

A1 in Northumberland: Morpeth to Ellingham

Scheme Number: TR010041

6.1 Environmental Statement
Appendix 2.1 Lighting Assessment –
Confidential

APFP Regulation 5(2)(a)

Planning Act 2008

Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009



Infrastructure Planning

Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009

The A1 in Northumberland: Morpeth to Ellingham

Development Consent Order 20[xx]

Environmental Statement

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TA49 Lighting Assessment (Confidential)

A1 in Northumberland: Morpeth to Ellingham

Part A: Morpeth to Felton



A1 Morpeth to Felton

TA49 LIGHTING ASSESSMENT





FIRST ISSUE / FOR REVIEW (P0) PUBLIC

PROJECT NO. 70038006

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APPENDICES



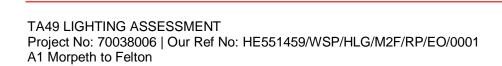
APPENDIX A

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EXECUTIVE SUMMARY

WSP have been commissioned by Highways England to undertake PCF Stage 2 (Option Selection) for the A1 Morpeth to Felton.

This report focuses on the road lighting element of the scheme and whether there is economic justification for road lighting in accordance with Design Manual for Roads and Bridges (DMRB) TA49/07 'Appraisal of new and replacement lighting on the strategic motorway and all-purpose trunk road network'.

The A1 Morpeth to Felton duelling upgrade involves widening the existing A1 but with a significant deviation from the existing A1 in the 'middle' of this section. There will be a new A1 between Priests Bridge and Burgham Park, to the west of the current A1 and of Tindale Hill and Causey Park Bridge. There will be three new junctions: at Highlaws; at Fenrother; and at Westmoor. Access to the A1 will be via the new junctions only and we will need to close most of the current local accesses onto the A1. There will be sections provided to the new junctions as part of the scheme.

When considering the implementation of road lighting through the TA49 appraisal process it has been demonstrated, through calculation, that lighting is not economically justified. This is mainly due to the number of PIC savings being determined as low should road lighting be proposed. All sections (A to D) and the scheme as a whole have resulted in BCR's of less than 1.0 being calculated. This confirms that the cost of providing a lighting scheme far outweighs any costs saved made through PIC savings.

It is possible that OPEX savings could be considered such as controlled dimming through MoRLiCS compatible CMS systems or a reduction of the lighting extents. However from an economically quantifiable view point it is unlikely that any sections within the scheme would produce a BCR that exceeds 1.0 in order to justify a new lighting scheme if reduced OPEX costs were applied.

The non-quantifiable assessment process considered has concluded that there is a level of non-quantifiable justification for the introduction of new lighting. It is considered that journey ambience alone cannot be considered for justification as this could be considered to be a direct link to the 10% accident savings lighting provides within the quantifiable element of the SAR process. It is possible however that lighting may help where there is no hard shoulder to identify broken down vehicles during the hours of darkness.

The RSE concluded that the existing route dark collision rate is 50% below the national average. When combining this aspect with the upgrade from the current road layout to a new dual carriageway many of the existing hazards will also be removed further strengthening the case for dark collision reduction (such as removal of at grade junctions). This has enabled the RSE to conclude that road lighting will not be required within the project. However the use of the following should be considered within the design;

- 'intelligent' style road studs to pre-light the route
- Use of a white lining system that included the reflective beading



Reflectors on the VRS or painting it black & white.

All the above measure are effective in reducing collisions during the hours of darkness in addition to their known benefits in daylight conditions. The use of bike guard on the vehicle restraint system (VRS) will further improve safety for powered two wheelers.

It is recommended that lighting should not be provided on any of the sections of the A1 Morpeth to Felton project. There is no economic or safety benefit supporting the installation of road lighting within the project.

The RSE has suggested areas which should be considered within the main line and slip roads/junctions within the design where feasible to mitigate the installation of road lighting.

The Table below summarises the requirement for road lighting following assessment by both the lighting engineer and the RSE;

TA49/07 Recommendations

| SECTION | Economic Conclusio n | Road Safety Conclusio n | Combined Conclusio n |
|--|----------------------------|----------------------------------|----------------------------|
| Section A – Scheme limits to A697 Junction (ch500 – 2200) | | | |
| Section B – A697 Junction to Fenrother Junction (ch2200 – 5000) | | | |
| Section C – Fenrother Junction to Westmoor Junction (ch5000 – 11600) | | | |
| Section D – Westmoor Junction to Scheme Limits (ch11600 – 13600) | | | |

| <u>Key</u> | |
|------------|-----------------------|
| | Lighting Required |
| | Lighting Not Required |



1 INTRODUCTION

- 1.2.1. WSP have been commissioned by Highways England to undertake PCF Stage 2 (Option Selection) for the A1 Morpeth to Felton.
- 1.2.2. The A1 in Northumberland is an important route between England and Scotland, especially for long distance travel along the eastern side of the country. The A1 between Morpeth to Felton and Alnwick to Ellingham is currently a single carriageway.
- 1.2.3. This stretch of road needs improving because journey times are generally slow it can be hard to overtake, leading to some drivers overtaking unsafely. There are limited alternative routes making it difficult to provide alternative routes if the A1 requires maintenance or if there are any unplanned events on the road.
- 1.2.4. This report focuses on the road lighting element of the scheme and whether there is economic justification for road lighting in accordance with Design Manual for Roads and Bridges (DMRB) TA49/07 'Appraisal of new and replacement lighting on the strategic motorway and all-purpose trunk road network'.
- 1.2.5. Following the economic assessment of the lighting requirements, the results will be reviewed by a Road Safety Engineer who will provide comments and recommendations from a safety aspect in accordance with items such as the road usage, accident history and the local environment.

1.3. PURPOSE AND SCOPE OF REPORT

- 1.3.1. The purpose of this report is to assess whether it is economically justifiable to provide road lighting throughout the scheme, whilst assessing the benefit of providing new lighting in the areas that are currently unlit. The report assesses the need for the replacement in accordance with Highways England DMRB.
- 1.3.2. In order to assess if the road lighting proposal identified is economically justifiable an economic assessment has been completed in accordance with Technical Advice Note TA49/07 'Appraisal of new and replacement lighting on the strategic motorway and all-purpose trunk road network'.
- 1.3.3. In order to determine if the installation of road lighting is justified in accordance with Highways England requirements an outline design is completed to enable a build-up of Capital (CAPEX) and Operating (OPEX) costs. These cost are fed into Highways England's Scheme Appraisal Report (SAR) spread sheet in order to determine whether the costs are, as a minimum, fully recovered, principally through accident saving's over the life expectancy of the installation.
- 1.3.4. As part of this appraisal it is advised that a Road Safety Engineers Briefing Report (RSEB) is also carried out by a Road Safety Engineer (RSE) to provide an independent view of the application of road lighting and accident data in general.
- 1.3.5. The findings of this report are detailed within the Conclusions and Recommendations section of this report and are summarised within the Executive Summary.



2. PROJECT DETAILS

2.1. PROJECT BACKGROUND

- 2.1.1. The A1 Morpeth to Felton duelling upgrade involves widening the existing A1 but with a significant deviation from the existing A1 in the 'middle' of this section. There will be a new A1 between Priests Bridge and Burgham Park, to the west of the current A1 and of Tindale Hill and Causey Park Bridge. There will be three new junctions: at Highlaws; at Fenrother; and at Westmoor. Access to the A1 will be via the new junctions only and we will need to close most of the current local accesses onto the A1. There will be sections provided to the new junctions as part of the scheme.
- 2.1.2. The new junctions will provide access to local villages and maintain the east-west traffic sections, with new local roads where necessary to provide access to businesses and properties. The existing A1 between Priests Bridge and Burgham Park will be retained to provide access to the villages in this area. It will be reclassified as a local road. The underpass at Parkwood would be extended under the widened A1.
- 2.1.3. The A1 Alnwick to Ellingham dualling upgrade involves widening the A1 to dual carriageway along the existing road. There will be one new junction at South Charlton, connecting the A1, B6341 and B6347. Access will be provided for businesses and properties to the new junctions. Farm access and the bridleway/public right of way near Broxfield will be maintained via a bridge.
- 2.1.4. This report considers the A1 Morpeth to Felton section only with a separate report considered for the A1 Alnwick to Ellingham.



2.2. PREFERRED ROUTE

- 2.2.1. As part of the preferred route announcement in September 2017 three options where considered for the proposed improvements between Morpeth and Felton;
- 2.2.2. Orange Option: upgrade the existing road to dual carriageway, either widening to the east or the west depending on the local features that we need to consider
- 2.2.3. Green Option: build a new carriageway to the west of the existing road between Priest's Bridge and Burgham Park
- 2.2.4. Blue Option: upgrade the majority of the existing road to dual carriageway, with approximately 1.2 miles (2 km) section of new carriageway to the east of the A1 near Causey Park Bridge
- 2.2.5. The Green route has been selected as the preferred route. The decision for the preferred route was made following consideration of numerous factors such as cost, benefits, ease of construction and environmental impacts.
- 2.2.6. This lighting assessment uses the green route as the base for considering if lighting is required within the scheme limits.



Figure 1 - Route Options



2.3. ROUTE SECTIONS

2.3.1. In order to split the scheme into smaller sections the proposed scheme has been separated into 4 separate sections to consider the requirements for lighting in smaller condensed sections rather than one full section for the scheme.



Figure 2 - Route Sections



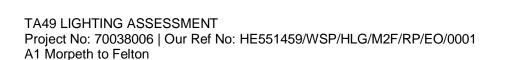
3. EXISTING ALIGNMENT AND ROAD LIGHTING

3.1. EXISTING ALIGNMENT

3.1.1. For the purpose of this report the existing alignment has not been considered as the proposed route is both off line and not using the same principal geometry and route. However the RSE has considered the existing route and considered the accidents for the route.

3.2. EXISTING ROAD LIGHTING DESCRIPTION

3.2.1. None of the existing route or immediate connecting roads between the Morpeth to Felton are currently lit.



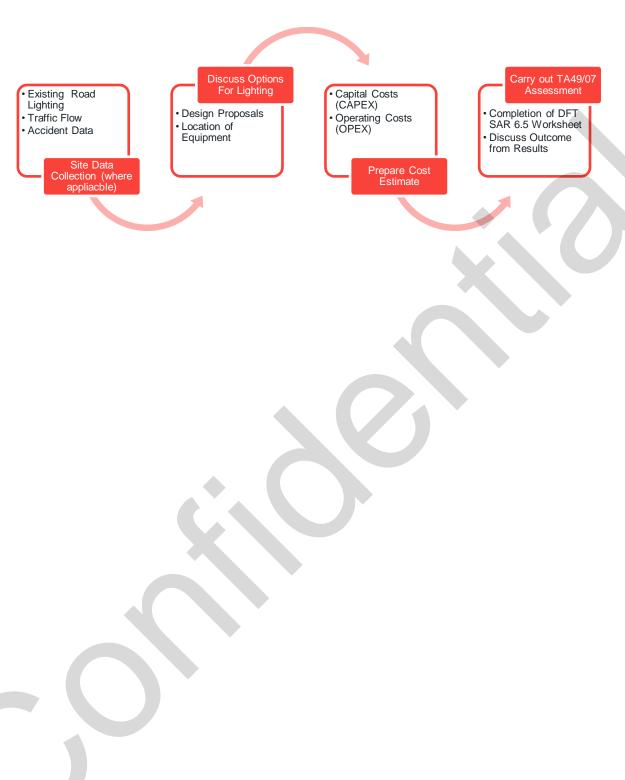


3.3. ECONOMICAL APPRAISAL PROCESS

- 3.3.1. In order to assess if the road lighting proposal identified is economically justifiable an economic assessment needs to be completed in accordance with the Highways England's DMRB Technical Advice Note TA49/07.
- 3.3.2. The economic assessment aspect of this report follows the requirements of TA49/07 in which the Benefit Cost Ratio (BCR) is calculated. The BCR is a calculation that determines the value for money that could be provided in terms of accident savings provided by lighting if it was to be installed within the project. If the BCR is greater than 1.0 then the scheme benefits outweigh the costs, thus road lighting can be justified.
- 3.3.3. As part of this assessment it is advised that a RSEB is also carried out by a RSE to provide an independent review of the replacement of lighting and accident data in general. A full copy of the RSEB for this section of road under consideration is included in Appendix E.
- 3.3.4. To ensure a common approach in carrying out the economic assessment the Department for Transport (DfT) produced a Scheme Appraisal Report (SAR) template. Using the SAR, version 6.5d the following items have been used to populate the data required for the A1 Morpeth to Felton;
 - Traffic flow data.
 - Accident data from the previous 5 years (where applicable).
 - Capital costs (CAPEX).
 - Operating costs (OPEX).
 - Installation costs.
 - Decommissioning costs.
 - Personal Injury Collision (PIC) saved in opening year.
- 3.3.5. The economic assessment process introduced by TA49/07 uses PIC savings as the basis for justification for lighting. This is achieved by using existing accident data, where applicable, as a benchmark and calculating how many night-time accidents would be saved by the renewal of lighting. This report has used 5 year historical road traffic accident data to inform a decision on the predicted accident savings based on the preferred route (as detailed in the RSEB) specific to the network as specified in TA49/07. It should be noted that the RSE report provides an in depth review of existing and proposed based on the new route.
- 3.3.6. The economic assessment process also incorporates average traffic flow information as provided within the Scheme Appraisal Report.
- 3.3.7. The economic assessment process for the A1 Morpeth to Felton followed within production of this report is summarised in Figure 3 below. This provides information on the level of input required at each stage in order to provide sufficient information for input into the economic assessment process.

Figure 3 - TA49/07 Process







3.4. SITE DATA COLLECTION

- 3.4.1. This report has used 5 year historical road traffic accident data specific to the network supplied by the project team. The data used is detailed within the RSE report and considers the existing accident data for the current route.
- 3.4.2. The PSV percentage was not available from the information obtained and has not been used in the SAR. The predicted traffic growth information was not available at the time of carrying out the SAR but an assumption has been made of 30% in line with Highways England SAR6.5 and DFT guidance.



4. OPTIONS FOR ROAD LIGHTING

4.1. OPTIONS BREAKDOWN

- 4.1.1. TA49/07 states that the assessment process should produce an outline design "in sufficient depth to enable costs to be estimated reasonably accurately".
- 4.1.2. A road lighting design solution for each of the sections defined in Section 2.3 was developed and selected against the following criteria:
 - The requirement for compliance with the latest design standards specified within the DMRB (i.e TD34).
 - Incorporation of the latest lighting technology available with respect to luminaire optics and lighting column configuration.
 - Selection of the most cost effective replacement option based on initial capital investment costs and life cycle maintenance.
- 4.1.3. Table 1 below provides the proposed road lighting design solution for each section which has been considered for the purposes of this TA49 assessment.

Table 1 – Proposed Road Lighting Design Solution for Each Section

| Section | Proposed Lighting Solution |
|---------|--|
| A | Main Carriageway: Road lighting columns of 12m nominal height complete with a post top mounted (twin stub bracket) and LED luminaires (2 No.) mounted within the central reservation. Slip Roads: Road lighting columns of 10m nominal height with a post-top mounted LED luminaire mounted in a single sided arrangement in the verge. |
| В | Main Carriageway: Road lighting columns of 12m nominal height complete with a post top mounted (twin stub bracket) and LED luminaires (2 No.) mounted within the central reservation. Slip Roads: Road lighting columns of 10m nominal height with a post-top mounted LED luminaire mounted in a single sided arrangement in the verge. |
| С | Main Carriageway: Road lighting columns of 12m nominal height complete with a post top mounted (twin stub bracket) and LED luminaires (2 No.) mounted within the central reservation. Slip Roads: Road lighting columns of 10m nominal height with a post-top mounted LED luminaire mounted in a single sided arrangement in the verge. |
| D | Main Carriageway: Road lighting columns of 12m nominal height complete with a post top mounted (twin stub bracket) and LED luminaires (2 No.) mounted within the central reservation. Slip Roads: Road lighting columns of 10m nominal height with a post-top mounted LED luminaire mounted in a single sided arrangement in the verge. |



4.2. DESIGN STANDARDS

- 4.2.1. The section of the A1 Morpeth to Felton under consideration in Table 2 will be designed in accordance with DMRB document TD34/07 'Design for Road Lighting for the Strategic Motorway and All Purpose Trunk Road Network' which states that the road lighting shall be designed in accordance with BS5489-1:2013 'Code of Practice for the Design of Road Lighting Part 1: Lighting of Roads and Public Amenity Areas'.
- 4.2.2. TD34/07 sets out the required extent of lighting that should be provided within a typical scenario, this guidance has been followed for the proposed outline design where applicable.

4.3. IDENTIFY LIGHTING CLASS

4.3.1. As part of the design process a lighting class has to be selected for each section of the A1 Morpeth to Felton in accordance with BS5489-1:2013. The required lighting class is selected based on the criteria set out in Table 2 below which has been extracted from Table A.2 'Lighting Classes for traffic routes (v > 40mph)' of BS5489-1:2013.

Table 2 - Lighting Classes for Traffic Routes (v > 40mph) extracted from BS5489-1:2013

| Traffic Flow | Lighting Class | | |
|-------------------|-----------------------|----------------------|--------------------|
| | Dual Carriageway | | Single Carriageway |
| | Junction Density High | Junction Density Low | |
| High to very high | M2 | МЗ | M2 |
| Low to Moderate | M3 | M4 | M3 |
| Very low | M4 | M5 | M4 |

4.3.2. Table 3 below provides the recommended lighting class for each section as determined from Table 2 above.

Table 3 - Proposed Lighting Class for Each Section

| Section | Description | Proposed Lighting Class |
|---------|------------------|-------------------------|
| A | Main Carriageway | M3 |
| | Slip Road | M3 |
| В | Main Carriageway | M3 |
| | Slip Road | M3 |
| С | Main Carriageway | M4 |



| | Slip Road | M4 |
|---|------------------|----|
| D | Main Carriageway | M4 |
| | Slip Road | M4 |

4.3.3. Table 3 identifies a lighting class for the main carriageway and for the associated slip roads for each section. The required lighting parameters for each lighting class are highlighted in Table 4 below which has been extracted from Table 1 'M Lighting Classes 'of BS EN13201-2:2015.

Table 4 - M3 and M4 Lighting Class Parameters extracted from BS EN 13201-2:2015

| Requirements | Lighting Class M3 | Lighting Class M4 |
|---|-------------------|-------------------|
| Lav in cd-m2 (Minimum Maintained) | 1.0 | 0.75 |
| Uo (Minimum) | 0.4 | 0.4 |
| UI (Minimum) | 0.6 | 0.6 |
| TI (Disability Glare) (Maximum) | 15% | 15% |
| Rei (Requirement for Edge illuminance) (Minimum) | 0.5 | 0.5 |

4.4. DESIGN PARAMETERS

- 4.4.1. The basic road lighting design parameters for the A1 Morpeth to Felton have included the following:
 - IP 66, LED luminaire units (mounted at 0° tilt) to be used throughout to minimise the environmental impact (i.e. light spill) caused by the proposed lighting scheme.
 - Only luminaires with a luminous intensity rating of G4 to G6 have been considered within this design.
 - A maintenance factor of 0.83 was applied for all LED luminaire units.

4.5. PREPARE COST ESTIMATES

- 4.5.1. The TA49 economic assessment requires the input of capital cost (CAPEX) and operating costs (OPEX).
- 4.5.2. The capital cost associated with each section has been calculated using the unit lighting column rates provided in Appendix A. It should be noted that these rates have been derived for assessment purposes and although they have been based on UK industry rates they have not been verified by



production of accurate drawings or design calculations. The capital cost applicable to each section is detailed in Table 5 below.

Table 5 – Capital Cost Summary

| Section | Location | CAPEX |
|--------------|---|---------------|
| А | A697 (Warreners House Junction) to Highlaws and Low Esplay Junction | £281,723.00 |
| В | Highlaws and Low Esplay Junction to Fenrother Junction | £435,298.50 |
| С | Fenrother Junction to Westmoor Junction | £734,370.00 |
| D | Westmoor Junction to Scheme Limits (ch 13,600) | £232,394.50 |
| All Sections | | £1,683,786.00 |

- 4.5.3. All sections considered exceed the minimum £100,000 requirement to be considered under a TA49 appraisal in accordance with the SAR guidance.
- 4.5.4. The operating costs which consider maintenance, energy and decommissioning costs associated with each section have been calculated using the unit lighting column rate costs provided in Appendix B. It should be noted that these rates have been derived for assessment purposes only using industry standard rates.
- 4.5.5. The SAR6.5 template requires the input of the additional annual average maintenance costs calculated from the overall operating costs. However it is considered that additional maintenance costs should only be added to existing maintenance costs where existing lighting units are being retained. As there is no scope / provision to retain existing lighting units within this scheme the additional maintenance costs have been considered as the full maintenance cost per annum for the proposed lighting units. Therefore the annual average maintenance costs applicable to each section are detailed in Table 6 below.

Table 6 – Additional Annual Average Maintenance Costs

| Section | Location | OPEX |
|---------|---|------------|
| А | A697 (Warreners House Junction) to Highlaws and Low Esplay Junction | £29,429.84 |
| В | Highlaws and Low Esplay Junction to Fenrother Junction | £44,496.96 |
| С | Fenrother Junction to Westmoor Junction | £87,579.56 |



| D | Westmoor Junction to Scheme Limits (ch 13,600) | £27,515.07 |
|--------------|--|-------------|
| All Sections | Sections A to D | £189,039.43 |

4.6. CARRY OUT TA49 ECONOMIC ASSESSMENT

- 4.6.1. TA49/07 instructs the assessor to use Highway England's publication Scheme Appraisal Report 6.5 (SAR6.5) to assess the monetised benefits of lighting.
- 4.6.2. The SAR6.5 template states that all lighting systems with a capital investment cost of greater than £100,000 should be assessed in accordance with SAR6.5. As detailed in Table 5.
- 4.6.3. The figures/information gathered are input into the SAR6.5 template which automatically calculates the monetised benefits of lighting. Appendix C contains all SAR6.5 worksheets for information.





5. ASSESSMENT OF RESULTS

5.1. INTERPRETATION OF RESULTS

- 5.1.1. In order to calculate the BCR the following figures were calculated for each section.
 - Present Value Benefits (PVB); represents the monetised savings when considering accident savings in the opening year discounted to the base year (2010).
 - Present Value Costs (PVC); are the costs applicable to the project discounted to the base year (2010) and converted to market prices by applying a factor equivalent to the general taxation level in the economy. This is necessary to enable comparison with monetised benefits on a likefor-like basis
 - Net Present Value (NPV); is the comparison of PVC/PVB to enable a positive or negative lighting benefit.
- 5.1.2. Table 7 below provides a breakdown of figures (works costs) obtained from outline designs carried out for each individual section, together with figures automatically calculated when collated data is input into the SAR6.5 template. The accompanying SAR6.5 worksheets for the individual sections are provided within Appendix C, with the figures for the lit, unlit and whole sections determined by combining the costs and figures accordingly.

Table 7 - BCR Calculation Summary

| Section | Capital Cost | PIC Saving in Yr 1 | PVB | PVC | NPV (PVB-PVC) | BCR (PVB/PVC) | | |
|-----------------|------------------|--------------------------|-------------|------------------|---------------------|------------------|--|--|
| А | £281,723.00 | 0.00 | £0.00 | £651,808.00 | -£651,808.00 | 0.000 | | |
| В | £435,298.50 | 0.01 | £8,668.00 | £996,024.00 | -£987,356.00 | 0.004 | | |
| С | £734,370.00 | 0.07 | £138,682.00 | £1,880,072.00 | £1,741,390.00 | 0.064 | | |
| D | £232,394.50 | 0.06 | £34,670.00 | £601,691.00 | -£567,021.00 | 0.016 | | |
| All Sections | £1,683,786.00 | 0.14 | £182,020.00 | £4,129,595.00 | £3,947,575.00 | 0.021 | | |
| Key | Key | | | | | | | |
| | BCR less than | 1.0 | | Lighting not eco | onomically justifie | d | | |
| | BCR greater that | an or equal | to 1.0 | Lighting econor | mically justified | | | |



- 5.1.3. Table 7 above shows that each individual section returns a BCR of less than 1.0, indicating that a proposed lighting scheme in each individual section, and as a combined scheme, is not economically justifiable.
- 5.1.4. It should be noted that within the OPEX calculations completed, no energy saving initiatives have been applied. Should energy saving initiatives be applied in any future design, technology such as controlled dimming, through MoRLiCS compatible CMS systems, could increase the BCR figures and potentially provide a higher BCR in some instances when considering the proposed lighting installation. It however is unlikely to increase above the required level of 1.0.



