/06/2014
Description	Concept Option 3 - Five lanes both directions on A322

Strategic

Identified problems and objectives	High levels of queuing and delay only worsening in future forecasts due to increased levels of traffic. This option is attempts to reduce the queuing to provide a more free flowing traffic network.	
Scale of Impact	3	This option will provide significant control over the traffic
Fit with wider transport and government objectives	3	This option fits reasonably well with current objectives
Fit with other objectives	3	This option fits reasonably well with current objectives
Key uncertainties		
Degree of consensus over outcomes	Don't know	No consultation currently undertaken

Economic

Economic growth	4. Amber/green	The improved control over the junction will result in
Carbon emissions	4. Amber/green	The reduced queuing levels as a result of the introduction
Socio-distributional impacts and the regions	4. Amber/green	The improvements at this junction will help to bring
Local environment	3. Amber	This option exceeds the area defined by the highway
Well being	4. Amber/green	The level of accidents is likely to decrease through the
Expected VfM Category	2. High 2-4	

Managerial

Implementation timetable	4. 1-2 years	Project programme identifies the build time.
Public acceptability	Don't know	The construction will cause disruption on the highway,
Practical feasibility	2	This option would require land not within control of the
What is the quality of the supporting evidence?	4	Good level of supporting evidence, including some
Key risks		

Financial

Affordability	4		
Capital Cost (£m)	02. 0-5		
Revenue Costs (£m)	02. 0-5		
Cost profile	Full implementation		
Overall cost risk	2	Other costs	Land would need to be purchased to build

Commercial

Flexibility of option	2	Any modifications to the design of the option would
Where is funding coming from?	Capital Programme, S106 contributions	
Any income generated (£m)	No	

Early Assessment and Sifting Tool - *Saved Option*

Option name/no.	**2**
Date	20/06/2014
Description	Concept Option 2 - Left slip into Nine Mile Ride

Strategic

Identified problems and objectives	High levels of queuing and delay only worsening in future forecasts due to increased levels of traffic. This option is attempts to reduce the queuing to provide a more free flowing traffic network through the introduction of a four arm signalised junction.	
Scale of Impact	3	This option will provide significant control over the traffic
Fit with wider transport and government objectives	3	Overall, the scheme is in line with other policies in the
Fit with other objectives	3	This option fits reasonably well with current objectives
Key uncertainties		
Degree of consensus over outcomes	Don't know	No consultation currently undertaken

Economic

Economic growth	4. Amber/green	The improved control over the junction will result in
Carbon emissions	4. Amber/green	The reduced queuing levels as a result of the introduction
Socio-distributional impacts and the regions	4. Amber/green	The improvements at this junction will help to bring
Local environment	3. Amber	This option exceeds the area defined by the highway
Well being	4. Amber/green	The level of accidents is likely to decrease through the
Expected VfM Category	2. High 2-4	

Managerial

Implementation timetable	4. 1-2 years	Project programme identifies the build time.
Public acceptability	Don't know	The construction will cause disruption on the highway,
Practical feasibility	2	This option would require land not within control of the
What is the quality of the supporting evidence?	4	Good level of supporting evidence, including some
Key risks		

Financial

Affordability	3		
Capital Cost (£m)	02. 0-5		
Revenue Costs (£m)	02. 0-5		
Cost profile	Full implementation		
Overall cost risk	2	Other costs	Land would need to be purchased to build

Commercial

Flexibility of option	2	Modifications to the option would require additional third
Where is funding coming from?	Capital Programme, S106 contributions	
Any income generated (£m)	No	

Early Assessment and Sifting Tool - *Saved Option*

Option name/no.	1
Date	20/06/2014
Description	Signalised Roundabout

Strategic

Identified problems and objectives	High levels of queuing and delay only worsening in future forecasts due to increased levels of traffic. This option is attempts to reduce the queuing to provide a more free flowing traffic network.	
Scale of Impact	1. Small impact	Low levels of available stacking space on the circulatory
Fit with wider transport and government objectives	3	This option fits reasonably well with current objectives
Fit with other objectives	3	This option fits reasonably well with current objectives
Key uncertainties		
Degree of consensus over outcomes	Don't know	No consultation has currently been undertaken.

Economic

Economic growth	3. Amber	May not necessarily improve journey times since there is
Carbon emissions	3. Amber	Whilst this option could potentially reduce queuing levels
Socio-distributional impacts and the regions	3. Amber	Very little at the junction is changing at the junction, and
Local environment	4. Amber/green	Minimal benefits with the carriageway being moved away
Well being	3. Amber	The majority of this category is unaffected by this
Expected VfM Category	3. Medium 1.5-2	

Managerial

Implementation timetable	3. 6-12 months	Project programme identifies the build time.
Public acceptability	Don't know	The construction will cause disruption on the highway,
Practical feasibility	2	Internal queuing may prove to be the downfall of this
What is the quality of the supporting evidence?	2	Initial modelling undertaken
Key risks		

Financial

Affordability	4	This would be the lowest costing option of those	
Capital Cost (£m)	02. 0-5		
Revenue Costs (£m)	02. 0-5		
Cost profile	Full implementation		
Overall cost risk	5. Low risk	Other costs	

