

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

Document

Unique Ref. No. Delete option?	Overall			Strategic				Economic					Managerial				Financial				Commercial								
	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 VIN 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)
1 <a href="#">Delete</a>	1	20/06/2014	Signalised Roundabout	High levels of queuing and 1. Small im 3	3	3	3		Don't know 3. Amber	3. Amber	3. Amber	4. Amber	3. Amber	3. Amber	3. Medium	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 <a href="#">Delete</a>	2	20/06/2014	Concept Option 2 - Left sl	Left sl 3	3	3	3		Don't know 4. Amber	4. Amber	4. Amber	3. Amber	4. Amber	4. Amber	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	2	Capital Programme, S106 No		
3 <a href="#">Delete</a>	3	20/06/2014	Concept Option 3 - Five Is	High levels of queuing and 3	3	3	3		Don't know 4. Amber	4. Amber	4. Amber	3. Amber	4. Amber	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	2	Capital Programme, S106 No			
4 <a href="#">Delete</a>	4	20/06/2014	Concept Option 4 - Five Is	High levels of queuing and 3	3	3	3		Don't know 4. Amber	4. Amber	4. Amber	3. Amber	4. Amber	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	2	Capital Programme, S106 No			
5 <a href="#">Delete</a>	5	20/06/2014	Concept Option 5 - Final C	High levels of queuing and 4	3	3	3		Don't know 4. Amber	4. Amber	4. Amber	4. Amber	4. Amber	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.	<input type="text" value="Enter option name here"/>
Date	<input type="text" value="25/06/2014"/>
Description	<input type="text"/>

### Strategic

Identified problems and objectives	<input type="text"/>	
Scale of Impact	<input type="text"/>	<input type="text"/>
Fit with wider transport and government objectives	<input type="text"/>	<input type="text"/>
Fit with other objectives	<input type="text"/>	<input type="text"/>
Key uncertainties	<input type="text"/>	
Degree of consensus over outcomes	<input type="text"/>	<input type="text"/>

### Economic

<b>Economic growth</b>	<input type="text"/>	<input type="text"/>
<b>Carbon emissions</b>	<input type="text"/>	<input type="text"/>
Socio-distributional impacts and the regions	<input type="text"/>	<input type="text"/>
Local environment	<input type="text"/>	<input type="text"/>
Well being	<input type="text"/>	<input type="text"/>
Expected VfM Category	<input type="text"/>	<input type="text"/>

### Managerial

Implementation timetable	<input type="text"/>	<input type="text"/>
Public acceptability	<input type="text"/>	<input type="text"/>
Practical feasibility	<input type="text"/>	<input type="text"/>
What is the quality of the supporting evidence?	<input type="text"/>	<input type="text"/>
Key risks	<input type="text"/>	

### Financial

Affordability	<input type="text"/>	<input type="text"/>
Capital Cost (£m)	<input type="text"/>	<input type="text"/>
Revenue Costs (£m)	<input type="text"/>	<input type="text"/>
Cost profile	<input type="text"/>	
Overall cost risk	<input type="text"/>	Other costs <input type="text"/>

### Commercial

Flexibility of option	<input type="text"/>	<input type="text"/>
Where is funding coming from?	<input type="text"/>	
Any income generated (£m)	<input type="text"/>	<input type="text"/>

## 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

<b>Economic growth</b>	4. Amber/green	The improved control over the junction will result in
<b>Carbon emissions</b>	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

<b>Economic growth</b>	4. Amber/green	The improved control over the junction will result in
<b>Carbon emissions</b>	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

<b>Economic growth</b>	4. Amber/green	The improved control over the junction will result in
<b>Carbon emissions</b>	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

<b>Economic growth</b>	3. Amber	May not necessarily improve journey times since there is
<b>Carbon emissions</b>	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.	<input type="text" value="Enter option name here"/>
Date	<input type="text" value="dd/mm/yy"/>
Description	<input type="text"/>

### Strategic

Identified problems and objectives	<input type="text"/>	
Scale of Impact	<input type="text" value="1. Small impact"/>	<input type="text" value="Impact notes"/>
Fit with wider transport and government objectives	<input type="text" value="5. High"/>	<input type="text" value="Wider objectives notes"/>
Fit with other objectives	<input type="text" value="5. High"/>	<input type="text" value="Other objectives notes"/>
Key uncertainties	<input type="text" value="Key uncertainties"/>	
Degree of consensus over outcomes	<input type="text" value="5. Majority"/>	<input type="text" value="Consensus notes"/>

### Economic

<b>Economic growth</b>	<input type="text" value="No Impact"/>	<input type="text" value="Economic growth notes"/>
<b>Carbon emissions</b>	<input type="text" value="No Impact"/>	<input type="text" value="Carbon emissions notes"/>
Socio-distributional impacts and the regions	<input type="text" value="No Impact"/>	<input type="text" value="Socio-distributional impacts notes"/>
Local environment	<input type="text" value="No Impact"/>	<input type="text" value="Local environment notes"/>
Well being	<input type="text" value="No Impact"/>	<input type="text" value="Well being notes"/>
Expected VfM Category	<input type="text" value="Very High &gt;4"/>	<input type="text" value="VfM notes"/>