6. ROAD SAFETY ENGINEERS REPORT

6.1. REQUIREMENTS

- 6.1.1. Within TA49/07 it is a requirement to engage the Road Safety Engineer (RSE) to make an independent assessment of the scheme under consideration. Within Appendix E there is copy of the full Road Safety Engineers Briefing report (RSEB) carried out by Road Safety Initiatives (RSI). A summary of the full RSEB is provided in Section 6.2 below.
- 6.1.2. This information provided within this report was completed by Lyn Turner (WSP RSE) on 28/11/2017.
- 6.1.3. The purpose of this RSEB is to review and understand the accident data for the existing route and consider how the proposed alignment will impact on the accidents. In addition to considering the likely benefit or dis-benefit any proposed road lighting may have on the accident rates for the route.
- 6.1.4. This RSEB also considers Interim Advice Note 167/12, Revision 1 Guidance for the Removal of Road Lighting. This is because IAN 167/12 provides supplementary requirements and guidance to TA49/07 and TD 34/07 (Design of Road Lighting for the Strategic Motorway and All Purpose Trunk Road Network).
- 6.1.5. The RSEB comprised an examination of relevant documents relating to the proposed scheme and analysis of provided five-year collision data and the impact on the proposed alignment and accident savings. The collision data considered has been derived from collision statistics validated by the DfT (known as Nationally Validated data). Collisions have been "rationalised" to exclude those where driver gross negligence has been shown to be a significant contributory factor, in accordance with advice given in IAN 167/12 where applicable.

6.2. SUMMARY OF REPORT

- 6.2.1. The dual carriageway section of the A1 is currently below the national averages for dark collision, where no street lighting is present, by more than 50%.
- 6.2.2. The Road Safety Engineers opinion as a qualified HD19 Audit Team Leader, as the route is to be upgraded to a new dual carriageway which will be of a higher standard than the existing single carriageway, with many highway hazards such as at-grade junctions removed and looking at the evidence of the historic collisions, they do not believe that at this time street lighting is required and conclude that on the mainline the numbers of dark collisions should not increase by more than the 10% as stated in TA49/07. However, the use of items listed below and regular maintenance of the route will also help in the reduction of collisions on the new route.
- 6.2.3. With regards to the new grade separated junctions, these could be more complex. It is widely known that compact junctions, have a collision record due to the tight nature of the radii, leading to loss of control collisions, with the most vulnerable vehicle type powered two wheelers, however other vehicles are susceptible too, such as loss of control type incidents. However, by upgrading these junctions to grade separated junctions, from the data it can be seen that 21 collisions have been



- removed through rationalisation and these made up collision types such as junction and u-turning trends.
- 6.2.4. Ideally the junctions should be assessed on a junction by junction basis using the GD04 assessment or COBALT tool or the comparison of like for like STATS19 collision data to analyse against.
- 6.2.5. In the absence of these items, it cannot be categorically advised not to provide street lighting on the junctions, however there are other methods in which to highlight the junctions to the motorists during the hours of darkness or inclement weather. These can include the use of:
 - 'intelligent' style road studs to pre-light the route
 - Use of a white lining system that included the reflective beading
 - Reflectors on the VRS or painting it black & white.
- 6.2.6. All the above measure are effective in reducing collisions during the hours of darkness in addition to their known benefits in daylight conditions.
- 6.2.7. The use of bike guard on the vehicle restraint system (VRS) will further improve safety for powered two wheelers.

6.3. PREDICTED PIC SAVINGS

- 6.3.1. Design Manual for Roads and Bridges TA49/07 gives a formula for predicting collision savings. The standard talks about the proportion of darkness collisions on all types of strategic roads is on average 28% of the total collisions occurring during the hours of daylight and darkness, however, this figure was sought from Road Casualties Great Britain 2004. Looking at Road Casualties Great Britain 2015, this figure has decreased to 27%.
- 6.3.2. Within TA49/07 section 4, table 1 gives a generalised indication of the darkness PIA saving due to road lighting on links, suitable for appraisal.
- 6.3.3. For an all-purpose Dual carriageway the figure of 10% is noted.
- 6.3.4. Part of the scheme within this document is going to be on new links as the route deviates from the existing alignment. Other parts of the route are on the existing alignment but are replacing a single carriageway with a dual carriageway. All of the scheme extent is currently unlit.
- 6.3.5. The standard makes reference darkness savings on a new link which refers to Volume 13, COBA which has since been redrawn. The standard also makes reference to darkness savings on an existing unlit link. Both refer to the calculation of the number of opening year darkness collisions multiplied by the 10% figure which will give the predicted collision saving.

Table 8 - PIC Savings

| | Section A | Section B | Section C | Section D | Total |
|---|-----------|-----------|-----------|-----------|-------|
| Total Number of Rationalised collisions (5 Years) | 0 | 11 | 12 | 6 | 38 |
| Total During Darkness (5 Years) | 0 | 1 | 4 | 2 | 7 |



| Collisions in darkness per annum (actual) | 0 | 0.2 | 0.8 | 0.4 | 1.4 |
|--|---|-------|-------|-------|-------|
| Predicted Collision saving = no. of opening year darkness collisions x 10% | 0 | 0.004 | 0.064 | 0.016 | 0.196 |





7. ASSESSMENT OF THE NON QUANTIFIABLE BENEFITS

7.1. REQUIREMENTS

- 7.1.1. TA49/07 uses predicted PIC cost savings to assess the need for lighting and although it is stated within the document that lighting may provide other non-quantifiable benefits (non-neutral impact) the guidance is limited and does not provide any definitive guidance with respect to how a non-quantifiable benefit may be assessed.
- 7.1.2. Therefore in the absence of any clear guidance an assessment matrix and associated guidance note has been developed to assess each section against the non-quantifiable issues identified for the purposes of this assessment. It should be noted that TA49/07 states that road construction departures from standards (such as narrow lanes) cannot be considered as a situation where lighting alone should be automatically introduced to mitigate the risk of the departure.
- 7.1.3. Table 8 below highlights the assessment matrix developed for the purposes of this assessment using the model developed in part with TA49 as a basis so that the non-quantifiable benefits of each section could be assessed in a structured manner.

Table 8 - Non-Quantifiable Benefits of Lighting - Assessment Matrix

| Description | Section A | Section B | Section C | Section D |
|---|-----------|-----------|-----------|-----------|
| Road Users | | | | |
| Journey ambience | Positive | Positive | Positive | Positive |
| Driver Safety (accident reduction) | Neutral | Neutral | Neutral | Neutral |
| Driver security | Neutral | Neutral | Neutral | Neutral |
| Pedestrian safety | Neutral | Neutral | Neutral | Neutral |
| Night-time routine maintenance | Neutral | Neutral | Neutral | Neutral |
| Road Configuration | | | | |
| Unusual number of lanes / constant lane changes | Neutral | Neutral | Neutral | Neutral |
| Poor site lines and visibility | Neutral | Neutral | Neutral | Neutral |
| Complex / unusual road Alignment | Neutral | Neutral | Neutral | Neutral |
| Severe bends | Neutral | Neutral | Neutral | Neutral |
| Narrow Lanes | Neutral | Neutral | Neutral | Neutral |
| Close proximity of junctions (<1000m) | Neutral | Neutral | Neutral | Neutral |
| Emergency Refuge (ER) / Hard Shoulder (HS) | | | | |
| HS present | Positive | Positive | Positive | Positive |
| Discontinuous HS with ER | N/A | N/A | N/A | N/A |
| Discontinuous HS without ER | N/A | N/A | N/A | N/A |



Table 9 below highlights the assessment matrix developed for the purposes of this assessment 7.1.4. using the model developed in part with TA49 as a basis so that the non-quantifiable benefits of each section could be assessed in a structured manner.

Table 9 - Non-Quantifiable Benefits of Lighting Guidance Note

| Table 9 - Non-Quantifiable Benefits of Lighting Guidance Note | | | | | | |
|---|----------|---------------------------------------|--|--|--|--|
| Description | Note | Default Position | Comment | | | |
| Road Users | | | | | | |
| Journey ambience | 1 | Positive | - | | | |
| Driver Safety (accident reduction) | 2 | Neutral | This value will always be neutral if the TA49 economic assessment has confirmed that lighting cannot be justified on economic grounds. | | | |
| Driver security | 3 | Neutral | This value should always default to neutral if fear of crime / personal safety is not of significant concern at the given location | | | |
| Pedestrian safety / security | 4 | Neutral | This value should always default to neutral if no pedestrian access / facility is provided. | | | |
| Night-time routine maintenance | 5 | Neutral | Should be neutral unless regular night-time maintenance is essential and lighting is considered essential for the night-time routine maintenance activities. | | | |
| Road Configuration | ı | | | | | |
| Unusual number of lanes / constant lane changes | 6 | Neutral | This value should always default to neutral unless there are unusual quantities of lane changes. | | | |
| Poor site lines and visibility | 7 | Neutral | This value should always default to neutral unless the assessor can determine that lighting would assist driver perception. | | | |
| Complex / unusual road Alignment | 8 | Neutral | This value should always default to neutral unless there is definitive evidence that lighting would assist driver direction and perception. | | | |
| Severe bends | 9 | Neutral | This value should always default to neutral unless there is definitive evidence that lighting would assist. | | | |
| Narrow Lanes | 10 | Positive | If narrow lanes exist then lighting should be provided to highlight the areas of concern. | | | |
| Close proximity of junctions (<1000m) | 11 | Positive | It has been shown that road junction in close proximity can benefit from lighting. For the purpose of this assessment the junction proximity has been taken from the end / commencement of the slip roads. | | | |
| Emergency Refuge (I | ER) / Ha | rd Shoulder | r (HS) | | | |
| HS present | 12 | Neutral | If a hard shoulder is present this should always default to neutral | | | |
| Discontinuous | 13 | Neutral | If a hard shoulder is present this should always default to | | | |
| · · · · · · · · · · · · · · · · · · · | · | · · · · · · · · · · · · · · · · · · · | | | | |



| hard shoulder with ER | | | neutral |
|-----------------------------|----|---------|---|
| Discontinuous HS without ER | 14 | Neutral | If a hard shoulder is present this should always default to neutral |

7.1.5. Table 10 below provides the conclusion for each item identified for the assessment of non-quantifiable benefits.

Table 10 - Non-Quantifiable Benefits of Lighting, Section Conclusions

| Section | Description | Non-quantifiable Benefit (i.e., positive) | Conclusion |
|---------|--|--|--|
| A | Journey AmbienceHard Shoulder Present | Journey ambience alone cannot be considered justification for lighting. As no hard shoulder is present it is considered that lighting could be beneficial in identifying broken down vehicles in locations where a hard shoulder isn't present. | Mainline lighting and slip road lighting could be considered as a form of mitigation for safety where other safety measures cannot be implemented. |
| В | Journey AmbienceHard Shoulder Present | Journey ambience alone cannot be considered justification for lighting. As no hard shoulder is present it is considered that lighting could be beneficial in identifying broken down vehicles in locations where a hard shoulder isn't present. | Mainline lighting and slip road lighting could be considered as a form of mitigation for safety where other safety measures cannot be implemented. |
| С | Journey Ambience Hard Shoulder Present | Journey ambience alone cannot be considered justification for lighting. As no hard shoulder is present it is considered that lighting could be beneficial in identifying broken down vehicles in locations where a hard shoulder isn't present. | Mainline lighting and slip road lighting could be considered as a form of mitigation for safety where other safety measures cannot be implemented. |



Journey ambience alone cannot be D Journey Mainline lighting considered justification for lighting. Ambience and slip road As no hard shoulder is present it is considered lighting could be Hard Shoulder that lighting could be beneficial in identifying considered as a Present broken down vehicles in locations where a form of hard shoulder isn't present. mitigation for safety where other safety measures cannot be implemented.



8. CONCLUSION AND RECOMMENDATIONS

8.1. CONCLUSION

The TA49 economic assessment (quantifiable)

- 8.1.1. When considering the implementation of road lighting through the TA49 appraisal process it has been demonstrated, through calculation, that lighting is not economically justified. This is mainly due to the number of PIC savings being determined as low should road lighting be proposed. All sections (A to D) and the scheme as a whole have resulted in BCR's of less than 1.0 being calculated. This confirms that the cost of providing a lighting scheme far outweighs any costs saved through PIC savings.
- 8.1.2. It is possible that OPEX savings could be considered such as controlled dimming through MoRLiCS compatible CMS systems or a reduction of the lighting extents. However from an economically quantifiable view point it is unlikely that any sections within the scheme would produce a BCR that exceeds 1.0 in order to justify a new lighting scheme if reduced OPEX costs were applied.

The TA49 lighting benefits assessment (Non-quantifiable)

8.1.3. The non-quantifiable assessment process considered has concluded that there is a level of non-quantifiable justification for the introduction of new lighting. It is considered that journey ambience alone cannot be considered for justification as this could be considered to be a direct link to the 10% accident savings lighting provides within the quantifiable element of the SAR process. It is possible however that lighting may help where there is no hard shoulder to identify broken down vehicles during the hours of darkness. This potential saving is not quantifiable and should be mitigated by other safety initiatives.

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- 8.1.4. The RSE concluded that the existing route dark collision rate is 50% below the national average. When combining this aspect with the upgrade from the current road layout to a new dual carriageway many of the existing hazards will also be removed further strengthening the case for dark collision reduction (such as removal of at grade junctions). This has enabled the RSE to conclude that road lighting will not be required within the project. However the use of the following should be considered within the design;
 - 'intelligent' style road studs to pre-light the route
 - Use of a white lining system that included the reflective beading
 - Reflectors on the VRS or painting it black & white.
- 8.1.5. All the above measure are effective in reducing collisions during the hours of darkness in addition to their known benefits in daylight conditions.
- 8.1.6. The use of bike guard on the vehicle restraint system (VRS) will further improve safety for powered two wheelers.



8.2. RECOMMENDATION

- 8.2.1. It is recommended that lighting should not be provided on any of the sections of the A1 Morpeth to Felton project. There is no economic or safety benefit supporting the installation of road lighting within the project.
- 8.2.2. The RSE has suggested areas which should be considered within the main line and slip roads/junctions within the design where feasible to mitigate the installation of road lighting.



Appendix A

WSD

CAPITAL COSTS (CAPEX)

CAPEX Cost Sheet - Link A

| | | | | | TYPE D | | |
|-------------|--|--|--|--|--|-------|-------|
| Item | Description | 12m road lighting column with a twin post top mounted luminaires each with a 21klm LED output | 12m road lighting column with a twin post top mounted luminaires each with a 17klm LED output | 10M Road Lighting Column with a Single Post Top Iuminaire with a 15klm LED output | 10M Road Lighting Column with a Single Post Top luminaire with a 10klm LED output | | |
| 1 | Column | £1,600.00 | £1,600.00 | £1,400.00 | £1,400.00 | | |
| 2 | Bracket Arm | £150.00 | £150.00 | | | | |
| 3 | Luma 2 luminaire | £500.00 | £500.00 | | | | |
| 4 | Luma 1 luminaire | | | £250.00 | £250.00 | | |
| 5 | Passive Termination (Sensor) | £140.00 | £140.00 | £140.00 | £140.00 | | |
| 6 | Termination | £70.00 | £70.00 | £70.00 | £70.00 | | |
| 7 | 2.5mm ² 2 core Cu cable XLPE/SWA/PVC* | £75.00 | £75.00 | £50.00 | £50.00 | | |
| 8 | 25mm ² 3 core Cu cable XLPE/SWA/PVC* | £480.00 | £480.00 | £480.00 | £480.00 | | |
| 9 | Earth Electrode* | £35.00 | £35.00 | £35.00 | £35.00 | | |
| 10 | Feeder Pillar* | £110.00 | £110.00 | £110.00 | £110.00 | | |
| 11 | Trenching* | £170.00 | £170.00 | £170.00 | £170.00 | | |
| 12 | Cross Carriageway ducting* | £110.00 | £110.00 | £110.00 | £110.00 | | |
| 13 | Chambers* | £60.00 | £60.00 | £60.00 | £60.00 | | |
| 14 | DNO* | £140.00 | £140.00 | £140.00 | £140.00 | | |
| 15 | Traffic Management - TM* | £728.00 | £728.00 | £603.00 | £603.00 | | |
| 16 | Detailed Design Fee* | £364.00 | £364.00 | £301.50 | £301.50 | | |
| Total Capex | cost prior to TM & Detailed Design Fee | £3,640.00 | £3,640.00 | £3,015.00 | £3,015.00 | £0.00 | £0.00 |
| | | | | | | | |
| Total Capex | Cost | £4,732 | £4,732 | £3,920 | £3,920 | £0 | £0 |
| | Proposed Quantity | 38 | 0 | 26 | 0 | 0 | 0 |
| | Sub Total | £179,816.00 | £0.00 | £101,907.00 | £0.00 | £0.00 | £0.00 |
| | Link Total | | | £281,72 | 3.00 | | |

^{*}Capex costs are based on the following assumptions: Item 7, 8 & 11 - 40m Column spacings; All items - include Installation; Item 10 - 80 columns per feeder pillar; Item 10 - 16 earth electrodes per site/link; Item 14 - Assumed suitable DNO mains cable laid in the vicinity of Feeder Pillar; Item 15 - 20% of Total Capex Cost prior to TM & Detailed Design Fee; Item 16 - 10% of Total Capex Cost prior to TM & Detailed Design Fee.

CAPEX Cost Sheet - Link B

| | | TYPE A | TYPE B | TYPE C | TYPE D | | |
|------------|--|--|--|--|---|-------|-------|
| Item | Description | 12m road lighting column with a twin post top mounted luminaires each with a 21klm LED output | 12m road lighting column with a twin post top mounted luminaires each with a 17klm LED output | 10M Road Lighting Column with a Single Post Top Iuminaire with a 15klm LED output | 10M Road Lighting Column with a Single Post Top luminaire with a 10klm LED output | | |
| 1 | Column | £1,600.00 | £1,600.00 | £1,400.00 | £1,400.00 | | |
| 2 | Bracket Arm | £150.00 | £150.00 | | | | |
| 3 | Luma 2 luminaire | £500.00 | £500.00 | | | | |
| 4 | Luma 1 luminaire | | | £250.00 | £250.00 | | |
| 5 | Passive Termination (Sensor) | £140.00 | £140.00 | £140.00 | £140.00 | | |
| 6 | Termination | £70.00 | £70.00 | £70.00 | £70.00 | | |
| 7 | 2.5mm ² 2 core Cu cable XLPE/SWA/PVC* | £75.00 | £75.00 | £50.00 | £50.00 | | |
| 8 | 25mm ² 3 core Cu cable XLPE/SWA/PVC* | £480.00 | £480.00 | £480.00 | £480.00 | | |
| 9 | Earth Electrode* | £35.00 | £35.00 | £35.00 | £35.00 | | |
| 10 | Feeder Pillar* | £110.00 | £110.00 | £110.00 | £110.00 | | |
| 11 | Trenching* | £170.00 | £170.00 | £170.00 | £170.00 | | |
| 12 | Cross Carriageway ducting* | £110.00 | £110.00 | £110.00 | £110.00 | | |
| 13 | Chambers* | £60.00 | £60.00 | £60.00 | £60.00 | | |
| 14 | DNO* | £140.00 | £140.00 | £140.00 | £140.00 | | |
| 15 | Traffic Management - TM* | £728.00 | £728.00 | £603.00 | £603.00 | | |
| 16 | Detailed Design Fee* | £364.00 | £364.00 | £301.50 | £301.50 | | |
| Total Cape | c cost prior to TM & Detailed Design Fee | £3,640.00 | £3,640.00 | £3,015.00 | £3,015.00 | £0.00 | £0.00 |
| | | , | | | | | |
| Total Cape | x Cost | £4,732 | £4,732 | £3,920 | £3,920 | £0 | £0 |
| | Proposed Quantity | 63 | 0 | 35 | 0 | 0 | 0 |
| | Sub Total | £298,116.00 | £0.00 | £137,182.50 | £0.00 | £0.00 | £0.00 |
| | Link Total | | | £435,29 | 8.50 | | |

^{*}Capex costs are based on the following assumptions: Item 7, 8 & 11 - 40m Column spacings; All items - include Installation; Item 10 - 80 columns per feeder pillar; Item 10 - 16 earth electrodes per site/link; Item 14 - Assumed suitable DNO mains cable laid in the vicinity of Feeder Pillar; Item 15 - 20% of Total Capex Cost prior to TM & Detailed Design Fee; Item 16 - 10% of Total Capex Cost prior to TM & Detailed Design Fee.

CAPEX Cost Sheet - Link C

| | | | | TYPE C | TYPE D | | |
|-------------|--|--|--|--|---|-------|-------|
| Item | Description | 12m road lighting column with a twin post top mounted luminaires each with a 21klm LED output | 12m road lighting column with a twin post top mounted luminaires each with a 17klm LED output | 10M Road Lighting Column with a Single Post Top Iuminaire with a 15klm LED output | 10M Road Lighting Column with a Single Post Top luminaire with a 10klm LED output | | |
| 1 | Column | £1,600.00 | £1,600.00 | £1,400.00 | £1,400.00 | | |
| 2 | Bracket Arm | £150.00 | £150.00 | | | | |
| 3 | Luma 2 luminaire | £500.00 | £500.00 | | | | |
| 4 | Luma 1 luminaire | | | £250.00 | £250.00 | | |
| 5 | Passive Termination (Sensor) | £140.00 | £140.00 | £140.00 | £140.00 | | |
| 6 | Termination | £70.00 | £70.00 | £70.00 | £70.00 | | |
| 7 | 2.5mm ² 2 core Cu cable XLPE/SWA/PVC* | £75.00 | £75.00 | £50.00 | £50.00 | | |
| 8 | 25mm ² 3 core Cu cable XLPE/SWA/PVC* | £480.00 | £480.00 | £480.00 | £480.00 | | |
| 9 | Earth Electrode* | £35.00 | £35.00 | £35.00 | £35.00 | | |
| 10 | Feeder Pillar* | £110.00 | £110.00 | £110.00 | £110.00 | | |
| 11 | Trenching* | £170.00 | £170.00 | £170.00 | £170.00 | | |
| 12 | Cross Carriageway ducting* | £110.00 | £110.00 | £110.00 | £110.00 | | |
| 13 | Chambers* | £60.00 | £60.00 | £60.00 | £60.00 | | |
| 14 | DNO* | £140.00 | £140.00 | £140.00 | £140.00 | | |
| 15 | Traffic Management - TM* | £728.00 | £728.00 | £603.00 | £603.00 | | |
| 16 | Detailed Design Fee* | £364.00 | £364.00 | £301.50 | £301.50 | | |
| Total Capex | cost prior to TM & Detailed Design Fee | £3,640.00 | £3,640.00 | £3,015.00 | £3,015.00 | £0.00 | £0.00 |
| | | | | | | | |
| Total Capex | Cost | £4,732 | £4,732 | £3,920 | £3,920 | £0 | £0 |
| | Proposed Quantity | 0 | 132 | 5 | 23 | 0 | 0 |
| | Sub Total | £0.00 | £624,624.00 | £19,597.50 | £90,148.50 | £0.00 | £0.00 |
| | Link Total | | | £734,37 | <u>′0.00</u> | | |

^{*}Capex costs are based on the following assumptions: Item 7, 8 & 11 - 40m Column spacings; All items - include Installation; Item 10 - 80 columns per feeder pillar; Item 10 - 16 earth electrodes per site/link; Item 14 - Assumed suitable DNO mains cable laid in the vicinity of Feeder Pillar; Item 15 - 20% of Total Capex Cost prior to TM & Detailed Design Fee; Item 16 - 10% of Total Capex Cost prior to TM & Detailed Design Fee.