Commercial

Flexibility of option	5. Dynamic	
Where is funding coming from?	Capital Programme, S106 contributions	
Any income generated (£m)	No	

Early Assessment and Sifting Tool - *Saved Option*

Option name/no.	**Enter option name here**
Date	dd/mm/yy
Description	

Strategic

Identified problems and objectives		
Scale of Impact	1. Small impact	Impact notes
Fit with wider transport and government objectives	5. High	Wider objectives notes
Fit with other objectives	5. High	Other objectives notes
Key uncertainties	Key uncertainties	
Degree of consensus over outcomes	5. Majority	Consensus notes

Economic

Economic growth	No Impact	Economic growth notes
Carbon emissions	No Impact	Carbon emissions notes
Socio-distributional impacts and the regions	No Impact	Socio-distributional impacts notes
Local environment	No Impact	Local environment notes
Well being	No Impact	Well being notes
Expected VfM Category	Very High >4	VfM notes

Managerial

Implementation timetable	0-1 months	Implementation
Public acceptability	5. High	Acceptability notes
Practical feasibility	5. High	Feasibility notes
What is the quality of the supporting evidence?	5. High	Evidence quality notes
Key risks	Key risks	

Financial

Affordability	5. Affordable	Affordability notes	
Capital Cost (£m)	None	Capital cost notes	
Revenue Costs (£m)	None	Revenue notes	
Cost profile	Cost profile notes		
Overall cost risk	5. Low risk	Other costs	Other costs notes

Commercial

Flexibility of option	5. Dynamic	Flexibility notes
Where is funding coming from?	Funding origins	
Any income generated (£m)	Yes	None

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**5**	
Date	20/06/2014	
Description	Concept Option 5 - Final Concept	

Strategic

Identified problems and objectives	High levels of queuing and delay only worsening in future forecasts due to increased levels of traffic. This option is attempts to reduce the queuing to provide a more free flowing traffic network.	
Scale of impact	4	This option will provide significant control over the traffic movements through the junction and help to reduce queuing and delay. This option will not require third party land.
Fit with wider transport and government objectives	3	This option fits reasonably well with current objectives
Fit with other objectives	3	This option fits reasonably well with current objectives
Key uncertainties		
Degree of consensus over outcomes	Don't know	No consultation currently undertaken

Economic

Economic growth	**5. Green**	The improved control over the junction will result in improved journey times at the junction. This design would provide more value for money since construction costs will be lower as the proposal is within the highway boundary and for the most part within the existing footprint of the junction.
Carbon emissions	**4. Amber/green**	
Socio-distributional impacts and the regions	**4. Amber/green**	
Local environment	**4. Amber/green**	
Well being	**4. Amber/green**	
Expected VfM category	1. Very High >4	

Managerial

Implementation timetable	3. 6-12 months	Project programme identifies the build time.
Public acceptability	Don't know	The construction will cause disruption on the highway, however construction will be programmed to minimise disruption
Practical feasibility	3	
What is the quality of the supporting evidence?	5. High	
Key risks		

Financial

Affordability	4	
Capital Cost (£m)	02. 0-5	
Revenue Costs (£m)	02. 0-5	
Cost profile		
Overall cost risk	4	
Other costs		

Commercial

Flexibility of option	2	Highway boundary provides a key restriction to modifications to this option.
Where is funding coming from?		
Any income generated? (£m)		

Economic growth

Currently working on:	3

Economic growth[1]
What is the expected impact of the intervention?

Connectivity

What impact does it have on end-to-end journey time?
- ○ Increase
- ○ No change
- ◉ Decrease

Does it have an impact on the cost of travel (vehicle operating costs, fares, etc.)?
- ○ Increase
- ◉ No change
- ○ Decrease

Reliability

Impact on day-to-day variability in journey times or average minutes of lateness?
- ○ Increase
- ◉ No change
- ○ Decrease

What will happen to the number of incidents?
- ○ Increase
- ○ No change
- ◉ Decrease

Resilience

What impact does this option have on the resilience of our infrastructure[2]?
- ○ Reduce
- ○ No change
- ◉ Improve

Delivery of housing

How will this option facilitate new housing?
- ○ Prevent
- ◉ May facilitate
- ○ Required to meet planned developments

Wider economic impacts

- State in the comments box whether the option is likely to have any wider impacts
- Does it improve accessibility to key locations?
- Improve connectivity to central business districts?

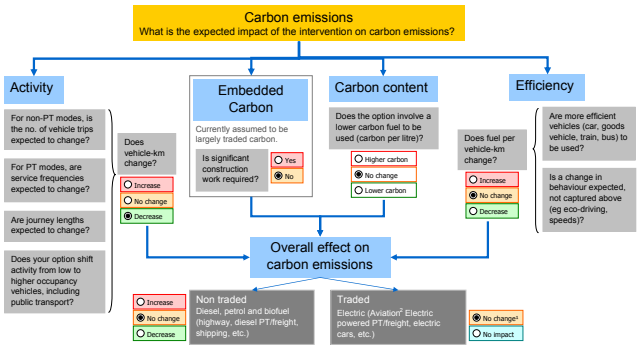
Note:
Consider whether the change in the money cost of travel outweighs the value of the change in journey time.