### Managerial

Implementation timetable	<input type="text" value="0-1 months"/>	<input type="text" value="Implementation"/>
Public acceptability	<input type="text" value="5. High"/>	<input type="text" value="Acceptability notes"/>
Practical feasibility	<input type="text" value="5. High"/>	<input type="text" value="Feasibility notes"/>
What is the quality of the supporting evidence?	<input type="text" value="5. High"/>	<input type="text" value="Evidence quality notes"/>
Key risks	<input type="text" value="Key risks"/>	

### Financial

Affordability	<input type="text" value="5. Affordable"/>	<input type="text" value="Affordability notes"/>
Capital Cost (£m)	<input type="text" value="None"/>	<input type="text" value="Capital cost notes"/>
Revenue Costs (£m)	<input type="text" value="None"/>	<input type="text" value="Revenue notes"/>
Cost profile	<input type="text" value="Cost profile notes"/>	
Overall cost risk	<input type="text" value="5. Low risk"/>	<input type="text" value="Other costs"/> <input type="text" value="Other costs notes"/>

### Commercial

Flexibility of option	<input type="text" value="5. Dynamic"/>	<input type="text" value="Flexibility notes"/>
Where is funding coming from?	<input type="text" value="Funding origins"/>	
Any income generated (£m)	<input type="text" value="Yes"/>	<input type="text" value="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

<b>Economic growth</b>	<b>5. Green</b>	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.
<b>Carbon emissions</b>	<b>4. Amber/green</b>	
<b>Socio-distributional impacts and the regions</b>	<b>4. Amber/green</b>	
<b>Local environment</b>	<b>4. Amber/green</b>	
<b>Well being</b>	<b>4. Amber/green</b>	
<b>Expected VfM category</b>	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<sup>1</sup> 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<sup>2</sup>?

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.

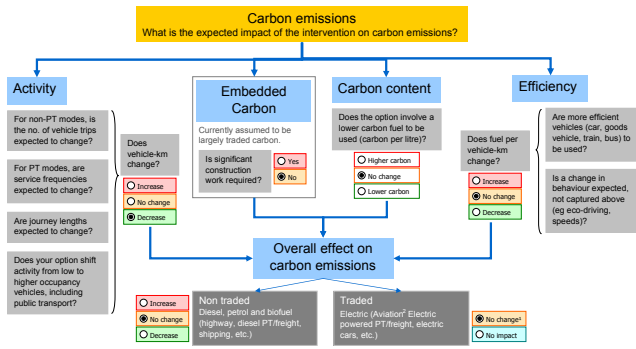
DT1:	
<b>Economic Growth</b>	
optEcon1	3
optEcon2	2
optEcon3	2
optEcon4	3
optEcon5	3
optEcon6	2

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



# Carbon emissions

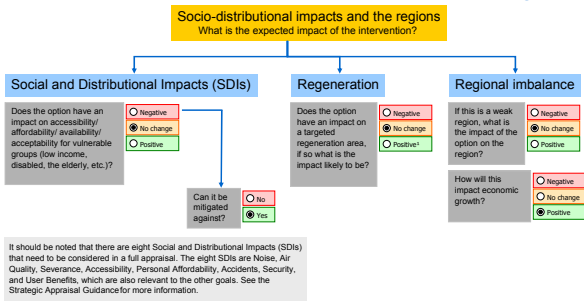
Currently working, etc. 3



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

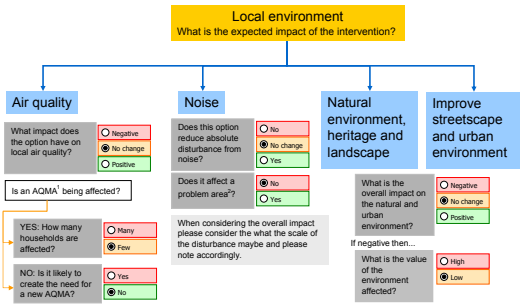
\* Net effect on traded carbon would not impact total carbon dioxide emissions, and hence, the net impact should be reflected as No change.  
\* Aviation is due to enter the traded sector in 2012

## Socio-distributional impacts and the regions



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

# Local environment



<sup>1</sup> AQMA – Air Quality Management Area <sup>2</sup> See DEFRA Noise Action Plan

DT4: Local environment	
optCol.1	2
optCol.2	2
optCol.3	2
optCol.4	2
optCol.5	1
optCol.6	2
optCol.7	2

# Well being

Category: Wellbeing

## Well being

What is the expected impact of the intervention?



<sup>1</sup> Non-work and non-commute trips

OT: Well being	
pp25D11	2
pp25D12	2
pp25D13	2
pp25D14	2
pp25D15	2
pp25D16	2
pp25D17	2
pp25D18	2
pp25D19	2
pp25D110	2
pp25D111	2
pp25D112	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 bar.

LookupRangeNumbers
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

LookupDateLength
01. 0-7 months
02. 1-6 months
03. 6-12 months
04. 1-2 years
05. 2-5 years
06. 5-10 years
07. 10+ years
Don't know

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

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

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

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

LookupYesNo
Yes
No
Don't know

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

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

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

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

LookupRAG
1. Red
2. Amber
3. Green
4. Blue
5. No Impact