CAPEX Cost Sheet - Section D

| | | TYPE A | TYPE B | TYPE C | TYPE D | | |
|-------------|--|--|---|--|--|-------|-------|
| Item | Description | 12m road lighting column with a twin post top mounted luminaires each with a 21klm LED output | 12m road lighting column with a twin post top mounted luminaires each with a 17klm LED output | 10M Road Lighting Column with a Single Post Top Iuminaire with a 15klm LED output | 10M Road Lighting Column with a Single Post Top luminaire with a 10klm LED output | | |
| 1 | Column | £1,600.00 | £1,600.00 | £1,400.00 | £1,400.00 | | |
| 2 | Bracket Arm | £150.00 | £150.00 | | | | |
| 3 | Luma 2 luminaire | £500.00 | £500.00 | | | | |
| 4 | Luma 1 luminaire | | | £250.00 | £250.00 | | |
| 5 | Passive Termination (Sensor) | £140.00 | £140.00 | £140.00 | £140.00 | | |
| 6 | Termination | £70.00 | £70.00 | £70.00 | £70.00 | | |
| 7 | 2.5mm ² 2 core Cu cable XLPE/SWA/PVC* | £75.00 | £75.00 | £50.00 | £50.00 | | |
| 8 | 25mm ² 3 core Cu cable XLPE/SWA/PVC* | £480.00 | £480.00 | £480.00 | £480.00 | | |
| 9 | Earth Electrode* | £35.00 | £35.00 | £35.00 | £35.00 | | |
| 10 | Feeder Pillar* | £110.00 | £110.00 | £110.00 | £110.00 | | |
| 11 | Trenching* | £170.00 | £170.00 | £170.00 | £170.00 | | |
| 12 | Cross Carriageway ducting* | £110.00 | £110.00 | £110.00 | £110.00 | | |
| 13 | Chambers* | £60.00 | £60.00 | £60.00 | £60.00 | | |
| 14 | DNO* | £140.00 | £140.00 | £140.00 | £140.00 | | |
| 15 | Traffic Management - TM* | £728.00 | £728.00 | £603.00 | £603.00 | | |
| 16 | Detailed Design Fee* | £364.00 | £364.00 | £301.50 | £301.50 | | |
| Total Capex | cost prior to TM & Detailed Design Fee | £3,640.00 | £3,640.00 | £3,015.00 | £3,015.00 | £0.00 | £0.00 |
| | | | | | | | |
| Total Capex | Cost | £4,732 | £4,732 | £3,920 | £3,920 | £0 | £0 |
| | Proposed Quantity | 0 | 40 | 0 | 11 | 0 | 0 |
| | Sub Total | £0.00 | £189,280.00 | £0.00 | £43,114.50 | £0.00 | £0.00 |
| | Link Total | | | £232,39 | <u>14.50</u> | | |

^{*}Capex costs are based on the following assumptions: Item 7, 8 & 11 - 40m Column spacings; All items - include Installation; Item 10 - 80 columns per feeder pillar; Item 10 - 16 earth electrodes per site/link; Item 14 - Assumed suitable DNO mains cable laid in the vicinity of Feeder Pillar; Item 15 - 20% of Total Capex Cost prior to TM & Detailed Design Fee; Item 16 - 10% of Total Capex Cost prior to TM & Detailed Design Fee.

Appendix B

WSD

OPERATING COSTS (OPEX)

OPEX Costs - Link A

| | Quantitity | 0 | 0 | 0 | 0 |
|-----------|--|---------|---------|-------|-------|
| Item | Description | | | | |
| | | | | | |
| 1 | Routine Maintenance | £17.00 | £12.00 | £0.00 | £0.00 |
| 2 | Scouting | £9.00 | £9.00 | £0.00 | £0.00 |
| 3 | Lamp Replacement (3 year cycle SON-T, N/A for LED) | £12.00 | £6.00 | £0.00 | £0.00 |
| 4 | Non-Routine Maintenance | 20.00 | £0.00 | £0.00 | £0.00 |
| 5 | Energy Consumpton | £274.54 | £84.62 | £0.00 | £0.00 |
| 6 | TM (20% of Total Opex cost prior to TM) | £62.51 | £22.32 | £0.00 | £0.00 |
| Total Ope | x cost prior to TM | £312.54 | £111.62 | £0.00 | £0.00 |
| Total Ope | x Cost (Per Unit) | £375.04 | £133.95 | £0.00 | £0.00 |
| Total Ope | x Cost | £0.00 | £0.00 | £0.00 | £0.00 |

Annual Energy Costs

| | | ľ |
|-------------------------|--------|---|
| Figure from Sheet 1. | ١, ١ | |
| Energy | _/ | Ļ |
| Costs | \Box | Ļ |
| | | Ŀ |

| System Wattage | 558 | 172 | 0 | 0 |
|--------------------------------|---------|--------|--------|--------|
| Price per KWh (pence) | 0.12 | 0.12 | 0.12 | 0.12 |
| Burning Hours | 4,100 | 4,100 | 4,100 | 4,100 |
| Present Day Annual Energy Cost | £274.54 | £84.62 | £0.00 | £0.00 |
| Energy Component | 3.4473 | 3.4473 | 3.4473 | 3.4473 |
| OYMC (Energy) | £0.00 | £0.00 | £0.00 | £0.00 |
| • | | | | |

| CO2 Emissions | | | | |
|--------------------------------|---|---|---|---|
| 0.544kg Per Kwh | 0 | 0 | 0 | 0 |
| CO2 Emissions over 30 Years kg | 0 | 0 | 0 | 0 |

Exisitng OYMC Costs

| OYMC (Maintenance Cost) | £0.00 |
|------------------------------------|-------|
| OYMC (Energy) | £0.00 |
| | |
| CO2 Emissions over 30 Years Tonnes | 0 |

| | | Type A | Type B | Type C | Type D | Type E | Type F |
|----------|---|---|--|--|---|--------|--------|
| | Quantitity | | 0 | 26 | 0 | 0 | 0 |
| Item | Description | 12m road lighting column with a twin post top mounted luminaires each with a 21klm LED | 12m road lighting column with a twin post top mounted luminaires each with a 17klm LED | 10M Road Lighting Column with a Single Post Top luminaire with a 15klm LED | 10M Road Lighting Column with a Single Post Top Iuminaire with a 10klm LED | | |
| 1 | Routine Maintenance | £12.00 | £12.00 | £12.00 | £12.00 | £0.00 | £0.00 |
| 2 | Scouting (N/A for CMS) | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 |
| 3 | Lamp Replacement (N/A for LED) | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 |
| 4 | Non-Routine Maintenance | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 |
| 5 | Energy Consumpton | £82.08 | £111.84 | £96.48 | £82.08 | £0.00 | £0.00 |
| 6 | TM (20% of Total Opex cost prior to TM) | £18.82 | £24.77 | £21.70 | £18.82 | £0.00 | £0.00 |
| Fotal Op | pex cost prior to TM | £94.08 | £123.84 | £108.48 | £94.08 | £0.00 | £0.00 |
| otal Op | pex Cost (Per Unit) | £112.90 | £148.61 | £130.18 | £112.90 | £0.00 | £0.00 |
| Fotal Op | pex Cost | £4,290.05 | £0.00 | £3,384.58 | £0.00 | £0.00 | £0.00 |

Annual Energy Costs

| \angle | UMSUG Values Used | L |
|----------|----------------------|-----------|
| 7 | | Γ' |

| System Wattage | 171 | 233 | 201 | 171 | 119 | 86 |
|--------------------------------|-------------|---------|-------------|--------|--------|--------|
| Price per KWh (pence) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Burning Hours 20/20 PECU | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 |
| Present Day Annual Energy Cost | £82.08 | £111.84 | £96.48 | £82.08 | £57.12 | £41.28 |
| Energy Component | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 |
| OYMC (Energy) | £10,752.27 | £0.00 | £8,647.48 | £0.00 | £0.00 | £0.00 |
| | | | | | | |
| CO2 Emissions | | | | | | |
| 0.544kg Per Kwh | 3,535 | 0 | 2,843 | 0 | 0 | 0 |
| CO2 Emissions over 30 Years kg | 434,794,176 | 0 | 349,682,112 | 0 | 0 | 0 |

Decomissioning Costs

| econimissioning Cost (= 20% or Total Capital Cost) | £36,344.60 | |
|--|------------|-----------------------------------|
| apitalisation Factor (from PAR) | 25.9 | From Table C.3 par guidance notes |
| YMC (Decommisioning Costs) | £2,175.47 | |

| OYMC (Maintenance Cost) | £7.674.62 |
|------------------------------------|------------|
| OYMC (Energy) | £19,399,75 |
| OYMC (Decommissioning Cost) | £2.175.47 |
| | |
| CO2 Emissions over 30 Years Tonnes | 784.476 |

FINAL CALCULATION FOR USE IN THE REPORT

OYMC (Maintenance Cost)

= Propsoed Maintenance Cost - Existing Maintenance
Cost £7,674.62

OYMC (Energy) = Propsoed Energy - Existing Energy £19,399.75

OYMC (Decommisioning Costs) £2,175.47

OYMC (Maintenance Cost) + OYMC (Energy) + OYMC (Decommissioning Cost)

£29,249.84 Input this value into SAR worksheet "Cost Master" Maintenance PVC box

784,476

OPEX Costs - Link B

| | Quantitity | 0 | 0 | 0 | 0 |
|-----------|--|---------|---------|-------|-------|
| Item | Description | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| 1 | Routine Maintenance | £17.00 | £12.00 | £0.00 | 20.00 |
| 2 | Scouting | £9.00 | £9.00 | £0.00 | £0.00 |
| 3 | Lamp Replacement (3 year cycle SON-T, N/A for LED) | £12.00 | £6.00 | £0.00 | £0.00 |
| 4 | Non-Routine Maintenance | £0.00 | £0.00 | £0.00 | £0.00 |
| 5 | Energy Consumpton | £274.54 | £84.62 | £0.00 | £0.00 |
| 6 | TM (20% of Total Opex cost prior to TM) | £62.51 | £22.32 | £0.00 | £0.00 |
| Total Ope | x cost prior to TM | £312.54 | £111.62 | £0.00 | £0.00 |
| Total Ope | x Cost (Per Unit) | £375.04 | £133.95 | £0.00 | £0.00 |
| Total Ope | x Cost | £0.00 | £0.00 | £0.00 | £0.00 |

Annual Energy Costs

| Figure from Sheet 1. | _ N |
|-------------------------|--------|
| Energy | _> |
| Costs | \Box |
| | |

| System Wattage | 558 | 172 | 0 | 0 |
|--------------------------------|---------|--------|--------|--------|
| Price per KWh (pence) | 0.12 | 0.12 | 0.12 | 0.12 |
| Burning Hours | 4,100 | 4,100 | 4,100 | 4,100 |
| Present Day Annual Energy Cost | £274.54 | £84.62 | £0.00 | £0.00 |
| Energy Component | 3.4473 | 3.4473 | 3.4473 | 3.4473 |
| OYMC (Energy) | £0.00 | £0.00 | £0.00 | £0.00 |
| • | | | | |

| CO2 Emissions | | | | |
|--------------------------------|---|---|---|---|
| 0.544kg Per Kwh | 0 | 0 | 0 | 0 |
| CO2 Emissions over 30 Years kg | 0 | 0 | 0 | 0 |

Exisitng OYMC Costs

| OYMC (Maintenance Cost) | £0.00 |
|------------------------------------|-------|
| OYMC (Energy) | £0.00 |
| | |
| CO2 Emissions over 30 Years Tonnes | 0 |

| | | Type A | Type B | Type C | Type D | Type E | Type F |
|----------|---|--|---|---|---|--------|--------|
| | Quantitity | 63 | 0 | 35 | 0 | 0 | 0 |
| Item | Description | 12m road lighting column with a twin post top mounted luminaires each with a 21klm LED | 12m road lighting column with a twin post top mounted luminaires each with a 17klm LED | 10M Road Lighting Column with a Single Post Top luminaire with a 15klm LED output | 10M Road Lighting Column with a Single Post Top luminaire with a 10klm LED output | | |
| 1 | Routine Maintenance | £12.00 | £12.00 | £12.00 | £12.00 | £0.00 | £0.00 |
| 2 | Scouting (N/A for CMS) | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 |
| 3 | Lamp Replacement (N/A for LED) | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 |
| 4 | Non-Routine Maintenance | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 |
| 5 | Energy Consumpton | £82.08 | £111.84 | £96.48 | £82.08 | £0.00 | £0.00 |
| 6 | TM (20% of Total Opex cost prior to TM) | £18.82 | £24.77 | £21.70 | £18.82 | £0.00 | £0.00 |
| Fotal Op | pex cost prior to TM | £94.08 | £123.84 | £108.48 | £94.08 | £0.00 | £0.00 |
| Total Op | pex Cost (Per Unit) | £112.90 | £148.61 | £130.18 | £112.90 | £0.00 | £0.00 |
| Total Op | pex Cost | £7,112.45 | £0.00 | £4,556.16 | £0.00 | £0.00 | £0.00 |

| | UMSUG Values Used | L, |
|---|----------------------|-----------|
| _ | | Γ' |

| System Wattage | 171 | 233 | 201 | 171 | 119 | 86 |
|--------------------------------|-------------|---------|-------------|--------|--------|--------|
| Price per KWh (pence) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Burning Hours 20/20 PECU | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 |
| Present Day Annual Energy Cost | £82.08 | £111.84 | £96.48 | £82.08 | £57.12 | £41.28 |
| Energy Component | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 |
| OYMC (Energy) | £17,826.13 | £0.00 | £11,640.84 | £0.00 | £0.00 | £0.00 |
| | | | | | | |
| CO2 Emissions | | | | | | |
| 0.544kg Per Kwh | 5,861 | 0 | 3,827 | 0 | 0 | 0 |
| CO2 Emissions over 30 Years kg | 720,842,976 | 0 | 470,725,920 | 0 | 0 | 0 |

Decomissioning Costs

| commissioning Cost (= 20% of Total Capital Cost) | £87,059.70 | |
|--|------------|-----------------------------------|
| pitalisation Factor (from PAR) | 25.9 | From Table C.3 par guidance notes |
| (MC (Decommisioning Costs) | £3,361.38 | · - |

| OYMC (Maintenance Cost) | £11.668.61 |
|------------------------------------|------------|
| OYMC (Energy) | £29,466,97 |
| OYMC (Decommissioning Cost) | £3,361,38 |
| | |
| CO2 Emissions over 30 Years Tonnes | 1.191.569 |

FINAL CALCULATION FOR USE IN THE REPORT

OYMC (Maintenance Cost)

= Propsoed Maintenance Cost - Existing Maintenance
Cost £11,668.61

1,191,569

OYMC (Energy) = Propsoed Energy - Existing Energy £29,466.97

OYMC (Decommisioning Costs) £3,361.38

OYMC (Maintenance Cost) + OYMC (Energy) + OYMC (Decommissioning Cost)

£44,496.96 Input this value into SAR worksheet "Cost Master" Maintenance PVC box

OPEX Costs - Link C

| | Quantitity | 0 | 0 | 0 | 0 |
|-----------|--|---------|---------|-------|-------|
| Item | Description | | | | |
| 1 | Routine Maintenance | £17.00 | £12.00 | £0.00 | £0.00 |
| 2 | Scouting | £9.00 | £9.00 | £0.00 | £0.00 |
| 3 | Lamp Replacement (3 year cycle SON-T, N/A for LED) | £12.00 | £6.00 | £0.00 | £0.00 |
| 4 | Non-Routine Maintenance | £0.00 | £0.00 | £0.00 | £0.00 |
| 5 | Energy Consumpton | £274.54 | £84.62 | £0.00 | £0.00 |
| 6 | TM (20% of Total Opex cost prior to TM) | £62.51 | £22.32 | £0.00 | £0.00 |
| Total Ope | x cost prior to TM | £312.54 | £111.62 | £0.00 | £0.00 |
| Total Ope | x Cost (Per Unit) | £375.04 | £133.95 | £0.00 | £0.00 |
| Total Ope | x Cost | £0.00 | £0.00 | £0.00 | £0.00 |

Annual Energy Costs

| | , | ŀ |
|-------------|-------------------|---|
| Figure from | | ľ |
| Sheet 1. | $\neg \checkmark$ | ı |
| Costs | _/ | Ī |
| | <u> ۲</u> | ı |

| System Wattage | 558 | 172 | 0 | 0 |
|--------------------------------|---------|--------|--------|--------|
| Price per KWh (pence) | 0.12 | 0.12 | 0.12 | 0.12 |
| Burning Hours | 4,100 | 4,100 | 4,100 | 4,100 |
| Present Day Annual Energy Cost | £274.54 | £84.62 | £0.00 | £0.00 |
| Energy Component | 3.4473 | 3.4473 | 3.4473 | 3.4473 |
| OYMC (Energy) | £0.00 | £0.00 | £0.00 | £0.00 |
| | | | | |

| CO2 Emissions | | | | |
|--------------------------------|---|---|---|---|
| 0.544kg Per Kwh | 0 | 0 | 0 | 0 |
| CO2 Emissions over 30 Years kg | 0 | 0 | 0 | 0 |

Exisitng OYMC Costs

| OYMC (Maintenance Cost) | £0.00 |
|------------------------------------|-------|
| OYMC (Energy) | £0.00 |
| | |
| CO2 Emissions over 30 Years Tonnes | 0 |

| | | Type A | Type B | Type C | Type D | Type E | Type F |
|----------|---|--|--|---|--|--------|--------|
| | Quantitity | 0 | 132 | 5 | 23 | 0 | 0 |
| Item | Description | 12m road lighting column with a twin post top mounted luminaires each with a 21klm LED | 12m road lighting column with a twin post top mounted luminaires each with a 17klm LED | with a Single Post Top Iuminaire with a | 10M Road Lighting Column with a Single Post Top luminaire with a 10klm LED | | |
| 1 | Routine Maintenance | £12.00 | £12.00 | £12.00 | £12.00 | £0.00 | £0.00 |
| 2 | Scouting (N/A for CMS) | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 |
| 3 | Lamp Replacement (N/A for LED) | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 |
| 4 | Non-Routine Maintenance | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 |
| 5 | Energy Consumpton | £82.08 | £111.84 | £96.48 | £82.08 | £0.00 | £0.00 |
| 6 | TM (20% of Total Opex cost prior to TM) | £18.82 | £24.77 | £21.70 | £18.82 | £0.00 | £0.00 |
| Total Op | pex cost prior to TM | £94.08 | £123.84 | £108.48 | £94.08 | £0.00 | £0.00 |
| Total Op | pex Cost (Per Unit) | £112.90 | £148.61 | £130.18 | £112.90 | £0.00 | £0.00 |
| Total Op | pex Cost | £0.00 | £19,616.26 | £650.88 | £2,596.61 | £0.00 | £0.00 |

| JG s Used | L |
|--------------|----------|
| | Γ |

| System Wattage | 171 | 233 | 201 | 171 | 119 | 86 | |
|--------------------------------|--------|---------------|------------|-------------|--------|--------|--|
| Price per KWh (pence) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | |
| Burning Hours 20/20 PECU | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | |
| Present Day Annual Energy Cost | £82.08 | £111.84 | £96.48 | £82.08 | £57.12 | £41.28 | |
| Energy Component | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 | |
| OYMC (Energy) | £0.00 | £50,892.08 | £1,662.98 | £6,507.95 | £0.00 | £0.00 | |
| | | | | | | | |
| CO2 Emissions | | | | | | | |
| 0.544kg Per Kwh | 0 | 16,731 | 547 | 2,140 | 0 | 0 | |
| | | 2.057.945.472 | 67.246.560 | 263.164.896 | | | |

Decomissioning Costs

| ecommissioning Cost (= 20% of Total Capital Cost) | £146,874.00 | |
|---|-------------|-----------------------------------|
| apitalisation Factor (from PAR) | 25.9 | From Table C.3 par guidance notes |
| YMC (Decommisioning Costs) | £5,670.81 | · - |

| OYMC (Maintenance Cost) | £22.863.74 |
|------------------------------------|------------|
| OYMC (Energy) | £59.063.01 |
| OYMC (Decommissioning Cost) | £5.670.81 |
| | |
| CO2 Emissions over 30 Years Tonnes | 2.388.357 |

FINAL CALCULATION FOR USE IN THE REPORT

OYMC (Maintenance Cost)
= Propsoed Maintenance Cost - Existing Maintenance
Cost £22,863.74

OYMC (Energy) = Propsoed Energy - Existing Energy £59,063.01

OYMC (Decommisioning Costs) £5,670.81

OYMC (Maintenance Cost) + OYMC (Energy) + OYMC (Decommissioning Cost)

£87.597.56 Input this value into SAR worksheet "Cost Master" Maintenance PVC box

2,388,357

OPEX Costs - Section D

| | Quantitity | 0 | 0 | 0 | 0 |
|-----------|--|---------|---------|-------|-------|
| Item | Description | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| 1 | Routine Maintenance | £17.00 | £12.00 | £0.00 | £0.00 |
| 2 | Scouting | £9.00 | £9.00 | £0.00 | £0.00 |
| 3 | Lamp Replacement (3 year cycle SON-T, N/A for LED) | £12.00 | £6.00 | £0.00 | £0.00 |
| 4 | Non-Routine Maintenance | £0.00 | £0.00 | £0.00 | £0.00 |
| 5 | Energy Consumpton | £274.54 | £84.62 | £0.00 | £0.00 |
| 6 | TM (20% of Total Opex cost prior to TM) | £62.51 | £22.32 | £0.00 | £0.00 |
| Total Ope | x cost prior to TM | £312.54 | £111.62 | £0.00 | £0.00 |
| Total Ope | x Cost (Per Unit) | £375.04 | £133.95 | £0.00 | £0.00 |
| Total Ope | x Cost | £0.00 | £0.00 | £0.00 | £0.00 |

Annual Energy Costs

| | | ľ |
|-------------------------|--------|---|
| Figure from Sheet 1. | ١, ١ | |
| Energy | _/ | Ļ |
| Costs | \Box | Ļ |
| | | Ŀ |

| | System Wattage | 558 | 172 | 0 | 0 |
|---|--------------------------------|---------|--------|--------|--------|
| | Price per KWh (pence) | 0.12 | 0.12 | 0.12 | 0.12 |
| | Burning Hours | 4,100 | 4,100 | 4,100 | 4,100 |
| | Present Day Annual Energy Cost | £274.54 | £84.62 | £0.00 | £0.00 |
| 1 | Energy Component | 3.4473 | 3.4473 | 3.4473 | 3.4473 |
| | OYMC (Energy) | £0.00 | £0.00 | £0.00 | £0.00 |
| | | | | | |

| 0 | 0 | 0 | 0 |
|---|---|-----|-------|
| 0 | 0 | 0 | 0 |
| | 0 | 0 0 | 0 0 0 |

Exisitng OYMC Costs

| OYMC (Maintenance Cost) | £0.00 |
|------------------------------------|-------|
| OYMC (Energy) | £0.00 |
| | |
| CO2 Emissions over 30 Years Tonnes | 0 |

| | | Type A | Type B | Type C | Type D | Type E | Type F |
|--|---|---|---|---|---|--------|--------|
| | Quantitity | | 40 | 0 | 11 | 0 | 0 |
| Item | Description | 12m road lighting column with a twin post top mounted luminaires each with a 21klm LED output | 12m road lighting column with a twin post top mounted luminaires each with a 17klm LED output | 10M Road Lighting Column with a Single Post Top luminaire with a 15klm LED output | 10M Road Lighting Column with a Single Post Top luminaire with a 10klm LED output | | |
| 1 | Routine Maintenance | £12.00 | £12.00 | £12.00 | £12.00 | £0.00 | £0.00 |
| 2 | Scouting (N/A for CMS) | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 |
| 3 | Lamp Replacement (N/A for LED) | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 |
| 4 | Non-Routine Maintenance | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 |
| 5 | Energy Consumpton | £82.08 | £111.84 | £96.48 | £82.08 | £0.00 | £0.00 |
| 6 | TM (20% of Total Opex cost prior to TM) | £18.82 | £24.77 | £21.70 | £18.82 | £0.00 | £0.00 |
| otal Op | pex cost prior to TM | £94.08 | £123.84 | £108.48 | £94.08 | £0.00 | £0.00 |
| Total Opex Cost (Per Unit) Total Opex Cost | | £112.90 | £148.61 | £130.18 | £112.90 | £0.00 | £0.00 |
| | | £0.00 | £5,944.32 | £0.00 | £1,241.86 | £0.00 | £0.00 |

Annual Energy Costs

| \angle | UMSUG Values Used | L |
|----------|----------------------|----------------|
| 7 | | Γ^{ν} |

| System Wattage | 171 | 233 | 201 | 171 | 119 | 86 |
|--------------------------------|--------|-------------|--------|-------------|--------|--------|
| Price per KWh (pence) | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 | 0.12 |
| Burning Hours 20/20 PECU | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 |
| Present Day Annual Energy Cost | £82.08 | £111.84 | £96.48 | £82.08 | £57.12 | £41.28 |
| Energy Component | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 |
| OYMC (Energy) | £0.00 | £15,421.84 | £0.00 | £3,112.50 | £0.00 | £0.00 |
| | | | | | | |
| CO2 Emissions | | | | | | |
| 0.544kg Per Kwh | 0 | 5,070 | 0 | 1,023 | 0 | 0 |
| CO2 Emissions over 30 Years kg | 0 | 623,619,840 | 0 | 125,861,472 | 0 | 0 |