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

DT1: Economic Growth	
optEcon1	3
optEcon2	2
optEcon3	2
optEcon4	3
optEcon5	3
optEcon6	2

Currently working on:	3

Carbon emissions



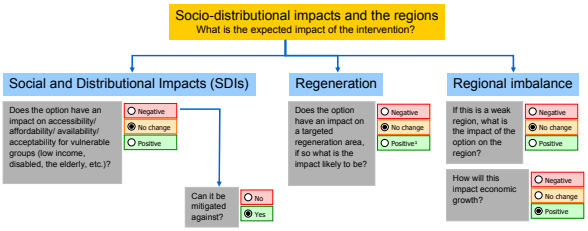
[1] Net effect on traded carbon would not impact total carbon dioxide emissions, and hence, the net impact should be reflected as'No change'.
[2] Aviation is due to enter the traded sector in 2012

DT2: Carbon emissions	
optCC1	3
optCC2	2
optCC3	2
optCC4	2
optCC5	2
optCC6	1

Currently working on:	3

Socio-distributional impacts and the regions

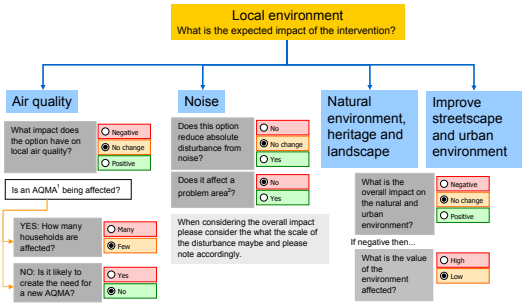
DT5: Vulnerable groups and the regions	
optEoO1	2
optEoO2	2
optEoO3	2
optEoO4	2
optEoO5	3



It should be noted that there are eight Social and Distributional Impacts (SDIs) that need to be considered in a full appraisal. The eight SDIs are Noise, Air Quality, Severance, Accessibility, Personal Affordability, Accidents, Security, and User Benefits, which are also relevant to the other goals. See the Strategic Appraisal Guidance for more information.

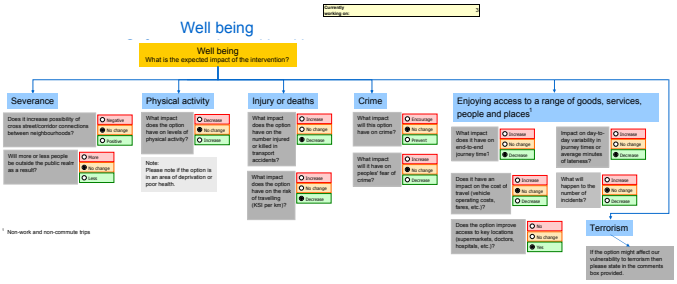
Currently working on:	3

Local environment



[1] AQMA – Air Quality Management Area [2] See DEFRA Noise Action Plan

DT4: Local environment	
optQoL1	2
optQoL2	2
optQoL3	2
optQoL4	2
optQoL5	1
optQoL6	2
optQoL7	2



[1] Non-work and non-commute trips

GT3: Well being	
opt5SH1	2
opt5SH2	2
opt5SH3	2
opt5SH4	3
opt5SH5	3
opt5SH6	2
opt5SH7	2
opt5SH8	3
opt5SH9	2
opt5SH10	3
opt5SH11	3
opt5SH12	2

Look-up Ranges

Please note that if you wish to add or remove items from these look-up ranges, you will have to reset the named range by selecting the new range and typing the range name (at the top of each column) into the formula box.

lkupLargeNumbers
01. None
02. 0-5
03. 5-10
04. 10-25
05. 25-50
06. 50-100
07. 100-250
08. 250-500
09. 500-1000
10. 1000+
Don't know

lkupDateLength
1. 0-1 months
2. 1-6 months
3. 6-12 months
4. 1-2 years
5. 2-5 years
6. 5-10 years
7. 10+ years
Don't know

lkupHRIskLRisk
1.High risk
2
3
4
5. Low risk
Don't know

lkupLowHigh
1. Low
2
3
4
5. High
Don't know

lkupVHPoor
1. Very High >4
2. High 2-4
3. Medium 1.5-2
4. Low 1-1.5
5. Poor <1

lkupInnovative
1. Well-established
2. Innovative
3. Unknown
4. N/A

lkupYesNo
Yes
No
Don't know

lkupSmallImpactSignImpact	
1. Small impact	1
	2
	3
	4
5. Significant impact	

lkupLittleMajority	
1. Little	1
	2
	3
	4
5. Majority	
Don't know	

lkupStaticDynamic	
1. Static	1
	2
	3
	4
5. Dynamic	
Don't know	

lkupNotAffordable	
1. Not affordable	1
	2
	3
	4
5. Affordable	
Don't know	

lkupRAG
1. Red
2. Red/amber
3. Amber
4. Amber/green
5. Green
6. No impact