Decomissioning Costs

| Decommissioning Cost (= 20% of Total Capital Cost) | £46,478.90 | |
|--|------------|---------------------------------|
| Capitalisation Factor (from PAR) | 25.9 | From Table C.3 par quidance not |
| OYMC (Decommisioning Costs) | £1,794.55 |] |

| OYMC (Maintenance Cost) | £7.186.18 |
|------------------------------------|------------|
| OYMC (Energy) | £18.534.34 |
| OYMC (Decommissioning Cost) | £1.794.55 |
| | |
| CO2 Emissions over 30 Years Tonnes | 749,481 |

FINAL CALCULATION FOR USE IN THE REPORT

OYMC (Maintenance Cost)

= Propsoed Maintenance Cost - Existing Maintenance
Cost £7,186.18

OYMC (Energy) = Propsoed Energy - Existing Energy £18,534.34

OYMC (Decommisioning Costs) £1,794.55

OYMC (Maintenance Cost) + OYMC (Energy) + OYMC (Decommissioning Cost)

£27.515.07 Input this value into SAR worksheet "Cost Master" Maintenance PVC box

749,481

Appendix C

1150

SCHEME APPRAISAL REPORTS (SAR 6.5)



A1 A1 M2F Link A Commitment of Works Expenditure Standard SAR TITLE WORKSHEET

| Page | • | • |
|-------|---|---|
| ı ayc | | |

| SAR name: A | A1 A1 M2F Link A Commitn | nent of Wor | ks Expenditure Stand | lard SAR | | | | | |
|----------------------------------|--------------------------------|--------------|-----------------------------|-----------------|--------------------|---------------------|------------|--|--|
| _ | | | | | | | | | |
| HA Area / DBFO: A | Area 14 | • | SA | AR file name: 1 | 4A1A1M2FLinkA_2 | 211217.xlsm | | | |
| | | | | _ | | | | | |
| Trunk Road number: | \1 | | | Short name: A | 1 M2F Link A | | | | |
| _ | | | | | N.B. Do not inc | lude Road Number in | Short Name | | |
| Full title: | 1 Morpeth to Felton | | | | | | | | |
| Tuil title. At Molpeti to Fellon | | | | | | | | | |
| _ | | | | | | | | | |
| | Start Point or Mid-Po | oint | | | End Po | oint | | | |
| | Easting (6 digits) Northing | (6 digits) | | | Easting (6 digits) | Northing (6 digits) | | | |
| Location OSGR: | | | | | | | | | |
| <u> </u> | | | | | | | | | |
| Does the scheme invo | olve Compulsory Purchase | or Highway | rs Act Orders? No | | | | | | |
| Docs the solicine live | ove compaisory r drenase | or riigiiway | 3 Act Olders: No | | | | | | |
| | | | | | | | | | |
| Scheme stage: | Commitment of Works Expenditur | e 🔻 | Sche | me category: S | Safety | | | | |
| | | | | _ | | | | | |
| Scheme cost range: > | £100K | | | SAR type: | Standard | SAR | | | |
| | | | | · · · <u>L</u> | | | | | |
| Total o | cost to HA for budgetary pu | rposes (curr | ent prices including non-re | coverable VAT): | £309,5 | 79 | | | |
| | 5 71 | | | ´ L | , | | | | |
| Agent's Scheme Ref.: | | | Current PIN: | TBC | | Previous PINs: | | | |
| _ | | | | | | _ | | | |
| Completed / | Amended by | | Checked b | У | | Approv | ed by | | |
| Name: Chris E | | Name: | Chris Atkin | | Name: | Stephen | | | |
| | y@wsp.com | Email: | chris.atkins@ws | p.com | Email: | stephen.hallida | | | |
| | | Date: | 02/06/2017 | | Date: | 02/06/2 | | | |
| | | _ | | | <u> </u> | | | | |
| | | | HA Project Mar | nager | | | | | |
| | | Name: | • | | | | | | |
| | | Email: | | | | | | | |
| | | | | | | | | | |



Commitment of Works Expenditure:

Commencement of Operation:

A1 A1 M2F Link A Commitment of Works Expenditure Standard SAR

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| SCI | HEME DETAILS WORKSHEET |
|--|---|
| | ges should instead be entered in a separate document file or files and referenced in the Attachments page. |
| Problem to be addressed: New A1 scheme (dualing) require | es consideration for the potential requirement for road lighting in accordance with TA49/07. |
| (Brief reasons for carrying out | |
| the scheme) | |
| | |
| r reposed columnia. | Report (SAR) to determine the Benefit Cost Ratio (BCR) of road lighting for the applicable link / links of the A1 |
| (Brief description of proposed | |
| scheme) | |
| | |
| Other solutions considered: None. | |
| (State 'None' if there are | |
| none - do not leave blank) | |
| TK DOD is less than 4.0 than that | The state of the state of the san first transfer the first (Balance of the Ad |
| | HE may consider not providing road lighting for the applicable link / links of the A1 |
| (Results considered probable | |
| given analyses conducted) | |
| Month Expected Date of Opening: December | Year 2022 ▼ |
| Assessment Period Justification for Assess | sment Period: |
| 30 ▼ years Road lighting assessed over 30 y | year period as per TA49/07. |
| | |
| More Information | |
| | |
| | |
| History and Programme Dates Data Entry C | Completed SAR Completed Additional Comments |
| Conception: | |
| Start of Public Consultation: | |
| Preferred Solution Decision: | |
| Draft Order Publication: | |
| Intermediate: | |

21/11/2017

N.B. 'Data Entry Completed' indicates the date in which the person filling in the SAR reached the point where no more user data was required. 'SAR Completed' indicates the date when others filled in all additional approvals information.



A1 A1 M2F Link A Commitment of Works Expenditure Standard SAR TRAFFIC & ACCIDENTS WORKSHEET

Page: 3

| Details | of | the | Key | Trunk | Road | in | the | Sc | heme |
|---------|----|-----|-----|-------|------|----|-----|----|------|
| | | | | | | | | | |

| Jetalis of the Ne | y Trunk Road in the | 2 3011 | eme | |
|-------------------|---------------------|-------------------|---------------------------------|---|
| Road type: | All-Purpose | • | AADT (vehicles): 30,000 Two-way | • |
| Road width: | D2 | • | Percentage HGVs: 10% | |
| Speed limit: | 50mph or more | • | Year of AADT: 2015 ▼ | |

Predicted Traffic Growth Between Opening Year and Final Assessment Year

Traffic Growth should relate to all vehicle types combined and for those time periods (e.g. weekday peak period, 12-hour or daily) in which monetised benefits are received. Where more than one link receives monetised benefits, growth should be the flow-weighted average growth on those links.

Source of traffic growth forecasts: SAR6.5 User Notes and DFT paper 'Road Traffic Forecasts 2015' (Do not leave blank) https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/411471/road-trafficforecasts-2015.pdf

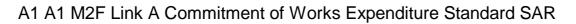
Reported Injury Accident Information

Geographic area covered:

N/A for new road, predicited accident savings applied based on similar schemes/scenarios

| | 12-month | | Accidents | | | | | Casu | alties | |
|----------|-------------|-------|-----------|-------------|-------|---|-------|---------|--------|-------|
| | period from | Fatal | Serious | Slight | TOTAL | • | Fatal | Serious | Slight | TOTAL |
| | 01/01/2012 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2013 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2014 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2015 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2016 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| TOTAL: | 5 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| AVERAGE: | per annum | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | Seve | rity Index: | 0.0% | | | | • | |

| Additional information (eg overall | |
|--------------------------------------|--|
| accident rate; national comparison): | |



IGHWAYS ENCY

COSTS MASTER INPUT WORKSHEET

N.B. The term "Estimate Price Year / Quarter" in each of Parts A - D relates to the year and quarter to which the prices entered relate - i.e. the price base - rather than the current year and quarter.

| A. Works Costs | | otr RPI factor to 2010: | 0.7551 |
|--|---|-------------------------|--------|
| | | tr price growth factor: | 1.5826 |
| 1 Carias 100 Proliminarios (tames aco | | Qtr cost growth factor: | 1.0562 |
| Series 100 – Preliminaries (temp. acc Series 200 – Site Clearance | onmodation, traffic management) | | |
| 3. Series 300 – Fencing | | | |
| 4. Series 400 – Safety Fences, Barriers | and Guardrails | | |
| 5. Series 500 – Drainage | | | |
| 6. Series 600 – Earthworks | | | |
| 7. Series 600 – Earthworks (landscaping | g) | | |
| 8. Series 700 – Pavements | | | |
| Series 1100 – Kerbs and Footways Series 1200 – Traffic Signs (includin | a cianals) and Road Markings | | |
| 11. Series 1300 to 1500 – Lighting, Elec | • • • | £281,72 | 3.00 |
| 12. Series 1600 to 2500 – Structures (in | | 2201,72 | 3.00 |
| 13. Series 2700 – Statutory Undertakers | | | |
| 14. Series 2700 – Noise Insulation Work | KS | | |
| 15. Series 2700 – Accommodation Work | | | |
| 16. Series 3000 – Landscape and Ecolo | 0, | | |
| 17. Technology Renewal Costs 15 Year | s After Construction: £ Disc'd to Constr'n Ye | ear: | |
| 18. Other Costs - Specify: | | 2004 700 00 | |
| Total Works and Technology Renewa | als Costs (sum of items A1 - A18) discounted to Construction Year | £281,723.00 | (a) |
| | | | |
| A1. Preparation and Supervision Cos | ts | | |
| | Estimate Price Year / Quarter: 2020 Q1 | | |
| | | | |
| | Default Costs OR User Specified Costs OR User Specified Costs | £5,786 | |
| <u>'</u> | Boladii Gosto | £14,466 | |
| Total Preparation and Supervision Co | osts (sum of items A1.1 - A1.2) | £20,252.85 | (a1) |
| | | | |
| B. Land Costs | | | |
| | Estimate Price Year / Quarter: Choose | RPI: | 0.0 |
| | | T | |
| 1. HA Valuer's estimate of cost of land a | acquisition | | |
| 2. Estimate of Part 1 compensation | -1- | | |
| HA Valuer's estimate of rehousing co HA Valuer's estimate of resaleable la | | | |
| Total Land Costs (sum of items B1 - | | £0.00 | (b) |
| ` | | • | . , |
| | | | |
| C. Other Costs | Estimata Priga Voor / Quarters Change | DDI- | 0.0 |
| | Estimate Price Year / Quarter: Choose | RPI: | 0.0 |
| Public Transport Subsidies | | | |
| | outions (enter as -ve sum for contirbutions towards costs included in Part A) | | |
| 3. Other – Specify: | | | |
| Total Other Costs (sum of items C1 - | C3) | £0.00 | (c) |
| | | | |
| D. Contributions | | | |
| | Estimate Price Year / Quarter: Choose | RPI: | 0.0 |
| | | | |
| SU Betterment; Deferment or renewa Developer Contributions | I, etc | | |
| 3. Other – Specify | | | |
| Total Contributions (sum of items D1 | - D3) | £0.00 | (d) |
| | | | |
| E. Scheme Costs for Budgeting Purp | 2020 | | |
| L. Scheme Costs for Budgetting Fully | USES . | | |
| | | | |
| | Done the cohomo have a Riela Accessor and 2 Without Riela Accessor | | |
| 1. Risk Allowance | Does the scheme have a Risk Assessment ? Without Risk Assessment | nt | |
| The track of the t | Mean Risk Allowance in Works Costs price year prices (£): | | |
| | | | |
| O Nice Book and Its MAT | Developed for the VAT's action with | | |
| 2. Non-Recoverable VAT | Percentage of cost for which VAT is not recoverable: War War | More Information | |
| | | | |
| | Construction Year / Quarter, or Construction Year / Q | | 1.6253 |
| 3. Construction Year / Quarter | | Qtr cost growth factor: | 1.0562 |
| | period is longer than one quarter: Construction Year / C | otr RPI factor to 2010: | 0.7353 |
| | TOTAL Scheme Implementation Costs in Construction Year Prices | | |
| 4. Scheme Costs | (including Risk, Non-Recoverable VAT and Optimism Bias) | £309,579 | |
| | (| | |
| | | | |
| F. Present Value of Costs (PVC) | | | |
| <u> </u> | | | |
| | | | |
| | Additional annual average | | |
| Change in Maintenance Costs | maintenance costs in Works 29,249 More Information | 1 | |
| | Costs price-year prices (£): | | |
| | | | |
| 2. Scheme PVC | TOTAL PVC in 2010 Market Prices, Discounted to 2010: | £651,808 | |
| | | ~001,000 | |



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Page: 8

| Local Government Funding | TOTAL £ | NB: |
|---|---|---|
| Investment costs: | 0 (a) | Costs appear as positive numbers, while increases in revenues and 'Developer and Other Contributions' appear as negative numbers. |
| Central Government Funding: Transport | | 2. Costs over whole Assessment Period in 2010 |
| Operating costs: | 466,270 (b) | market prices discounted to 2010. |
| Investment costs: | 185,538 (c) | 3. Unless the scheme affects grants and subsidies or |
| Developer and other contributions: | 0 (d) | government revenues other than fuel tax, this table is |
| Net Impact: | 651,808 	 (e) = (b) + (c) - | sufficient. In all other cases please refer to the ACO. |
| | | |
| Central Government Funding: Non-Transport | | |
| Indirect Tax Revenues: | 0 (f) (from 'TEE' v | vorksheet - Standard SARs only) |
| | (, (, , , , , , , , , , , , , , , , , , | , |
| | | |
| TOTALS | | |
| Broad Transport Budget: | 651,808 (g) = (a) + (e) = | Present Value of Costs (PVC) |
| Wider Public Finances: | 0 (h) = (f) = Indire | ect Tax Revenues |
| Wider I ublic I mances. | (ii) = (i) = iiidii | ect Tax Neveriues |
| | | |
| Assessment Score (PVC): | £0.652M | |
| Assessment Score (FVC). | 20.032141 | |
| | | |
| Key Points: N/A | | |
| (Any special considerations | | |
| or simplifications | | |
| Do not leave blank | | |
| | | |



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NON-WEBTAG VM WORKSHEET

PART A: ROADWORKER SAFETY

NB This impact is relevant to improvement schemes which are expected to reduce or increase accidents involving roadworkers or the potential for such accidents.

| | ROAD | | | | |
|-------------|-----------------------------|--------------------------|---------------------|-------------------|----------------|
| Risk Level | Without Scheme (Person-Hrs) | With Scheme (Person-Hrs) | Change (Person-Hrs) | Risk Weighting | Assessment |
| High Risk | | | 0 | 3 | 0 |
| Medium Risk | | | 0 | 2 | 0 |
| Low Risk | | | 0 | 1 | 0 |
| | | | | Assessment Score: | Not Applicable |

Risk exposure values should be entered for the whole assessment period in relation to maintenance activities that will be change as a result of the scheme ie changes in how highway elements are to be maintained, or changes in the elements to be maintained. The risk exposure values entered for each risk category will represent the sum of the hours spent on all highway elements where the scheme affects the maintenance of more than one element.

| Explanation for changes to risk exposure: (Do not leave blank if Assessment Score is non-zero) | |
|---|-----|
| VM Points: | N/A |

PART B: EQUALITY ACT COMPLIANCE

NB This impact is relevant to improvement schemes which improve or reduce compliance with the requirements of the Equality Act 2010. It does not apply to new highway features which have been designed to be EA compliant eg a new pedestrian crossing.

| Assessment Score: Choose ▼ | Assessment Score Definitions |
|-------------------------------------|------------------------------|
| | |
| lustification for Assessment Score: | |
| (Do not leave blank if Assessment | |
| Score is non-Neutral) | |
| | |
| VM Points: N/A | |



A1 A1 M2F Link A Commitment of Works Expenditure Standard SAR

WEBTAG APPRAISABLE VM WORKSHEET

COSTS SUMMARY FOR SCHEME:

Scheme Costs (PVC): £ 651,808

RESULTS SUMMARY FOR WEBTAG SCHEME IMPACTS:

| IMPACT | | Assessment Score (PVB or Qualitative) | | BCR (PVB ÷ PVC) | | VM Points | |
|--|------|---|------|---|------------|--|---------------|
| ECONOMY: TEE (Business Users) | | Not Applicable | | Not Applicable | | Not Applicable | |
| FOOLIOUN, F. H. LIII. (F. L. | DDV | Neutral | | Not Applicable | | 0.00 | |
| ECONOMY: Reliability (Business Users) — | IRV | Neutral | | Not Applicable | | 0.00 | |
| ECONOMY: Regeneration | | Not Applicable | | Not Applicable | | Not Applicable | |
| ECONOMY: Wider Impacts | | Not Applicable | | Not Applicable | | Not Applicable | |
| | | | | | Sub-Total: | 0.00 | |
| ENVIRONMENT: Noise | | Not Applicable | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Air Quality | | Not Applicable | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Greenhouse Gases | | Not Applicable | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Landscape | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Townscape | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Heritage of Historic Resources | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Biodiversity | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Water Environment | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| | | | | | | | |
| SOCIETY: TEE (Commuting and Other Use | are) | Not Applicable | 0.00 | Not Applicable | | Not Applicable | <u>,</u> T |
| SOCIETY: TEE (Commuting and Other Use | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | |
| SOCIETY: TEE (Commuting and Other Use SOCIETY: Reliability (Commuting and Other Users) | DDV | Neutral | 0.00 | Not Applicable | | 0.00 | |
| SOCIETY: Reliability (Commuting and | | Neutral Neutral | 0.00 | Not Applicable Not Applicable | | 0.00 | |
| | DDV | Neutral | 0.00 | Not Applicable | | 0.00 | |
| SOCIETY: Reliability (Commuting and Other Users) SOCIETY: Physical Activity | DDV | Neutral Neutral Not Applicable | 0.00 | Not Applicable Not Applicable Not Applicable | | 0.00 0.00 Not Applicable | |
| SOCIETY: Reliability (Commuting and Other Users) SOCIETY: Physical Activity SOCIETY: Journey Quality | DDV | Neutral Neutral Not Applicable Not Applicable | 0.00 | Not Applicable Not Applicable Not Applicable Not Applicable | | 0.00 0.00 Not Applicable Not Applicable | |
| SOCIETY: Reliability (Commuting and Other Users) SOCIETY: Physical Activity SOCIETY: Journey Quality SOCIETY: Accidents | DDV | Neutral Neutral Not Applicable Not Applicable £0 | 0.00 | Not Applicable Not Applicable Not Applicable Not Applicable 0.00 | | 0.00 0.00 Not Applicable Not Applicable 0.00 | |
| SOCIETY: Reliability (Commuting and Other Users) SOCIETY: Physical Activity SOCIETY: Journey Quality SOCIETY: Accidents SOCIETY: Security | DDV | Neutral Neutral Not Applicable Not Applicable £0 Not Applicable | 0.00 | Not Applicable Not Applicable Not Applicable Not Applicable 0.00 Not Applicable | | 0.00 0.00 Not Applicable Not Applicable 0.00 Not Applicable | |
| SOCIETY: Reliability (Commuting and Other Users) SOCIETY: Physical Activity SOCIETY: Journey Quality SOCIETY: Accidents SOCIETY: Security SOCIETY: Access to Services | DDV | Neutral Neutral Not Applicable Not Applicable £0 Not Applicable Not Applicable Not Applicable | 0.00 | Not Applicable Not Applicable Not Applicable Not Applicable 0.00 Not Applicable Not Applicable | | 0.00 0.00 Not Applicable Not Applicable 0.00 Not Applicable Not Applicable | |
| SOCIETY: Reliability (Commuting and Other Users) SOCIETY: Physical Activity SOCIETY: Journey Quality SOCIETY: Accidents SOCIETY: Security SOCIETY: Access to Services SOCIETY: Affordability | DDV | Neutral Neutral Not Applicable Not Applicable £0 Not Applicable Not Applicable Not Applicable | 0.00 | Not Applicable Not Applicable Not Applicable Not Applicable 0.00 Not Applicable Not Applicable Not Applicable | | 0.00 0.00 Not Applicable Not Applicable 0.00 Not Applicable Not Applicable Not Applicable | |
| SOCIETY: Reliability (Commuting and Other Users) SOCIETY: Physical Activity SOCIETY: Journey Quality SOCIETY: Accidents SOCIETY: Security SOCIETY: Access to Services SOCIETY: Affordability SOCIETY: Severance | DDV | Neutral Neutral Not Applicable Not Applicable £0 Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable | 0.00 | Not Applicable Not Applicable Not Applicable Not Applicable 0.00 Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable | Sub-Total: | 0.00 0.00 Not Applicable Not Applicable 0.00 Not Applicable Not Applicable Not Applicable Not Applicable | |
| SOCIETY: Reliability (Commuting and Other Users) SOCIETY: Physical Activity SOCIETY: Journey Quality SOCIETY: Accidents SOCIETY: Security SOCIETY: Access to Services SOCIETY: Affordability SOCIETY: Severance | DDV | Neutral Neutral Not Applicable Not Applicable £0 Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable | 0.00 | Not Applicable Not Applicable Not Applicable Not Applicable 0.00 Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable | Sub-Total: | 0.00 0.00 Not Applicable Not Applicable 0.00 Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable | |

RESULTS SUMMARY FOR NON-WEBTAG SCHEME IMPACTS:

| | IMPACT | Assessment Score | BCR | | VM Points | |
|------------|-------------------|------------------|----------------|------------|----------------|--|
| NON-WEBTAG | Roadworker Safety | Not Applicable | Not Applicable | | Not Applicable | |
| NON-WEBTAG | Disabled Users | Not Applicable | Not Applicable | | Not Applicable | |
| | | | | Sub-Total: | Not Applicable | |

RESULTS SUMMARY FOR ALL SCHEME IMPACTS:

| | | Total PVB | Total BCR | Total VM Points |
|-----|-----------------------------|----------------|----------------|-----------------|
| δ | WebTAG Impacts: Monetised | £0 | 0.00 | 0.0 |
| PAC | WebTAG Impacts: Unmonetised | Not Applicable | Not Applicable | Not Applicable |
| Į. | Non-WebTAG Impacts | Not Applicable | Not Applicable | Not Applicable |
| AL | TOTAL FOR SCHEME | £0 | 0.00 | 0.0 |



A1 A1 M2F Link A Commitment of Works Expenditure Standard SAR SOCIETY: Accidents

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SOCIETY: Accidents

| Scheme Title: A1 Morpeth to Felton | | |
|---|-------|------------|
| | _ | |
| Scheme Stage: Commitment of Works Expenditure | Date: | 02/06/2017 |

For advice and guidance on completing this worksheet, please refer to WebTag Unit A4.1 - WebTAG: TAG unit A4-1 social impact appraisal, November 2014 - Publications - GOV.UK Complete white cells only

Help
User Notes

PART A

| Predicted number of personal injury accidents saved in opening year: | 0 | |
|--|---|--|
| (If the scheme results in a predicted increase in Accident rates, enter as a NEGATIVE value) | | |

Time of Day of Accident Savings: Night Time only

(N.B. Choose "Night Time only" for schemes affecting accidents specifically at night.)

| accidents | 0 | saved in Opening Year: (a) | Number of Personal Injury Accidents (PIAs) saved in Opening Year: (a | | | | | | | |
|---------------------------------|---------|---|---|-----------------------------|----------------------------|--|--|--|--|--|
| £ / Year | 154,290 | Average cost of an accident in (b) Opening Year: | Time of Day Night Time only | Road Type Rural Dual AP | Opening Year 2022 | | | | | |
| £ / Year | 0 | ening Year: (a) × (b) = (c) | ccident benefits in Op | Annual a | | | | | | |
| | 21.222 | Accident benefits capitalisation factor (d) (from Table C.5): | Traffic Growth Over Assessment Period 30% | Assessment Period (years) | Road Type Rural Dual AP | | | | | |
| £ in 2010 pric | 0 | ening Year: (c) × (d) = (e) | riod discounted to Ope | penefits over Assessment Pe | Accident l | | | | | |
|] | 0.662 | 2010 (from Table C.3a): (f) | from Opening Year to 2 | Discount facto | | | | | | |
| £ in 2010 pric discounted to | 0 | ted to 2010: (e) × (f) = (g) | Accident benefits over Assessment Period discounted to 2010: (e) \times (f) = (g) | | | | | | | |
| 1 | 25.877 | Accident numbers capitalisation factor (h) (from Table C.5): | Traffic Growth over Assessment Period 30% | Assessment Period (years) | Road Type Rural Dual AP | | | | | |
| | | (110111 Table 0.5). | | | | | | | | |

PART B

Has COBA analysis been undertaken? Yes No No.B. If COBA has been used, data entered into the top row of the table below should be copied from the COBA output.

| | Nι | Number of Personal Injury | £ Benefits in 2010 prices, | | |
|--|-------|------------------------------|----------------------------|------------------------|--------------------|
| | Fatal | Serious | Slight | Accidents (PIAs) Saved | discounted to 2010 |
| Accident impact over Assessment Period (j): | | | | 0 | £0 |
| Accident impact during construction (k): | | | | | |
| Accident impact during future maintenance (I): | | | | | |
| Total accident impact [(m) = (j) + (k) + (l)]: | | | | 0 | £0 |

If either row (k) or row (l) or both are omitted, an appropriate Key Points entry must be made.

| Assessment Score: | PVB = £0.000M |
|---|--------------------|
| Metrics: | 0 accidents saved. |
| Key Points: (Explanation for results) Do not leave blank. | N/A |



A1 A1 M2F Link B Commitment of Works Expenditure Standard SAR TITLE WORKSHEET

| _ | | |
|-----|-----|---|
| Pag | ω. | • |
| ray | IC. | |

| SAR name: | A1 A1 M2F Link B Commit | ment of Wo | rks Expenditure St | andard SAR | | | |
|-----------------------|--|----------------|--------------------------|----------------------|--------------------|-----------------------------|----------|
| - | | | | _ | | | |
| HA Area / DBFO: | Area 14 | • | | SAR file name: | 14A1A1M2FLinkB_2 | 211217.xlsm | |
| | | | | | | | |
| Trunk Road number: | Short name: A1 M2F Link B N.B. Do not include Road Number in Short Name | | | | | | |
| r | | | | | N.B. Do not in | clude Road Number in Short | t Name |
| Full title: | A1 Morpeth to Felton | | | | | | |
| l | • | | | | | | |
| | Start Point or Mid-P | oint | | | End Po | oint | |
| | | | | | Easting (6 digits) | | |
| Location OSGR: | | g (6 digits) | | 4 | Lasting (6 digits) | Northing (6 digits) | |
| Location Cook. | | | | - | ļ. | | |
| Doos the scheme in | volve Compulsory Purchase | or Highway | ve Act Ordere? No | | | | |
| Does the scheme in | Tolve Compulsory Furchase | 5 Or Flightway | ACT Orders: NO | | | | |
| 0.1 | | | | | c (. | | |
| Scheme stage: | Commitment of Works Expendite | ure | S | cheme category: | Safety | | |
| | | | | | | | |
| Scheme cost range: | >£100K | | | SAR type: | Standard | ISAR | |
| | | | | - | | | |
| Total | cost to HA for budgetary p | urposes (curi | rent prices including no | on-recoverable VAT): | £478,3 | 339 | |
| A mandle Calcana Data | | | Course of DINI- | TDO | | Daniero DINer | |
| Agent's Scheme Ref.: | | | Current PIN: | TBC | | Previous PINs: | |
| Completed | / Amandad by | | Checke | ad by | | Approved | h |
| | / Amended by Baguley | Name: | Chris A | | Name: | Approved I Stephen Halli | |
| | ey@wsp.com | Email: | chris.atkins@ | | Email: | stephen.halliday@ | |
| | 6/2017 | Date: | 02/06/2 | | Date: | 02/06/2017 | |
| Date. 02/0 | 0/2011 | Date. | 02/00/2 | -017 | Date. | 02/00/201 | <u> </u> |
| | | | HA Project | Manager | | | |
| | | Name: | 111111000 | | | | |
| | | Email: | | | | | |
| | | | | | | | |



Commencement of Operation:

A1 A1 M2F Link B Commitment of Works Expenditure Standard SAR

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| SCHEWE DETAILS WURKSHEET |
|---|
| N.B. Excessively long comments on this and / or other pages should instead be entered in a separate document file or files and referenced in the Attachments page |
| Problem to be addressed: New A1 scheme (dualing) requires consideration for the potential requirement for road lighting in accordance with TA49/07. |
| (Brief reasons for carrying out |
| the scheme) |
| |
| Proposed solution: Complete a Scheme Appraisal Report (SAR) to determine the Benefit Cost Ratio (BCR) of road lighting for the applicable link / links of the A1 |
| (Brief description of proposed |
| scheme) |
| Scriency |
| Other solutions considered: None. |
| (State 'None' if there are |
| none - do not leave blank) |
| Holle - do Hot leave blank) |
| Expected outcomes: If BCR is less than 1.0 then the HE may consider not providing road lighting for the applicable link / links of the A1 |
| (Results considered probable |
| |
| given analyses conducted) |
| Month Year Expected Date of Opening: December ▼ 2022 ▼ |
| ssessment Period Justification for Assessment Period: |
| years |
| More Information |
| |
| |
| istory and Programme Dates Data Entry Completed SAR Completed Additional Comments |
| Conception: |
| Start of Public Consultation: |
| Preferred Solution Decision: |
| Draft Order Publication: |
| Intermediate: |
| Commitment of Works Expenditure: 21/11/2017 |

N.B. 'Data Entry Completed' indicates the date in which the person filling in the SAR reached the point where no more user data was required. 'SAR Completed' indicates the date when others filled in all additional approvals information.



A1 A1 M2F Link B Commitment of Works Expenditure Standard SAR TRAFFIC & ACCIDENTS WORKSHEET

Page: 3

| Details of the Ke | y Trunk Road in the | • Scheme |
|-------------------|---------------------|----------|
| Dood type | All B | |

| talis of the Ney | Trunk Noau in the | Scrience | | | |
|------------------|-------------------|--------------------|--------|---------|---|
| Road type: | All-Purpose | ▼ AADT (vehicles): | 30,000 | Two-way | • |
| Road width: | D2 | ▼ Percentage HGVs: | 10% | | |
| Speed limit: | 50mph or more | ▼ Year of AADT: | 2015 | | |

Predicted Traffic Growth Between Opening Year and Final Assessment Year

Traffic Growth should relate to all vehicle types combined and for those time periods (e.g. weekday peak period, 12-hour or daily) in which monetised benefits are received. Where more than one link receives monetised benefits, growth should be the flow-weighted average growth on those links.

Source of traffic growth forecasts: SAR6.5 User Notes and DFT paper 'Road Traffic Forecasts 2015' (Do not leave blank) https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/411471/road-trafficforecasts-2015.pdf

Reported Injury Accident Information

Geographic area covered:

N/A for new road, predicited accident savings applied based on similar schemes/scenarios

| | 12-month | | Accid | dents | | | | Casu | alties | |
|----------|-------------|-------|---------|-------------|-------|---|-------|---------|--------|-------|
| | period from | Fatal | Serious | Slight | TOTAL | • | Fatal | Serious | Slight | TOTAL |
| | 01/01/2012 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2013 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2014 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2015 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2016 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| TOTAL: | 5 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| AVERAGE: | per annum | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | Seve | rity Index: | 0.0% | | | | • | |

| Additional information (eg overall | |
|--------------------------------------|--|
| accident rate; national comparison): | |



A1 A1 M2F Link B Commitment of Works Expenditure Standard SAR

COSTS MASTER INPUT WORKSHEET

N.B. The term "Estimate Price Year / Quarter" in each of Parts A - D relates to the year and quarter to which the prices entered relate - i.e. the price base - rather than the current year and quarter.

| A. Works Costs Estimate Year / Qtr | RPI factor to 2010: 0.7551 |
|---|-----------------------------|
| Estimate Price Year / Quarter: 2020 Q1 Estimate Year / Qtr | |
| 1. Series 100 – Preliminaries (temp. accommodation, traffic management) | cost growth factor: 1.0562 |
| 2. Series 200 – Site Clearance | |
| 3. Series 300 – Fencing | |
| 4. Series 400 – Safety Fences, Barriers and Guardrails | |
| 5. Series 500 – Drainage 6. Series 600 – Earthworks | |
| 7. Series 600 – Earthworks (landscaping) | |
| 8. Series 700 – Pavements | |
| Series 1100 – Kerbs and Footways Series 1200 – Traffic Signs (including signals) and Road Markings | |
| 11. Series 1300 to 1500 – Lighting, Electrical Work and Communications | £435,298.00 |
| 12. Series 1600 to 2500 – Structures (including Environmental Barriers) | |
| 13. Series 2700 – Statutory Undertakers Works 14. Series 2700 – Noise Insulation Works | |
| 14. Series 2700 – Noise insulation Works 15. Series 2700 – Accommodation Works | · . |
| 16. Series 3000 – Landscape and Ecology | |
| 17. Technology Renewal Costs 15 Years After Construction: £ Disc'd to Constr'n Years | |
| 18. Other Costs - Specify: | |
| Total Works and Technology Renewals Costs (sum of items A1 - A18) discounted to Construction Year | £435,298.00 (a) |
| | |
| A1. Preparation and Supervision Costs Estimate Price Year / Quarter: 2020 Q1 | |
| Estillate Flice Feat / Quarter. 2020 QT | |
| 1. Preparation Default Costs OR User Specified Costs | £8,940.92 |
| 2. Supervision Default Costs OR User Specified Costs | £22,352.31 |
| Total Preparation and Supervision Costs (sum of items A1.1 - A1.2) | £31,293.24 (a1) |
| | |
| B. Land Costs | DDI CC |
| Estimate Price Year / Quarter: Choose | RPI: 0.0 |
| HA Valuer's estimate of cost of land acquisition | |
| 2. Estimate of Part 1 compensation | |
| 3. HA Valuer's estimate of rehousing costs 4. HA Valuer's estimate of resaleable land residue (enter as –ve sum) | |
| Total Land Costs (sum of items B1 - B4) | £0.00 (b) |
| | |
| C. Other Costs | |
| Estimate Price Year / Quarter: Choose | RPI: 0.0 |
| 4. Dublic Transport Outstille | T |
| Public Transport Subsidies Local Government Investment Contributions (enter as -ve sum for contirbutions towards costs included in Part A) | |
| 3. Other – Specify: | |
| Total Other Costs (sum of items C1 - C3) | £0.00 (c) |
| | |
| D. Contributions Estimate Price Year / Quarter: Choose | RPI: 0.0 |
| Estimate Frice Feat / Quarter. Criouse | Ki I. 0.0 |
| SU Betterment; Deferment or renewal, etc | |
| Developer Contributions Other – Specify | |
| Total Contributions (sum of items D1 - D3) | £0.00 (d) |
| | |
| E. Scheme Costs for Budgeting Purposes | |
| | |
| | |
| Does the scheme have a Risk Assessment ? Without Risk Assessment | |
| 1. Risk Allowance Mean Risk Allowance in Works Costs price year prices (£): | |
| | |
| 2. Non-Recoverable VAT Percentage of cost for which VAT is not recoverable: | ore Information |
| 70 | |
| Construction Year / Quarter, or Construction Year / Qtr | price growth factor: 1.6253 |
| 3. Construction Year / Quarter mid-point of construction period if 2021 Q1 Construction Year / Qtr | cost growth factor: 1.0562 |
| period is longer than one quarter: Construction Year / Qtr | RPI factor to 2010: 0.7353 |
| TOTAL Scheme Implementation Costs in Construction Year Prices | |
| 4. Scheme Costs (including Risk, Non-Recoverable VAT and Optimism Bias) | £478,339 |
| | |
| E. Durant Value of Ocat. (DVO) | |
| F. Present Value of Costs (PVC) | |
| | |
| Additional annual average | |
| 1. Change in Maintenance Costs maintenance costs in Works 44,497 More Information | |
| Costs price-year prices (£): | |
| | |
| 2. Scheme PVC TOTAL PVC in 2010 Market Prices, Discounted to 2010: | £996,024 |



A1 A1 M2F Link B Commitment of Works Expenditure Standard SAR PUBLIC ACCOUNTS WORKSHEET

Page: 8

| Local Government Funding | TOTAL £ | NB: |
|--|-------------------------|---|
| Investment costs: | 0 (a) | Costs appear as positive numbers, while increases in revenues and 'Developer and Other Contributions' appear as negative numbers. |
| Central Government Funding: Transport | | 2. Costs over whole Assessment Period in 2010 |
| Operating costs: | 709,344 (b) | market prices discounted to 2010. |
| Investment costs: | 286,680 (c) | 3. Unless the scheme affects grants and subsidies or |
| Developer and other contributions: | 0 (d) | government revenues other than fuel tax, this table is |
| Net Impact: | 996,024 (e) = (b) + (c) | + (d) sufficient. In all other cases please refer to the ACO. |
| | | |
| Control Consumers to Free Street New Trees are at | | |
| Central Government Funding: Non-Transport Indirect Tax Revenues: | 0 (f) (from 'TEE' | worksheet - Standard SARs only) |
| indirect rax itevenues. | (i) (iioiii 122 | Worksheet - Standard SAINS Only) |
| | | |
| TOTALS | | |
| Broad Transport Budget: | 996,024 (g) = (a) + (e) | = Present Value of Costs (PVC) |
| | | |
| Wider Public Finances: | 0 (h) = (f) = Indi | rect Tax Revenues |
| | | |
| | | |
| Assessment Score (PVC): | £0.996M | |
| | | |
| | | |
| Key Points: N/A | | |
| (Any special considerations | | |
| or simplifications) | | |
| Do not leave blank | | |
| | | |



A1 A1 M2F Link B Commitment of Works Expenditure Standard SAR

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NON-WEBTAG VM WORKSHEET

PART A: ROADWORKER SAFETY

NB This impact is relevant to improvement schemes which are expected to reduce or increase accidents involving roadworkers or the potential for such accidents.

| | ROAD | WORKER RISK EXPOS | URE | | |
|-------------|-----------------------------|--------------------------|---------------------|-------------------|----------------|
| Risk Level | Without Scheme (Person-Hrs) | With Scheme (Person-Hrs) | Change (Person-Hrs) | Risk Weighting | Assessment |
| High Risk | | | 0 | 3 | 0 |
| Medium Risk | | | 0 | 2 | 0 |
| Low Risk | | | 0 | 1 | 0 |
| | | | | Assessment Score: | Not Applicable |

Risk exposure values should be entered for the whole assessment period in relation to maintenance activities that will be change as a result of the scheme ie changes in how highway elements are to be maintained, or changes in the elements to be maintained. The risk exposure values entered for each risk category will represent the sum of the hours spent on all highway elements where the scheme affects the maintenance of more than one element.

| Explanation for changes to risk exposure: (Do not leave blank if Assessment Score is non-zero) | |
|---|-----|
| VM Points: | N/A |

PART B: EQUALITY ACT COMPLIANCE

NB This impact is relevant to improvement schemes which improve or reduce compliance with the requirements of the Equality Act 2010. It does not apply to new highway features which have been designed to be EA compliant eg a new pedestrian crossing.

| Assessment Score: Choose ▼ | Assessment Score Definitions |
|--|------------------------------|
| | |
| lustification for Assessment Score: (Do not leave blank if Assessment | |
| Score is non-Neutral) | |
| | |
| VM Points: N/A | |



A1 A1 M2F Link B Commitment of Works Expenditure Standard SAR

WEBTAG APPRAISABLE VM WORKSHEET

COSTS SUMMARY FOR SCHEME:

Scheme Costs (PVC): £ 996,024

RESULTS SUMMARY FOR WEBTAG SCHEME IMPACTS:

| IMPACT | | Assessment Score (PVB or Qualitative) | | BCR (PVB ÷ PVC) | | VM Points | |
|---|------------|---|------|---|------------|--|--------------|
| ECONOMY: TEE (Business Users) | | Not Applicable | | Not Applicable | | Not Applicable | |
| FCONOMY Palishility (Parisman Harry) | DDV | Neutral | | Not Applicable | | 0.00 | |
| ECONOMY: Reliability (Business Users) | IRV | Slight Beneficial | | Not Applicable | | 0.00 | |
| ECONOMY: Regeneration | | Not Applicable | | Not Applicable | | Not Applicable | |
| ECONOMY: Wider Impacts | | Not Applicable | | Not Applicable | | Not Applicable | |
| | | | | | Sub-Total: | 0.00 | 1 |
| ENVIRONMENT: Noise | | Not Applicable | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Air Quality | | Not Applicable | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Greenhouse Gases | | Not Applicable | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Landscape | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.0 |
| ENVIRONMENT: Townscape | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.0 |
| ENVIRONMENT: Heritage of Historic Resources | 3 | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.0 |
| ENVIRONMENT: Biodiversity | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.0 |
| ENVIRONMENT: Water Environment | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.0 |
| SOCIETY: TEE (Commuting and Other U | leore) | Not Applicable | 0.00 | Not Applicable | Sub-Total: | Not Applicable |] ° |
| SOCIETY. TEE (Community and Other C | 3613) | Not Applicable | | | | Not Applicable | |
| | DDV | Noutral | | | | Not Applicable | |
| SOCIETY: Reliability (Commuting and Other Users) | DDV | Neutral | | Not Applicable | | 0.00 | |
| | DDV IRV | Slight Beneficial | | Not Applicable Not Applicable | | 0.00 | |
| SOCIETY: Physical Activity | | Slight Beneficial Not Applicable | | Not Applicable Not Applicable Not Applicable | | 0.00 0.00 Not Applicable | |
| SOCIETY: Physical Activity SOCIETY: Journey Quality | | Slight Beneficial | | Not Applicable Not Applicable | | 0.00 | |
| SOCIETY: Physical Activity SOCIETY: Journey Quality SOCIETY: Accidents | | Slight Beneficial Not Applicable Not Applicable | | Not Applicable Not Applicable Not Applicable Not Applicable 0.01 | | 0.00 0.00 Not Applicable Not Applicable 0.00 | |
| SOCIETY: Physical Activity SOCIETY: Journey Quality SOCIETY: Accidents SOCIETY: Security | | Slight Beneficial Not Applicable Not Applicable £8,668 Not Applicable | | Not Applicable Not Applicable Not Applicable Not Applicable 0.01 Not Applicable | | 0.00 0.00 Not Applicable Not Applicable 0.00 Not Applicable | |
| SOCIETY: Physical Activity SOCIETY: Journey Quality SOCIETY: Accidents SOCIETY: Security SOCIETY: Access to Services | | Slight Beneficial Not Applicable Not Applicable £8,668 Not Applicable Not Applicable | | Not Applicable Not Applicable Not Applicable Not Applicable 0.01 Not Applicable Not Applicable | | 0.00 0.00 Not Applicable Not Applicable 0.00 Not Applicable Not Applicable | |
| SOCIETY: Physical Activity SOCIETY: Journey Quality SOCIETY: Accidents SOCIETY: Security SOCIETY: Access to Services SOCIETY: Affordability | | Slight Beneficial Not Applicable Not Applicable £8,668 Not Applicable Not Applicable Not Applicable | | Not Applicable Not Applicable Not Applicable Not Applicable 0.01 Not Applicable Not Applicable Not Applicable | | 0.00 0.00 Not Applicable Not Applicable 0.00 Not Applicable Not Applicable Not Applicable | |
| SOCIETY: Physical Activity SOCIETY: Journey Quality SOCIETY: Accidents SOCIETY: Security SOCIETY: Access to Services | | Slight Beneficial Not Applicable Not Applicable £8,668 Not Applicable Not Applicable | | Not Applicable Not Applicable Not Applicable Not Applicable 0.01 Not Applicable Not Applicable | | 0.00 0.00 Not Applicable Not Applicable 0.00 Not Applicable Not Applicable | |

RESULTS SUMMARY FOR NON-WEBTAG SCHEME IMPACTS:

| | IMPACT | Assessment Score | BCR | | VM Points | |
|------------|-------------------|------------------|----------------|------------|----------------|--|
| NON-WEBTAG | Roadworker Safety | Not Applicable | Not Applicable | | Not Applicable | |
| NON-WEBTAG | Disabled Users | Not Applicable | Not Applicable | | Not Applicable | |
| | | | | Sub-Total: | Not Applicable | |

Sub-Total:

Not Applicable

RESULTS SUMMARY FOR ALL SCHEME IMPACTS:

| | | Total PVB | Total BCR | Total VM Points |
|-----|-----------------------------|----------------|----------------|-----------------|
| 2 | WebTAG Impacts: Monetised | £8,668 | 0.01 | 0.0 |
| PAC | WebTAG Impacts: Unmonetised | Not Applicable | Not Applicable | Not Applicable |
| Į. | Non-WebTAG Impacts | Not Applicable | Not Applicable | Not Applicable |
| AL | TOTAL FOR SCHEME | £8,668 | 0.01 | 0.0 |



A1 A1 M2F Link B Commitment of Works Expenditure Standard SAR SOCIETY: Accidents

| F | Pa | a | e | • | 1 | F |
|---|----|---|-------------|---|-----|---|
| | а | ч | $\mathbf{}$ | | - 1 | · |

SOCIETY: Accidents

| Scheme Title: A1 Morpeth to Felton | | |
|---|-------|------------|
| | | |
| Scheme Stage: Commitment of Works Expenditure | Date: | 02/06/2017 |

For advice and guidance on completing this worksheet, please refer to WebTag Unit A4.1 - WebTAG: TAG unit A4-1 social impact appraisal, November 2014 - Publications - GOV.UK Complete white cells only

Help
User Notes

PART A

| Predicted number of personal injury accidents saved in opening year: | 0.004 |
|--|-------|
| (If the scheme results in a predicted increase in Accident rates, enter as a NEGATIVE value) | 0.004 |

Time of Day of Accident Savings: Night Time only

(N.B. Choose "Night Time only" for schemes affecting accidents specifically at night.)

| accidents | 0.004 | Number of Personal Injury Accidents (PIAs) saved in Opening Year: (a) | | | | | |
|-------------------------------------|---------|---|--|----------------------------|----------------------------|--|--|
| £ / Year | 154,290 | Average cost of an accident in (b) Opening Year: | Time of Day Night Time only | Road Type Rural Dual AP | Opening Year 2022 | | |
| £ / Year | 617 | ening Year: (a) × (b) = (c) | ccident benefits in Op | Annual a | | | |
| | 21.222 | Accident benefits capitalisation factor (d) (from Table C.5): | Traffic Growth Over Assessment Period 30% | Assessment Period (years) | Road Type Rural Dual AP | | |
| £ in 2010 prices | 13,097 | ening Year: (c) × (d) = (e) | riod discounted to Op | enefits over Assessment Pe | Accident t | | |
| | 0.662 | 2010 (from Table C.3a): (f) | r from Opening Year to | Discount facto | | | |
| £ in 2010 prices discounted to 2 | 8,668 | ted to 2010: (e) × (f) = (g) | Accident benefits over Assessment Period discounted to 2010: (e) × (f) = (g) | | | | |
| | 25.877 | Accident numbers capitalisation factor (h) (from Table C.5): | Traffic Growth over Assessment Period 30% | Assessment Period (years) | Road Type Rural Dual AP | | |
| accidents | 0 | nent Period: (a) × (h) = (i) | ts saved over Assessr | Number of acciden | | | |

PART B

Has COBA analysis been undertaken? Yes No No.B. If COBA has been used, data entered into the top row of the table below should be copied from the COBA output.

| | Nu | umber of Casualties Savo | ed | Number of Personal Injury | £ Benefits in 2010 prices, |
|--|-------|--------------------------|--------|------------------------------|----------------------------|
| | Fatal | Serious | Slight | Accidents (PIAs) Saved | discounted to 2010 |
| Accident impact over Assessment Period (j): | | | | 0 | £8,668 |
| Accident impact during construction (k): | | | | | |
| Accident impact during future maintenance (I): | | | | | |
| Total accident impact [(m) = (j) + (k) + (l)]: | | | | 0 | £8,668 |

If either row (k) or row (l) or both are omitted, an appropriate Key Points entry must be made.

| Assessment Score: | PVB = £0.009M |
|---------------------------------------|--------------------|
| | |
| Metrics: | 0 accidents saved. |
| | N/A |
| Key Points: (Explanation for results) | N/A |
| Do not leave blank. | |
| | |



A1 A1 M2F Link C Commitment of Works Expenditure Standard SAR TITLE WORKSHEET

| Page | • | • |
|-------|---|---|
| ı ayc | | |

| _ | | | | | | | |
|----------------------|-------------------------------|----------------|--------------------------|----------------------|--------------------|----------------------------|----------|
| SAR name: | A1 A1 M2F Link C Commit | ment of Wo | rks Expenditure St | tandard SAR | | | |
| | | | | | | | |
| HA Area / DBFO: | Area 14 | • | | SAR file name: | 14A1A1M2FLinkC_ | 211217.xlsm | |
| _ | | | | | | | |
| Trunk Road number: | A1 | | | Short name: | A1 M2F Link C | | |
| | | _ | | | N.B. Do not in | clude Road Number in Short | Name |
| Full title: | A1 Morpeth to Felton | | | | | | |
| L | | | | | | | |
| | Start Point or Mid-P | oint | | | End Po | oint | |
| | | | | | Easting (6 digits) | | |
| Location OSGR: | Easting (6 digits) Northing | g (6 digits) | | 4 | Easting (6 digits) | Northing (6 digits) | |
| Location Cook. | | | | - | | | |
| Doos the scheme inv | olve Compulsory Purchase | or Highway | vo Act Ordoro? No | | | | |
| Does the scheme inv | olve Compulsory Purchase | or migriway | ACT Orders? No | | | | |
| | | | | | | | |
| Scheme stage: | Commitment of Works Expenditu | ure | S | cheme category: | Safety | | |
| Г | | | | | | | |
| Scheme cost range: | >£100K | | | SAR type: | Standard | ISAR | |
| | | | | _ | | | |
| Total | cost to HA for budgetary p | urposes (curi | rent prices including no | on-recoverable VAT): | £806,9 | 983 | |
| - | | | | | | | |
| Agent's Scheme Ref.: | | | Current PIN: | TBC | | Previous PINs: | |
| | | | | | | | |
| | Amended by | . – | Checke | | | Approved k | |
| | Baguley | Name: | Chris A | | Name: | Stephen Halli | |
| | ey@wsp.com | Email: | chris.atkins@ | | Email: | stephen.halliday@ | |
| Date: 02/06 | 6/2017 | Date: | 02/06/2 | 2017 | Date: | 02/06/2017 | <u>′</u> |
| | | | | | | | |
| | | , - | HA Project | wanager | | | |
| | | Name: | | | | | |
| | | Email: | | | | | |



A1 A1 M2F Link C Commitment of Works Expenditure Standard SAR

Page: 2

| N.B. Excessively long comme | nts on this and / or other pages should instead be entered in a separate document file or files and referenced in the Attachments page. |
|---------------------------------|---|
| | New A1 scheme (dualing) requires consideration for the potential requirement for road lighting in accordance with TA49/07. |
| (Brief reasons for carrying out | |
| the scheme) | |
| the solicine) | |
| Proposed solution: | Complete a Scheme Appraisal Report (SAR) to determine the Benefit Cost Ratio (BCR) of road lighting for the applicable link / links of the A1 |
| (Brief description of proposed | |
| scheme) | |
| | |
| Other solutions considered: | None. |
| (State 'None' if there are | |
| none - do not leave blank) | |
| , | |
| Expected outcomes: | If BCR is less than 1.0 then the HE may consider not providing road lighting for the applicable link / links of the A1 |
| (Results considered probable | |
| given analyses conducted) | |
| , , | |
| | Month Year |
| Expected Date of Opening: | |
| Expected Date of Opening. | December 12522 |
| | |
| ssessment Period | Justification for Assessment Period: |
| | Road lighting assessed over 30 year period as per TA49/07. |
| 30 y your | |
| More Information | |
| | |
| | |
| listama and Duamenana Datas | Data Fata Caranlatad CAD Caranlatad Additional Carana arts |
| listory and Programme Dates | Data Entry Completed SAR Completed Additional Comments |
| | onception: |
| Start of Public Con | |
| Preferred Solution | |
| Draft Order Pu | |
| | rmediate: |
| Commitment of Works Exp | |
| Commencement of C | peration: |

N.B. 'Data Entry Completed' indicates the date in which the person filling in the SAR reached the point where no more user data was required. 'SAR Completed' indicates the date when others filled in all additional approvals information.



A1 A1 M2F Link C Commitment of Works Expenditure Standard SAR TRAFFIC & ACCIDENTS WORKSHEET

| Page: 3 | 3 |
|---------|---|
|---------|---|

| | Details of the Key | / Trunk Road in | the Scheme |
|--|--------------------|-----------------|------------|
|--|--------------------|-----------------|------------|

| Details of the Ke | y Trunk Road in the | e Scheme | Y . | | | |
|-------------------|---------------------|----------|------------------|--------|---------|---|
| Road type: | All-Purpose | ▼ | AADT (vehicles): | 30,000 | Two-way | • |
| Road width: | D2 | ▼ | Percentage HGVs: | 10% | | |
| Speed limit: | 50mph or more | ▼ | Year of AADT: | 2015 🔻 | | |

Predicted Traffic Growth Between Opening Year and Final Assessment Year

Traffic Growth should relate to all vehicle types combined and for those time periods (e.g. weekday peak period, 12-hour or daily) in which monetised benefits are received. Where more than one link receives monetised benefits, growth should be the flow-weighted average growth on those links.

Source of traffic growth forecasts: SAR6.5 User Notes and DFT paper 'Road Traffic Forecasts 2015' (Do not leave blank) https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/411471/road-trafficforecasts-2015.pdf

Reported Injury Accident Information

Geographic area covered:

N/A for new road, predicited accident savings applied based on similar schemes/scenarios

| | 12-month | | Accid | dents | | | | Casu | alties | |
|----------|-------------|-------|---------|-------------|-------|---|-------|---------|--------|-------|
| | period from | Fatal | Serious | Slight | TOTAL | • | Fatal | Serious | Slight | TOTAL |
| | 01/01/2012 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2013 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2014 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2015 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2016 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| TOTAL: | 5 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| AVERAGE: | per annum | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | Seve | rity Index: | 0.0% | | | | • | |

| Additional information (eg overall | |
|--------------------------------------|--|
| accident rate; national comparison): | |



COSTS MASTER INPUT WORKSHEET

N.B. The term "Estimate Price Year / Quarter" in each of Parts A - D relates to the year and quarter to which the prices entered relate - i.e. the price base - rather than the current year and quarter.

| A. Works Costs | | Estimate Year / Qtr F | | 0.7551 |
|---|--|-------------------------|---------------------|--------|
| | Estimate Price Year / Quarter: 2020 Q1 | Estimate Year / Qtr p | | 1.5826 |
| 4 Carias 400 Bralinain arias (tarrar | | Estimate Year / Qtr | cost growth factor: | 1.0562 |
| Series 100 – Preliminaries (temp. ac Series 200 – Site Clearance | commodation, traffic management) | | | |
| 3. Series 300 – Fencing | | | | |
| 4. Series 400 – Safety Fences, Barriers | s and Guardrails | | | |
| 5. Series 500 – Drainage | | | | |
| 6. Series 600 – Earthworks | | | | |
| 7. Series 600 – Earthworks (landscapin | ng) | | | |
| 8. Series 700 – Pavements | | | | |
| Series 1100 – Kerbs and Footways Series 1200 – Traffic Signs (includir | ng signals) and Road Markings | | | |
| 11. Series 1300 to 1500 – Lighting, Elec | <u> </u> | | £734,37 | 70.00 |
| 12. Series 1600 to 2500 – Structures (ii | | | | |
| 13. Series 2700 – Statutory Undertaker | rs Works | | | |
| 14. Series 2700 – Noise Insulation Wor | | | | |
| 15. Series 2700 – Accommodation Wor | | | | |
| 16. Series 3000 – Landscape and Ecol | 0, | ald to Constala Vacan | | |
| 17. Technology Renewal Costs 15 Yea 18. Other Costs - Specify: | rs After Construction: £ Dis | c'd to Constr'n Year: | | |
| · · · | als Costs (sum of items A1 - A18) discounted to Construction Ye | nar l | £734,370.00 | (2) |
| Total Works and Technology Renew | als Costs (sum of items AT - ATO) discounted to Construction Te | ai | 1734,370.00 | (a) |
| | | | | |
| A1. Preparation and Supervision Cos | | | | |
| | Estimate Price Year / Quarter: 2020 Q1 | | | |
| 1 Dranavation | Default Costs OR User Specified Costs | | C4F 00 | 2.00 |
| Preparation Supervision | Default Costs OR User Specified Costs Default Costs OR User Specified Costs | C | £15,08 £37,70 | |
| Total Preparation and Supervision C | Delauk Cooks Cook Cook Opcomed Cooks | | £52,793.29 | (a1) |
| Total Freparation and Supervision C | osts (sum of items A1.1 - A1.2) | | 132,193.29 | (41) |
| | | | | |
| B. Land Costs | | | | |
| | Estimate Price Year / Quarter: Choose | | RPI: | 0.0 |
| | | | | |
| HA Valuer's estimate of cost of land a Estimate of Part 1 compensation | acquisition | | | |
| HA Valuer's estimate of rehousing co | nete | | | |
| HA Valuer's estimate of resideable la | | | | |
| Total Land Costs (sum of items B1 - | B4) | | £0.00 | (b) |
| | | | | |
| C. Other Costs | | | | |
| C. Other Costs | Estimate Price Year / Quarter: Choose | | RPI: | 0.0 |
| | | | | |
| Public Transport Subsidies | | | | |
| | ibutions (enter as -ve sum for contirbutions towards costs included in | Part A) | | |
| 3. Other – Specify: Total Other Costs (sum of items C1 · | - (3) | | £0.00 | (c) |
| Total Other Oosts (Sam of Rems Of | 33) | | 20.00 | (0) |
| | | | | |
| D. Contributions | Estimate Price Year / Quarter: Choose | | RPI: | 0.0 |
| | Estimate Price Year / Quarter: Choose | | KFI | 0.0 |
| SU Betterment; Deferment or renewa | al, etc | | | |
| 2. Developer Contributions | | | | |
| 3. Other – Specify | 1. 20) | | | (1) |
| Total Contributions (sum of items D | 1 - D3) | | £0.00 | (d) |
| | | | | |
| E. Scheme Costs for Budgeting Purp | ooses | | | |
| | · | | | |
| | | | | |
| | Does the scheme have a Risk Assessment ? Without | ut Risk Assessment | | |
| Risk Allowance | | | | |
| | Mean Risk Allowance in Works Costs price year prices (£): | | | |
| | | | | |
| 2. Non-Recoverable VAT | Percentage of cost for which VAT is not recoverable: | % Mo | re Information | |
| | | | | |
| | Construction Year / Quarter, or Con | struction Year / Qtr p | rice growth factor: | 1.6253 |
| 3. Construction Year / Quarter | · | nstruction Year / Qtr o | | 1.0562 |
| | | nstruction Year / Qtr F | | 0.7353 |
| | | | | |
| 4. Scheme Costs | TOTAL Scheme Implementation Costs in Construction Year | I | £806,983 | |
| Scholie Costs | (including Risk, Non-Recoverable VAT and Optimis | sm Bias) | 2000,303 | |
| | | | | |
| E Present Value of O ((P)O) | | | | |
| F. Present Value of Costs (PVC) | | | | |
| | | | | |
| | | | | |
| 1. Change in Maintenance Contr | Additional annual average | lore Information | | |
| Change in Maintenance Costs | | iole illiormation | | |
| İ | Costs price-vear prices (£): | | | |
| | Costs price-year prices (£): | | | |
| 2. Scheme PVC | Costs price-year prices (£): TOTAL PVC in 2010 Market Prices, Discounte | | £1,880,072 | |



A1 A1 M2F Link C Commitment of Works Expenditure Standard SAR PUBLIC ACCOUNTS WORKSHEET

Page: 8

| Local Government Funding | TOTAL £ | NB: |
|---|---------------------|---|
| Investment costs: | 0 (a) | Costs appear as positive numbers, while increases in revenues and 'Developer and Other Contributions' appear as negative numbers. |
| Central Government Funding: Transport | | 2. Costs over whole Assessment Period in 2010 |
| Operating costs: | 1,396,428 (b) | market prices discounted to 2010. |
| Investment costs: | 483,644 (c) | Unless the scheme affects grants and subsidies or |
| Developer and other contributions: | 0 (d) | government revenues other than fuel tax, this table is |
| Net Impact: | 1,880,072 (e) = (b) | + (c) + (d) sufficient. In all other cases please refer to the ACO. |
| | | |
| Central Government Funding: Non-Transport | | |
| Indirect Tax Revenues: | 0 (f) (from | 'TEE' worksheet - Standard SARs only) |
| | (*) (*) | , and the standard of the strip, |
| | | |
| TOTALS | | |
| Broad Transport Budget: | 1,880,072 (g) = (a) | + (e) = Present Value of Costs (PVC) |
| Wider Public Finances: | 0 (h) = (f) = | Indirect Tax Revenues |
| Widel Fublic I mances. | (11) = (1) = | = manect rax nevenues |
| | | |
| Assessment Score (PVC): | £1.880M | |
| Assessment Score (PVC). | £1.000lvi | |
| | | |
| Kon Doint - IN/A | | |
| Key Points: N/A | | |
| (Any special considerations | | |
| or simplifications) Do not leave blank | | |
| Do not leave blank | | |



A1 A1 M2F Link C Commitment of Works Expenditure Standard SAR

Page: 12

NON-WEBTAG VM WORKSHEET

PART A: ROADWORKER SAFETY

NB This impact is relevant to improvement schemes which are expected to reduce or increase accidents involving roadworkers or the potential for such accidents.

| | ROAD | | | | |
|-------------|-----------------------------|--------------------------|---------------------|-------------------|----------------|
| Risk Level | Without Scheme (Person-Hrs) | With Scheme (Person-Hrs) | Change (Person-Hrs) | Risk Weighting | Assessment |
| High Risk | | | 0 | 3 | 0 |
| Medium Risk | | | 0 | 2 | 0 |
| Low Risk | | | 0 | 1 | 0 |
| | | | | Assessment Score: | Not Applicable |

Risk exposure values should be entered for the whole assessment period in relation to maintenance activities that will be change as a result of the scheme ie changes in how highway elements are to be maintained, or changes in the elements to be maintained. The risk exposure values entered for each risk category will represent the sum of the hours spent on all highway elements where the scheme affects the maintenance of more than one element.

| Explanation for changes to risk exposure: (Do not leave blank if Assessment Score is non-zero) | |
|---|-----|
| VM Points: | N/A |

PART B: EQUALITY ACT COMPLIANCE

NB This impact is relevant to improvement schemes which improve or reduce compliance with the requirements of the Equality Act 2010. It does not apply to new highway features which have been designed to be EA compliant eg a new pedestrian crossing.

| Assessment Score: Choose ▼ | Assessment Score Definitions |
|-------------------------------------|------------------------------|
| | |
| lustification for Assessment Score: | |
| (Do not leave blank if Assessment | |
| Score is non-Neutral) | |
| | |
| VM Points: N/A | |

VM Points



A1 A1 M2F Link C Commitment of Works Expenditure Standard SAR

WEBTAG APPRAISABLE VM WORKSHEET

Assessment Score

BCR

COSTS SUMMARY FOR SCHEME:

Scheme Costs (PVC): £ 1,880,072

RESULTS SUMMARY FOR WEBTAG SCHEME IMPACTS:

| IMPACT | | (PVB or Qualitative) | | (PVB ÷ PVC) | | | |
|--|------|--|------|---|--------------|--|------|
| ECONOMY: TEE (Business Users) | | Not Applicable | | Not Applicable | | Not Applicable | |
| CONOMY, Polichility (Pyringer Hears) | DDV | Neutral | | Not Applicable | | 0.00 | |
| ECONOMY: Reliability (Business Users) IRV | | Slight Beneficial | | Not Applicable | | 0.00 | |
| ECONOMY: Regeneration | | Not Applicable | | Not Applicable | | Not Applicable | |
| ECONOMY: Wider Impacts | | Not Applicable | | Not Applicable | | Not Applicable | |
| | | | | | Sub-Total: | 0.00 | |
| | | | | T | | | |
| ENVIRONMENT: Noise | | Not Applicable | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Air Quality | | Not Applicable | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Greenhouse Gases | | Not Applicable | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Landscape | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Townscape | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Heritage of Historic Resources | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Biodiversity | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Water Environment | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| | | | 4.00 | | O. I. T. (-1 | NI 4 A 12 II | |
| | | | 1.00 | | Sub-Total: | Not Applicable | 0 |
| | | | 0.00 | | Sub-Total: | Not Applicable | |
| SOCIETY: TEE (Commuting and Other Use | ers) | Not Applicable | | Not Applicable | Sub-Total: | Not Applicable Not Applicable |] ° |
| | ers) | Not Applicable Neutral | | Not Applicable Not Applicable | Sub-Total: | • | _ 0 |
| SOCIETY: TEE (Commuting and Other Use SOCIETY: Reliability (Commuting and Other Users) | | · · · | | | Sub-Total: | Not Applicable | |
| | DDV | Neutral | | Not Applicable | Sub-Total: | Not Applicable | |
| SOCIETY: Reliability (Commuting and Other Users) | DDV | Neutral Slight Beneficial | | Not Applicable Not Applicable | Sub-Total: | Not Applicable 0.00 0.00 | |
| SOCIETY: Reliability (Commuting and Other Users) SOCIETY: Physical Activity | DDV | Neutral Slight Beneficial Not Applicable | | Not Applicable Not Applicable Not Applicable | Sub-Total: | Not Applicable 0.00 0.00 Not Applicable | |
| SOCIETY: Reliability (Commuting and Other Users) SOCIETY: Physical Activity SOCIETY: Journey Quality | DDV | Neutral Slight Beneficial Not Applicable Not Applicable | | Not Applicable Not Applicable Not Applicable Not Applicable | Sub-Total: | Not Applicable 0.00 0.00 Not Applicable Not Applicable | |
| SOCIETY: Reliability (Commuting and Other Users) SOCIETY: Physical Activity SOCIETY: Journey Quality SOCIETY: Accidents | DDV | Neutral Slight Beneficial Not Applicable Not Applicable £138,682 | | Not Applicable Not Applicable Not Applicable Not Applicable 0.07 | Sub-Total: | Not Applicable 0.00 0.00 Not Applicable Not Applicable 0.01 | |
| SOCIETY: Reliability (Commuting and Other Users) SOCIETY: Physical Activity SOCIETY: Journey Quality SOCIETY: Accidents SOCIETY: Security | DDV | Neutral Slight Beneficial Not Applicable Not Applicable £138,682 Not Applicable | | Not Applicable Not Applicable Not Applicable Not Applicable 0.07 Not Applicable | Sub-Total: | Not Applicable 0.00 0.00 Not Applicable Not Applicable 0.01 Not Applicable | |
| SOCIETY: Reliability (Commuting and Other Users) SOCIETY: Physical Activity SOCIETY: Journey Quality SOCIETY: Accidents SOCIETY: Security SOCIETY: Access to Services | DDV | Neutral Slight Beneficial Not Applicable Not Applicable £138,682 Not Applicable Not Applicable | | Not Applicable Not Applicable Not Applicable Not Applicable 0.07 Not Applicable Not Applicable | Sub-Total: | Not Applicable 0.00 0.00 Not Applicable Not Applicable 0.01 Not Applicable Not Applicable | |
| SOCIETY: Reliability (Commuting and Other Users) SOCIETY: Physical Activity SOCIETY: Journey Quality SOCIETY: Accidents SOCIETY: Security SOCIETY: Access to Services SOCIETY: Affordability | DDV | Neutral Slight Beneficial Not Applicable Not Applicable £138,682 Not Applicable Not Applicable Not Applicable | | Not Applicable Not Applicable Not Applicable Not Applicable 0.07 Not Applicable Not Applicable Not Applicable | Sub-Total: | Not Applicable 0.00 0.00 Not Applicable Not Applicable 0.01 Not Applicable Not Applicable Not Applicable | |
| SOCIETY: Reliability (Commuting and Other Users) SOCIETY: Physical Activity SOCIETY: Journey Quality SOCIETY: Accidents SOCIETY: Security SOCIETY: Access to Services SOCIETY: Affordability SOCIETY: Severance | DDV | Neutral Slight Beneficial Not Applicable Not Applicable £138,682 Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable | | Not Applicable Not Applicable Not Applicable Not Applicable 0.07 Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable | Sub-Total: | Not Applicable 0.00 0.00 Not Applicable Not Applicable 0.01 Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable | |
| SOCIETY: Reliability (Commuting and Other Users) SOCIETY: Physical Activity SOCIETY: Journey Quality SOCIETY: Accidents SOCIETY: Security SOCIETY: Access to Services SOCIETY: Affordability SOCIETY: Severance | DDV | Neutral Slight Beneficial Not Applicable Not Applicable £138,682 Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable | | Not Applicable Not Applicable Not Applicable Not Applicable 0.07 Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable | | Not Applicable 0.00 0.00 Not Applicable Not Applicable 0.01 Not Applicable |
| SOCIETY: Reliability (Commuting and Other Users) SOCIETY: Physical Activity SOCIETY: Journey Quality SOCIETY: Accidents SOCIETY: Security SOCIETY: Access to Services SOCIETY: Affordability SOCIETY: Severance | DDV | Neutral Slight Beneficial Not Applicable Not Applicable £138,682 Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable | | Not Applicable Not Applicable Not Applicable Not Applicable 0.07 Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable | | Not Applicable 0.00 0.00 Not Applicable Not Applicable 0.01 Not Applicable |

RESULTS SUMMARY FOR NON-WEBTAG SCHEME IMPACTS:

| | IMPACT | Assessment Score | BCR | | VM Points | |
|------------|-------------------|------------------|----------------|------------|----------------|--|
| NON-WEBTAG | Roadworker Safety | Not Applicable | Not Applicable | | Not Applicable | |
| NON-WEBTAG | Disabled Users | Not Applicable | Not Applicable | | Not Applicable | |
| | | | | Sub-Total: | Not Applicable | |

RESULTS SUMMARY FOR ALL SCHEME IMPACTS:

| | | Total PVB | Total BCR | Total VM Points |
|-----|-----------------------------|----------------|----------------|-----------------|
| δ. | WebTAG Impacts: Monetised | £138,682 | 0.07 | 0.0 |
| PAC | WebTAG Impacts: Unmonetised | Not Applicable | Not Applicable | Not Applicable |
| N I | Non-WebTAG Impacts | Not Applicable | Not Applicable | Not Applicable |
| AL | TOTAL FOR SCHEME | £138,682 | 0.07 | 0.0 |



A1 A1 M2F Link C Commitment of Works Expenditure Standard SAR SOCIETY: Accidents

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SOCIETY: Accidents

| Scheme Title: A1 Morpeth to Felton | | |
|---|-------|------------|
| <u></u> | | |
| Scheme Stage: Commitment of Works Expenditure | Date: | 02/06/2017 |

For advice and guidance on completing this worksheet, please refer to WebTag Unit A4.1 - WebTAG: TAG unit A4-1 social impact appraisal, November 2014 - Publications - GOV.UK Complete white cells only

Help
User Notes

PART A

| Predicted number of personal injury accidents saved in opening year: | 0.064 |
|--|-------|
| (If the scheme results in a predicted increase in Accident rates, enter as a NEGATIVE value) | 0.004 |

Time of Day of Accident Savings: Night Time only

(N.B. Choose "Night Time only" for schemes affecting accidents specifically at night.)

| accidents | 0.064 | saved in Opening Year: (a) | Number of Personal Injury Accidents (PIAs) saved in Opening Year: (a | | | | | |
|----------------|---------|---|--|------------------------------|----------------------------|--|--|--|
| £ / Year | 154,290 | Average cost of an accident in (b) Opening Year: | Time of Day Night Time only | Road Type Rural Dual AP | Opening Year 2022 | | | |
| £ / Year | 9,875 | ening Year: (a) × (b) = (c) | ccident benefits in Op | Annual a | | | | |
| | 21.222 | Accident benefits capitalisation factor (d) (from Table C.5): | Traffic Growth Over Assessment Period 30% | Assessment Period (years) | Road Type Rural Dual AP | | | |
| £ in 2010 pric | 209,557 | ening Year: (c) × (d) = (e) | riod discounted to Op | penefits over Assessment Pe | Accident I | | | |
| | 0.662 | 2010 (from Table C.3a): (f) | from Opening Year to 2 | Discount facto | | | | |
| £ in 2010 pric | 138,682 | ted to 2010: (e) × (f) = (g) | sment Period discoun | Accident benefits over Asses | | | | |
| | | Accident numbers | Traffic Growth over | 12.00 | Road Type | | | |
| discounted to | 25.877 | capitalisation factor (h) (from Table C.5): | Assessment Period 30% | Assessment Period (years) 30 | Rural Dual AP | | | |

PART B

Has COBA analysis been undertaken? Yes No No.B. If COBA has been used, data entered into the top row of the table below should be copied from the COBA output.

| | Nu | Number of Personal Injury | £ Benefits in 2010 prices, | | |
|--|-------|------------------------------|----------------------------|------------------------|--------------------|
| | Fatal | Serious | Slight | Accidents (PIAs) Saved | discounted to 2010 |
| Accident impact over Assessment Period (j): | | | | 2 | £138,682 |
| Accident impact during construction (k): | | | | | |
| Accident impact during future maintenance (I): | | | | | |
| Total accident impact [(m) = (j) + (k) + (l)]: | | | | 2 | £138,682 |

If either row (k) or row (l) or both are omitted, an appropriate Key Points entry must be made.

| Assessment Score: | PVB = £0.139M |
|---|--------------------|
| Metrics: | 2 accidents saved. |
| Key Points: (Explanation for results) Do not leave blank. | N/A |



A1 A1 M2F Link D Commitment of Works Expenditure Standard SAR TITLE WORKSHEET

| Page | • | • |
|-------|---|---|
| ı ayc | | |

| SAR name: | A1 A1 M2F Link D Commi | tment of Wo | rks Expenditure St | tandard SAR | | | | |
|----------------------|---|---------------|--------------------------|------------------------|--------------------|-------------------------|----------|--|
| - | | | | _ | | | | |
| HA Area / DBFO: | Area 14 SAR file name: 14A1A1M2FLinkD_211217.xlsm | | | | | | | |
| | | | | | | | | |
| Trunk Road number: | A1 | | | | | | | |
| , | | | | | N.B. Do not in | clude Road Number in St | ort Name | |
| Full title: | A1 Morpeth to Felton | | | | | | | |
| | | | | | | | | |
| | Start Point or Mid-P | Point | | | End Po | oint | | |
| - | | g (6 digits) | | | Easting (6 digits) | Northing (6 digits) | | |
| Location OSGR: | | | | | Ť | | | |
| | | | | | | | | |
| Does the scheme inv | olve Compulsory Purchase | e or Highway | s Act Orders? No | | | | | |
| | | | | | | | | |
| Scheme stage: | Commitment of Works Expendit | ure | S | cheme category: | Safety | • | | |
| ŭ | • | | | | | | | |
| Scheme cost range: | >£100K | | | SAR type: | Standard | SAR | | |
| Continue coor range. | | | | ο, τ. τ. γρο. <u>Γ</u> | | | | |
| Total | cost to HA for budgetary p | urposes (curi | rent prices including no | on-recoverable VAT): | £272,0 | 79 | | |
| . 513. | poor to the troit straightany p | (00.0 | om prises melaamig m | | ~=, \ | 3.0 | | |
| Agent's Scheme Ref.: | | | Current PIN: | TBC | | Previous PINs: | | |
| | | | _ | | | | | |
| | / Amended by | _ | Checke | | _ | Approve | | |
| | Baguley | Name: | Chris A | | Name: | Stephen Ha | | |
| | ey@wsp.com | Email: | chris.atkins@ | | Email: | stephen.halliday | | |
| Date: 02/0 | 6/2017 | Date: | 02/06/2 | 2017 | Date: | 02/06/20 |)17 | |
| | | | | | | | | |
| | | | HA Project | Manager | | | | |
| | | Name: | | | | | | |
| | | Email: | | | | | | |



A1 A1 M2F Link D Commitment of Works Expenditure Standard SAR SCHEME DETAILS WORKSHEET

Page: 2

| N.B. Excessively long comments on this and / or other pages should instead be entered in a separate document file or files and referenced in the Attachments page. |
|--|
| Problem to be addressed: New A1 scheme (dualing) requires consideration for the potential requirement for road lighting in accordance with TA49/07. |
| (Brief reasons for carrying out |
| the scheme) |
| |
| Proposed solution: Complete a Scheme Appraisal Report (SAR) to determine the Benefit Cost Ratio (BCR) of road lighting for the applicable link / links of the A1 |
| (Brief description of proposed |
| scheme) |
| |
| Other solutions considered: None. |
| (State 'None' if there are |
| none - do not leave blank) |
| Expected outcomes: If BCR is less than 1.0 then the HE may consider not providing road lighting for the applicable link / links of the A1 |
| |
| (Results considered probable given analyses conducted) |
| given analyses conducted) |
| Month Year |
| |
| Expected Date of Opening: December ▼ 2022 ▼ |
| |
| Assessment Period Justification for Assessment Period: |
| 30 ▼ years Road lighting assessed over 30 year period as per TA49/07. |
| 30 V years |
| More Information |
| |
| |
| listory and Programme Dates Data Entry Completed SAR Completed Additional Comments |
| Conception: |
| Start of Public Consultation: |
| Preferred Solution Decision: |
| Draft Order Publication: |
| Intermediate: |
| |
| Commitment of Works Expenditure: 21/11/2017 |

N.B. 'Data Entry Completed' indicates the date in which the person filling in the SAR reached the point where no more user data was required. 'SAR Completed' indicates the date when others filled in all additional approvals information.



A1 A1 M2F Link D Commitment of Works Expenditure Standard SAR TRAFFIC & ACCIDENTS WORKSHEET

Page: 3

| Details of the Ke | y Trunk Road in the Scheme |
|-------------------|----------------------------|
| | |

| ans of the reg | y Trank Road in the | Ochichic | | | |
|----------------|---------------------|--------------------|--------|---------|---|
| Road type: | All-Purpose | AADT (vehicles): | 30,000 | Two-way | , |
| Road width: | D2 • | ▼ Percentage HGVs: | 10% | | |
| Speed limit: | 50mph or more | ▼ Year of AADT: | 2015 🔻 | | |

Predicted Traffic Growth Between Opening Year and Final Assessment Year

Traffic Growth should relate to all vehicle types combined and for those time periods (e.g. weekday peak period, 12-hour or daily) in which monetised benefits are received. Where more than one link receives monetised benefits, growth should be the flow-weighted average growth on those links.

Source of traffic growth forecasts: SAR6.5 User Notes and DFT paper 'Road Traffic Forecasts 2015' (Do not leave blank) https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/411471/road-trafficforecasts-2015.pdf

Reported Injury Accident Information

Geographic area covered:

N/A for new road, predicited accident savings applied based on similar schemes/scenarios

| | 12-month | | Accid | dents | | | | Casu | alties | |
|----------|-------------|-------|---------|-------------|-------|---|-------|---------|--------|-------|
| | period from | Fatal | Serious | Slight | TOTAL | • | Fatal | Serious | Slight | TOTAL |
| | 01/01/2012 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2013 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2014 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2015 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2016 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| TOTAL: | 5 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| AVERAGE: | per annum | 0.0 | 0.0 | 0.0 | 0.0 | | 0.0 | 0.0 | 0.0 | 0.0 |
| | | | Seve | rity Index: | 0.0% | | | | • | |

| Additional information (eg overall | |
|--------------------------------------|--|
| accident rate; national comparison): | |

IGHWAYS ENCY

COSTS MASTER INPUT WORKSHEET

N.B. The term "Estimate Price Year / Quarter" in each of Parts A - D relates to the year and quarter to which the prices entered relate - i.e. the price base - rather than the current year and quarter.

| A. Works Costs | Estimate Year / Qtr | | 0.7551 |
|---|--|---------------------|------------------|
| | Estimate Price Year / Quarter: 2020 Q1 Estimate Year / Qtr | | 1.5826 |
| 4 Caria 400 Praliminaria (Auran a | Estimate Year / Qtr | cost growth factor: | 1.0562 |
| Series 100 – Preliminaries (temp. acc Series 200 – Site Clearance | commodation, traffic management) | | |
| 3. Series 300 – Site Clearance | | | |
| 4. Series 400 – Safety Fences, Barriers | and Guardrails | | |
| 5. Series 500 – Drainage | | | |
| 6. Series 600 – Earthworks | | | |
| 7. Series 600 – Earthworks (landscaping | g) | | |
| 8. Series 700 – Pavements | | | |
| 9. Series 1100 – Kerbs and Footways | | | |
| 10. Series 1200 – Traffic Signs (includin | • • • | 0000 00 | 4.00 |
| 11. Series 1300 to 1500 – Lighting, Elec 12. Series 1600 to 2500 – Structures (in | | £232,39 | 4.00 |
| 13. Series 2700 – Statutory Undertakers | , | | |
| 14. Series 2700 – Noise Insulation Work | | | |
| 15. Series 2700 – Accommodation Work | | | |
| 16. Series 3000 – Landscape and Ecolo | | | |
| 17. Technology Renewal Costs 15 Year | 0, | | |
| 18. Other Costs - Specify: | | | |
| Total Works and Technology Renewa | als Costs (sum of items A1 - A18) discounted to Construction Year | £232,394.00 | (a) |
| | · | | |
| [A4 Day 10 10 10 10 10 10 10 1 | | | |
| A1. Preparation and Supervision Cos | | | |
| | Estimate Price Year / Quarter: 2020 Q1 | | |
| 1. Preparation | Default Costs OR User Specified Costs | £9,546 | 64 |
| 2. Supervision | Default Costs OR User Specified Costs | £23,86 | |
| Total Preparation and Supervision Co | | £33,413.25 | (a1) |
| Trotal Proparation and Supervision St | Socie (cum of nome //// ////2) | 200,110.20 | (25) |
| | | | |
| B. Land Costs | | | |
| | Estimate Price Year / Quarter: Choose | RPI: | 0.0 |
| | | ī | |
| 1. HA Valuer's estimate of cost of land a | acquisition | | |
| 2. Estimate of Part 1 compensation | ata. | | |
| HA Valuer's estimate of rehousing co HA Valuer's estimate of resaleable la | | | |
| Total Land Costs (sum of items B1 - | | £0.00 | (b) |
| | | ' | \ |
| | | | |
| C. Other Costs | Friends Brig West (O. 1919) | | |
| | Estimate Price Year / Quarter: Choose | RPI: | 0.0 |
| Public Transport Subsidies | | 1 | |
| 1 | butions (enter as -ve sum for contirbutions towards costs included in Part A) | | |
| 3. Other – Specify: | | | |
| Total Other Costs (sum of items C1 - | C3) | £0.00 | (c) |
| | | | |
| D. Contributions | | | |
| D. Contributions | Estimate Price Year / Quarter: Choose | RPI: | 0.0 |
| | | | |
| 1. SU Betterment; Deferment or renewa | I, etc | | |
| 2. Developer Contributions | | | |
| 3. Other – Specify Total Contributions (sum of items D1 | D2) | £0.00 | (4) |
| Total Contributions (sum of items D) | - 03) | 20.00 | (d) |
| | | | |
| E. Scheme Costs for Budgeting Purp | oses | | |
| | | | |
| | | | |
| | Does the scheme have a Risk Assessment ? Without Risk Assessment | 1 | |
| 1. Risk Allowance | | _ | |
| | Mean Risk Allowance in Works Costs price year prices (£): | | |
| | | | |
| 2. Non-Recoverable VAT | Percentage of cost for which VAT is not recoverable: | ore Information | |
| | | | |
| | | | |
| 2. Construction Value / Overtage | Construction Year / Quarter, or Construction Year / Qtr | | 1.6253 |
| 3. Construction Year / Quarter | mid-point of construction period if 2021 Q1 Construction Year / Qtr period is longer than one quarter: Construction Year / Qtr | | 1.0562 0.7353 |
| | period is longer than one quarter. | N 11actor to 2010. | 0.7555 |
| | TOTAL Scheme Implementation Costs in Construction Year Prices | | |
| 4. Scheme Costs | (including Risk, Non-Recoverable VAT and Optimism Bias) | £272,079 | |
| | (and an | | |
| | | | |
| F. Present Value of Costs (PVC) | | | |
| | | | |
| | | | |
| | Additional annual average | | |
| Change in Maintenance Costs | maintenance costs in Works 27,515 More Information | | |
| | Costs price-year prices (£): | J | |
| | | | |
| 2 Schama DVC | TOTAL BVC in 2010 Market Bridge Diagounted to 2010. | 2604 604 | |
| 2. Scheme PVC | TOTAL PVC in 2010 Market Prices, Discounted to 2010: | £601,691 | |



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| Local Government Funding | TOTAL £ | | NB: |
|--|---------|-------------------------|---|
| Investment costs: | 0 | (a) | Costs appear as positive numbers, while increases in revenues and 'Developer and Other Contributions' appear as negative numbers. |
| Central Government Funding: Transport | | | 2. Costs over whole Assessment Period in 2010 |
| Operating costs: | 438,628 | (b) | market prices discounted to 2010. |
| Investment costs: | 163,063 | (c) | 3. Unless the scheme affects grants and subsidies or |
| Developer and other contributions: | 0 | (d) | government revenues other than fuel tax, this table is |
| Net Impact: | 601,691 | (e) = (b) + (c) + (d) | sufficient. In all other cases please refer to the ACO. |
| | | | |
| Control Covernment Fundings Non Transport | | | |
| Central Government Funding: Non-Transport Indirect Tax Revenues: | 0 | 7(f) (from 'TEE' works | heet - Standard SARs only) |
| iliuliect lax Nevellues. | U | _(I) (IIOIII TEE WOIKS | neet - Standard SANS Only) |
| | | | |
| TOTALS | | | |
| Broad Transport Budget: | 601,691 | g(g) = (a) + (e) = Pres | sent Value of Costs (PVC) |
| | | | |
| Wider Public Finances: | 0 | (h) = (f) = Indirect T | ax Revenues |
| | | | |
| | | ٦ | |
| Assessment Score (PVC): | 0.602M | | |
| | | _ | |
| | | | |
| Key Points: N/A | | | |
| (Any special considerations | | | |
| or simplifications) | | | |
| Do not leave blank | | | |
| | | | |



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NON-WEBTAG VM WORKSHEET

PART A: ROADWORKER SAFETY

NB This impact is relevant to improvement schemes which are expected to reduce or increase accidents involving roadworkers or the potential for such accidents.

| | ROAD | | | | |
|-------------|-----------------------------|--------------------------|---------------------|-------------------|----------------|
| Risk Level | Without Scheme (Person-Hrs) | With Scheme (Person-Hrs) | Change (Person-Hrs) | Risk Weighting | Assessment |
| High Risk | | | 0 | 3 | 0 |
| Medium Risk | | | 0 | 2 | 0 |
| Low Risk | | | 0 | 1 | 0 |
| | | | | Assessment Score: | Not Applicable |

Risk exposure values should be entered for the whole assessment period in relation to maintenance activities that will be change as a result of the scheme ie changes in how highway elements are to be maintained, or changes in the elements to be maintained. The risk exposure values entered for each risk category will represent the sum of the hours spent on all highway elements where the scheme affects the maintenance of more than one element.

| Explanation for changes to risk exposure: (Do not leave blank if Assessment Score is non-zero) | |
|---|-----|
| VM Points: | N/A |

PART B: EQUALITY ACT COMPLIANCE

NB This impact is relevant to improvement schemes which improve or reduce compliance with the requirements of the Equality Act 2010. It does not apply to new highway features which have been designed to be EA compliant eg a new pedestrian crossing.

| Assessment Score: Choose ▼ | Assessment Score Definitions |
|-------------------------------------|------------------------------|
| | |
| lustification for Assessment Score: | |
| (Do not leave blank if Assessment | |
| Score is non-Neutral) | |
| | |
| VM Points: N/A | |

VM Points



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WEBTAG APPRAISABLE VM WORKSHEET

Assessment Score

BCR

COSTS SUMMARY FOR SCHEME:

Scheme Costs (PVC): £ 601,691

RESULTS SUMMARY FOR WEBTAG SCHEME IMPACTS:

| IMPACT | | (PVB or Qualitative) | | (DVD + DVC) | | VIVIFOIILS | |
|--|------|--|------|--|------------|--|--|
| ECONOMY: TEE (Business Users) | | Not Applicable | | (PVB ÷ PVC) Not Applicable | | Not Applicable | |
| ECONOMY: TEE (Business Osers) | DD\/ | + ' | | | | | |
| ECONOMY: Reliability (Business Users) — | DDV | Neutral | | Not Applicable | | 0.00 | |
| | IRV | Slight Beneficial | | Not Applicable | | 0.00 | |
| ECONOMY: Regeneration | | Not Applicable | | Not Applicable | | Not Applicable | |
| ECONOMY: Wider Impacts | | Not Applicable | | Not Applicable | | Not Applicable | |
| | | | | | Sub-Total: | 0.00 | |
| ENVIRONMENT: Noise | | Not Applicable | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Air Quality | | Not Applicable | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Greenhouse Gases | | Not Applicable | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Landscape | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| | | 1 | | | | | |
| ENVIRONMENT: Townscape | | Not Applicable | 0.00 | Not Applicable | | Not Applicable Not Applicable | 5.00 |
| ENVIRONMENT: Heritage of Historic Resources | | Not Applicable | 0.00 | Not Applicable Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Biodiversity | | Not Applicable | 0.00 | | | | |
| ENVIRONMENT: Water Environment | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| | | | 1.00 | | Sub-Total: | Not Applicable | 0 |
| | | | 0.00 | | | | Т |
| SOCIETY: TEE (Commuting and Other Use | ers) | Not Applicable | | Not Applicable | | Not Applicable | |
| SOCIETY: Reliability (Commuting and Other Users) | DDV | Neutral | | Not Applicable | | 0.00 | _ |
| Other Users) | IRV | Slight Beneficial | | Not Applicable | | 0.00 | |
| SOCIETY: Physical Activity | | Not Applicable | | | | | |
| COCIETY, Journay Quality | | Not Applicable | | Not Applicable | | Not Applicable | |
| SOCIETY: Journey Quality | | Not Applicable | | Not Applicable Not Applicable | | Not Applicable Not Applicable | |
| SOCIETY: Journey Quality SOCIETY: Accidents | | | | | | | |
| | | Not Applicable | | Not Applicable | | Not Applicable | |
| SOCIETY: Accidents | | Not Applicable £34,670 | | Not Applicable 0.06 | | Not Applicable 0.01 | |
| SOCIETY: Accidents SOCIETY: Security | | Not Applicable £34,670 Not Applicable | | Not Applicable 0.06 Not Applicable | | Not Applicable 0.01 Not Applicable | |
| SOCIETY: Accidents SOCIETY: Security SOCIETY: Access to Services | | Not Applicable £34,670 Not Applicable Not Applicable | | Not Applicable 0.06 Not Applicable Not Applicable | | Not Applicable 0.01 Not Applicable Not Applicable | |
| SOCIETY: Accidents SOCIETY: Security SOCIETY: Access to Services SOCIETY: Affordability | | Not Applicable £34,670 Not Applicable Not Applicable Not Applicable | | Not Applicable 0.06 Not Applicable Not Applicable Not Applicable | | Not Applicable 0.01 Not Applicable Not Applicable Not Applicable | |
| SOCIETY: Accidents SOCIETY: Security SOCIETY: Access to Services SOCIETY: Affordability SOCIETY: Severance | | Not Applicable £34,670 Not Applicable Not Applicable Not Applicable Not Applicable | | Not Applicable 0.06 Not Applicable Not Applicable Not Applicable Not Applicable | Sub-Total: | Not Applicable 0.01 Not Applicable Not Applicable Not Applicable Not Applicable | |
| SOCIETY: Accidents SOCIETY: Security SOCIETY: Access to Services SOCIETY: Affordability SOCIETY: Severance | | Not Applicable £34,670 Not Applicable Not Applicable Not Applicable Not Applicable | | Not Applicable 0.06 Not Applicable Not Applicable Not Applicable Not Applicable | Sub-Total: | Not Applicable 0.01 Not Applicable Not Applicable Not Applicable Not Applicable Not Applicable | |

RESULTS SUMMARY FOR NON-WEBTAG SCHEME IMPACTS:

| | IMPACT | Assessment Score | BCR | | VM Points | |
|------------|-------------------|------------------|----------------|------------|----------------|--|
| NON-WEBTAG | Roadworker Safety | Not Applicable | Not Applicable | | Not Applicable | |
| NON-WEBTAG | Disabled Users | Not Applicable | Not Applicable | | Not Applicable | |
| | | | | Sub-Total: | Not Applicable | |

RESULTS SUMMARY FOR ALL SCHEME IMPACTS:

| | | Total PVB | Total BCR | Total VM Points |
|-----|-----------------------------|----------------|----------------|-----------------|
| 8 | WebTAG Impacts: Monetised | £34,670 | 0.06 | 0.0 |
| PAC | WebTAG Impacts: Unmonetised | Not Applicable | Not Applicable | Not Applicable |
| N I | Non-WebTAG Impacts | Not Applicable | Not Applicable | Not Applicable |
| Ā | TOTAL FOR SCHEME | £34,670 | 0.06 | 0.0 |



A1 A1 M2F Link D Commitment of Works Expenditure Standard SAR SOCIETY: Accidents

| F | Pa | a | e | • | 1 | F |
|---|----|---|-------------|---|-----|---|
| | а | ч | $\mathbf{}$ | | - 1 | · |

SOCIETY: Accidents

| Scheme Title: A1 Morpeth to Felton | | |
|---|-------|------------|
| | | |
| Scheme Stage: Commitment of Works Expenditure | Date: | 02/06/2017 |

For advice and guidance on completing this worksheet, please refer to WebTag Unit A4.1 - WebTAG: TAG unit A4-1 social impact appraisal, November 2014 - Publications - GOV.UK Complete white cells only

Help
User Notes

PART A

| Predicted number of personal injury accidents saved in opening year: | 0.016 |
|--|-------|
| (If the scheme results in a predicted increase in Accident rates, enter as a NEGATIVE value) | 0.010 |

Time of Day of Accident Savings: Night Time only

(N.B. Choose "Night Time only" for schemes affecting accidents specifically at night.)

| accidents | 0.016 | Number of Personal Injury Accidents (PIAs) saved in Opening Year: (a) | | | | | |
|--------------------------------------|---------|---|--|----------------------------|----------------------------|--|--|
| £ / Year | 154,290 | Average cost of an accident in (b) Opening Year: | Time of Day Night Time only | Road Type Rural Dual AP | Opening Year 2022 | | |
| £ / Year | 2,469 | ening Year: (a) × (b) = (c) | ccident benefits in Op | Annual a | | | |
| | 21.222 | Accident benefits capitalisation factor (d) (from Table C.5): | Traffic Growth Over Assessment Period 30% | Assessment Period (years) | Road Type Rural Dual AP | | |
| £ in 2010 prices | 52,389 | ening Year: (c) × (d) = (e) | Accident benefits over Assessment Period discounted to Opening Year: (c) × (d) = (e) | | | | |
| _ | 0.662 | Discount factor from Opening Year to 2010 (from Table C.3a): (f) | | | | | |
| £ in 2010 prices discounted to 20 | 34,670 | Accident benefits over Assessment Period discounted to 2010: (e) \times (f) = (g) | | | | | |
| | 25.877 | Accident numbers capitalisation factor (h) (from Table C.5): | Traffic Growth over Assessment Period 30% | Assessment Period (years) | Road Type Rural Dual AP | | |
| accidents | 0 | Number of accidents saved over Assessment Period: (a) × (h) = (i) | | | | | |

PART B

Has COBA analysis been undertaken? Yes No No.B. If COBA has been used, data entered into the top row of the table below should be copied from the COBA output.

| | Nι | ımber of Casualties Sav | ed | Number of Personal Injury | £ Benefits in 2010 prices, |
|--|-------|-------------------------|--------|------------------------------|----------------------------|
| | Fatal | Serious | Slight | Accidents (PIAs) (Saved | discounted to 2010 |
| Accident impact over Assessment Period (j): | | | | 0 | £34,670 |
| Accident impact during construction (k): | | | | | |
| Accident impact during future maintenance (I): | | | | | |
| Total accident impact [(m) = (j) + (k) + (l)]: | | | | 0 | £34,670 |

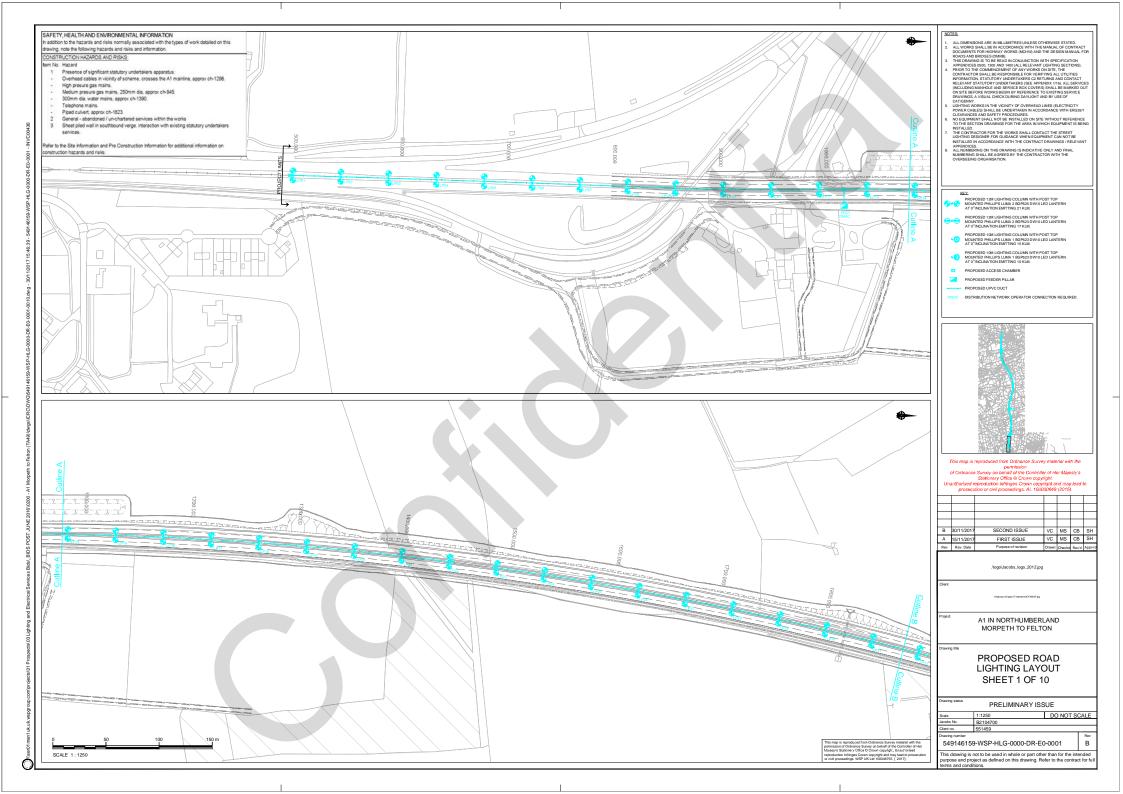
If either row (k) or row (l) or both are omitted, an appropriate Key Points entry must be made.

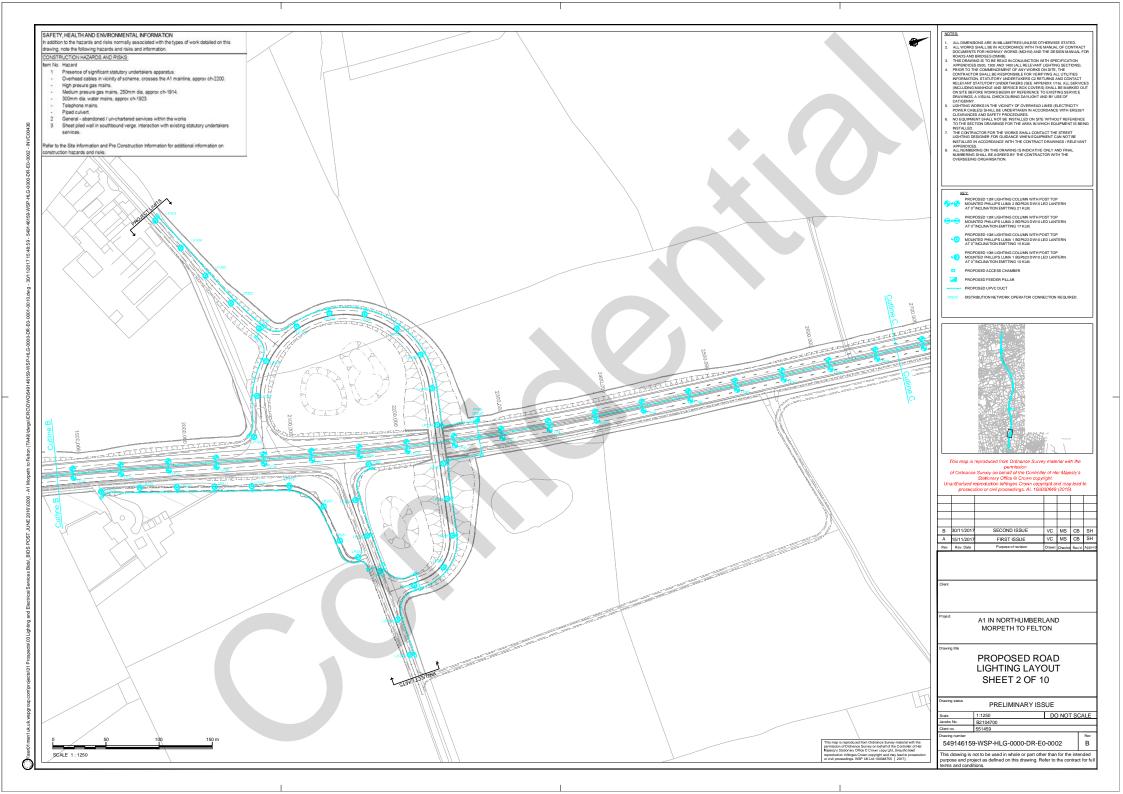
| Assessment Score: | PVB = £0.035M |
|---------------------------------------|--------------------|
| | |
| Metrics: | 0 accidents saved. |
| | N//A |
| Key Points: (Explanation for results) | N/A |
| Do not leave blank. | |
| | |

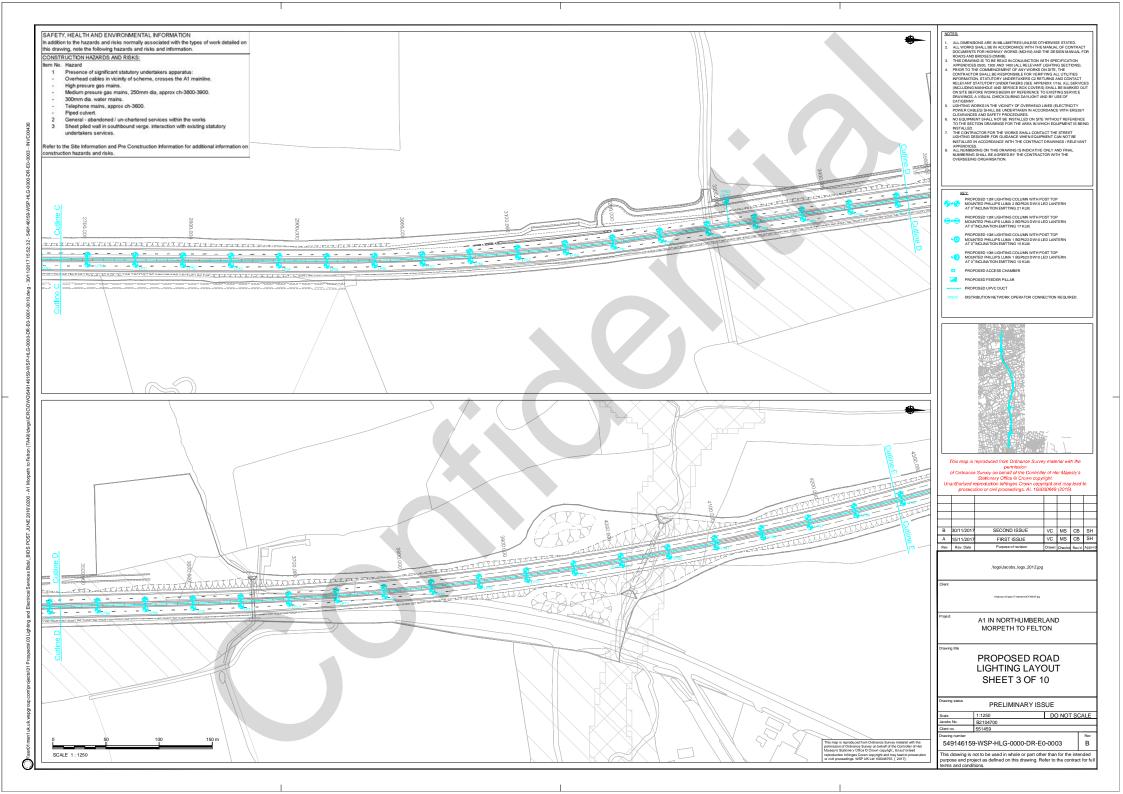
Appendix D

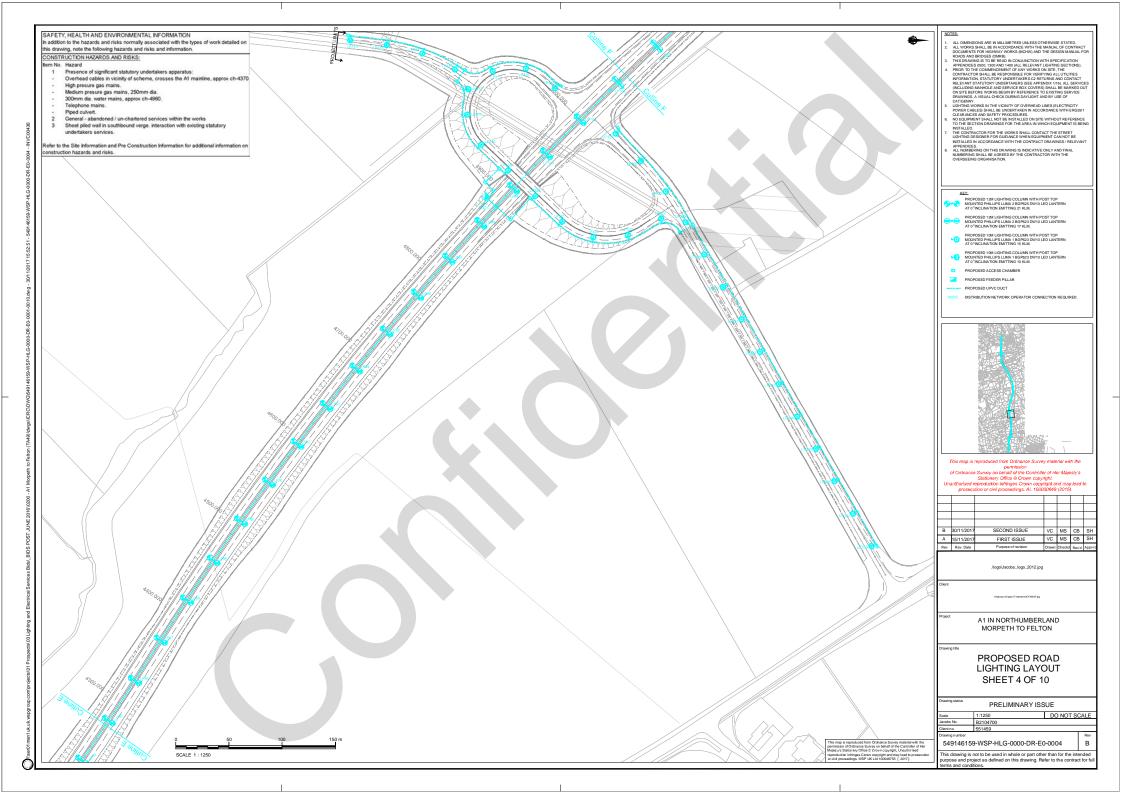
WSD

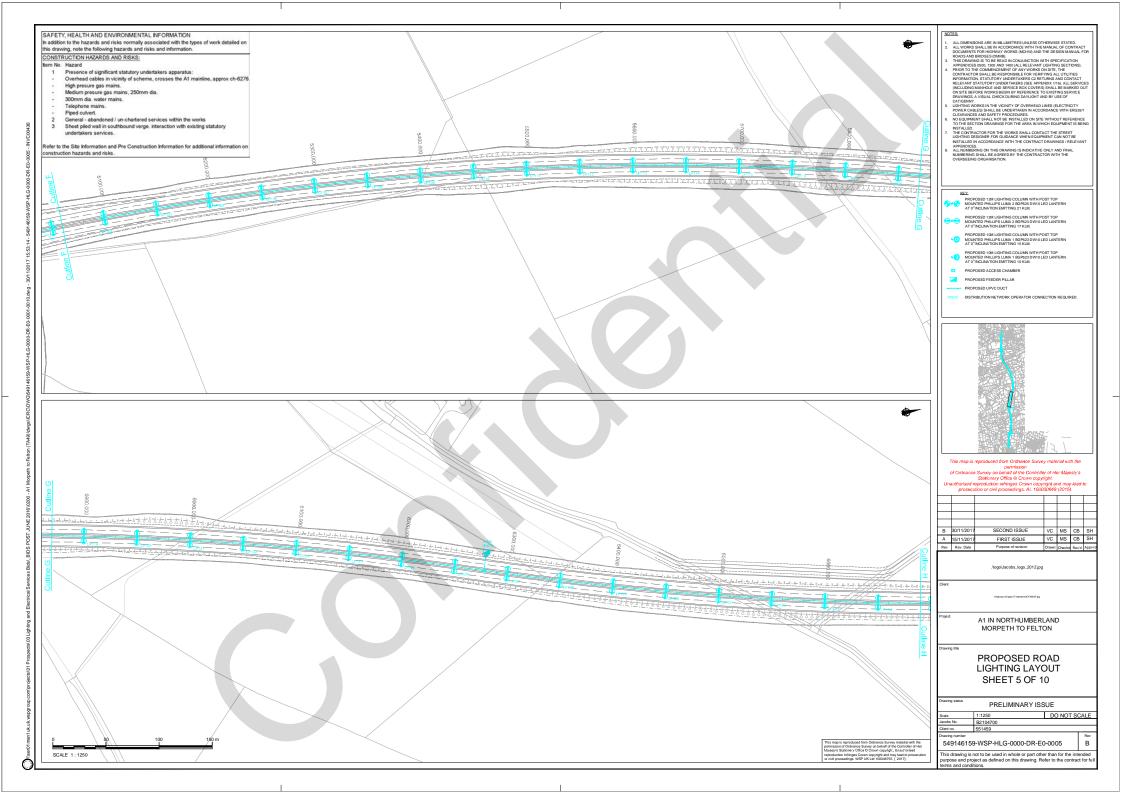
SCHEME DRAWINGS

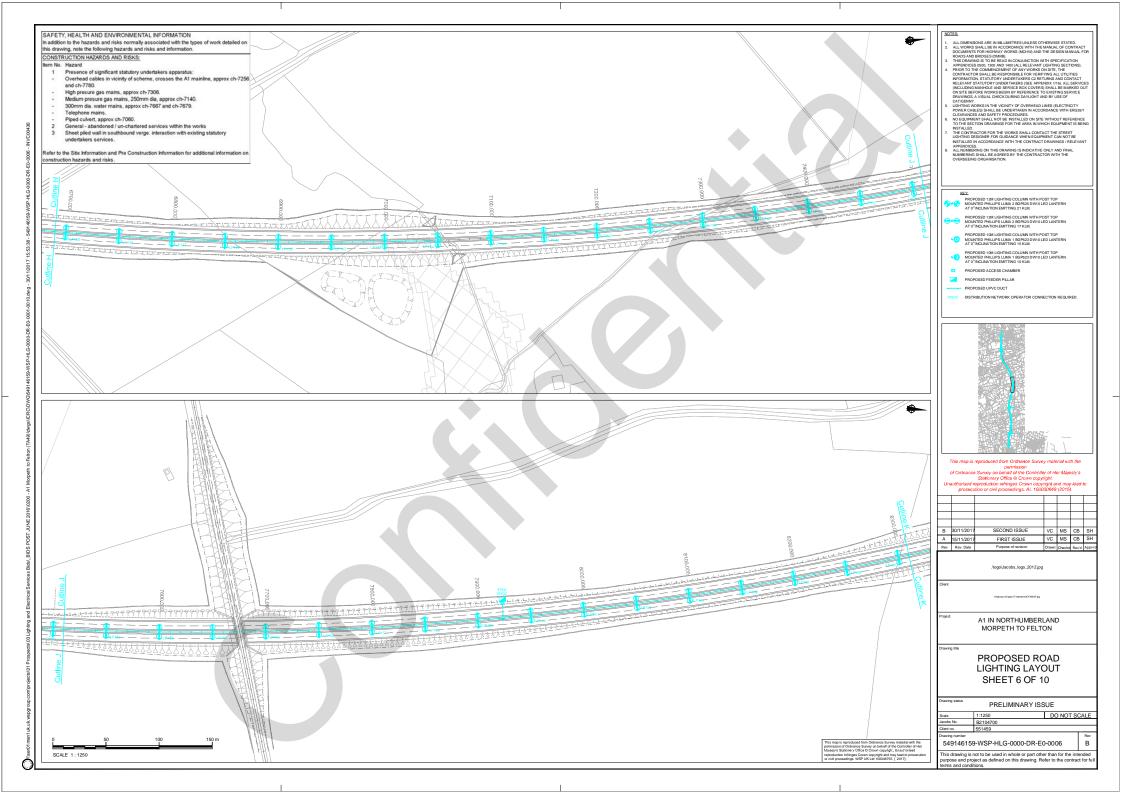


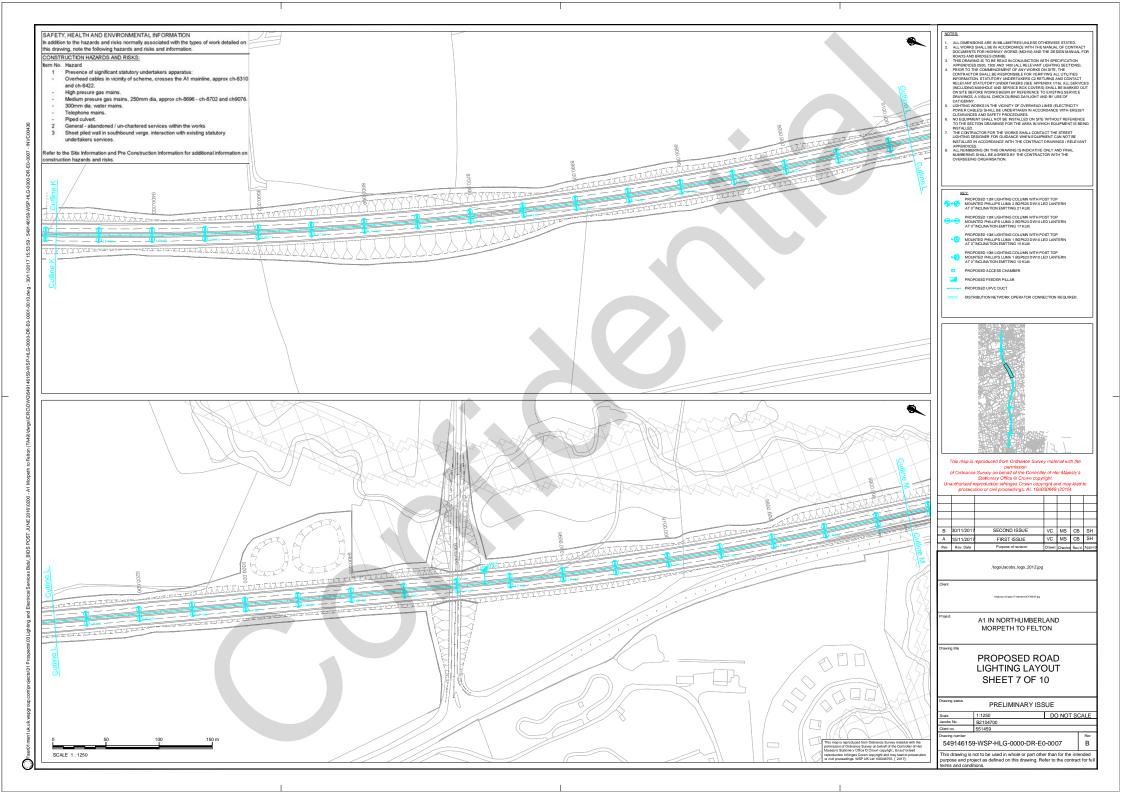


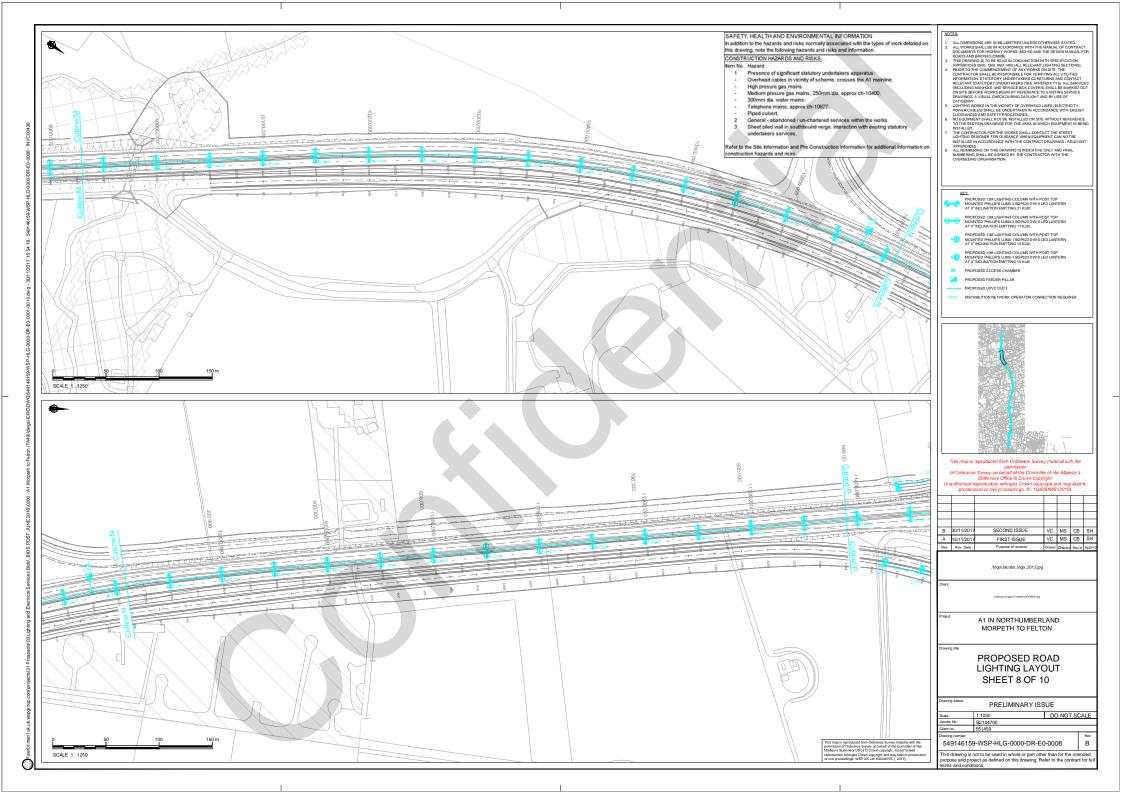


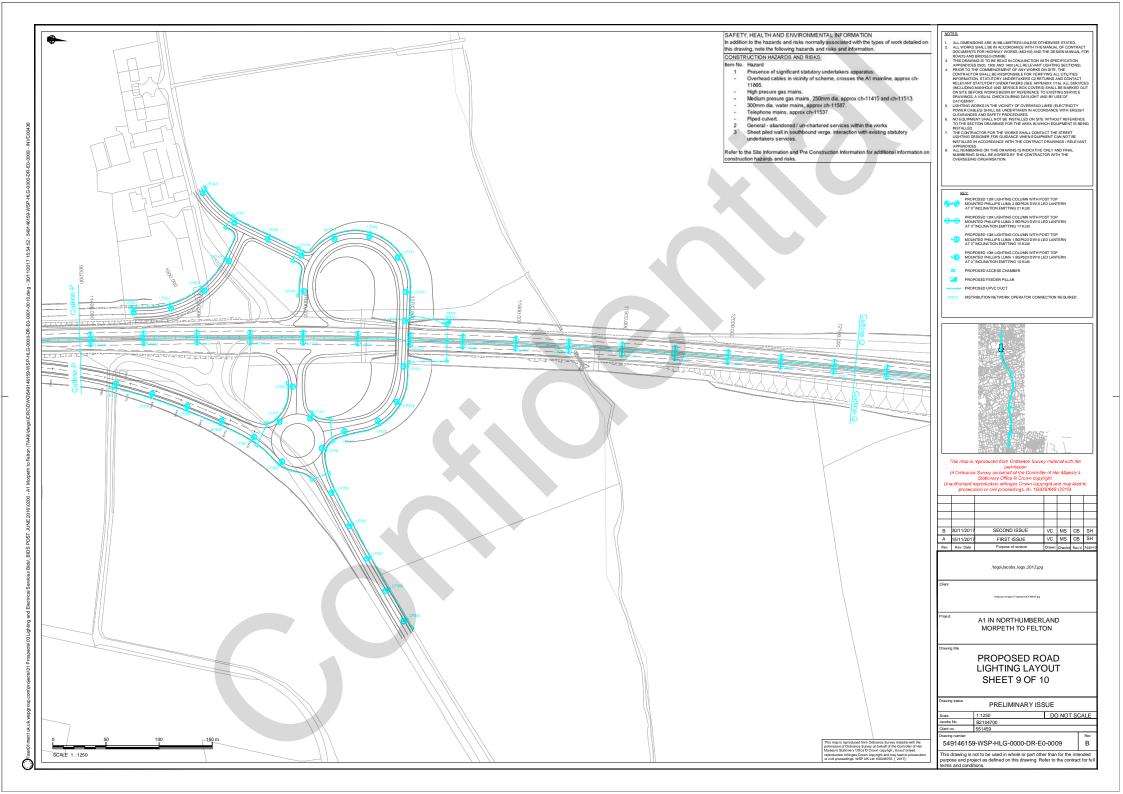


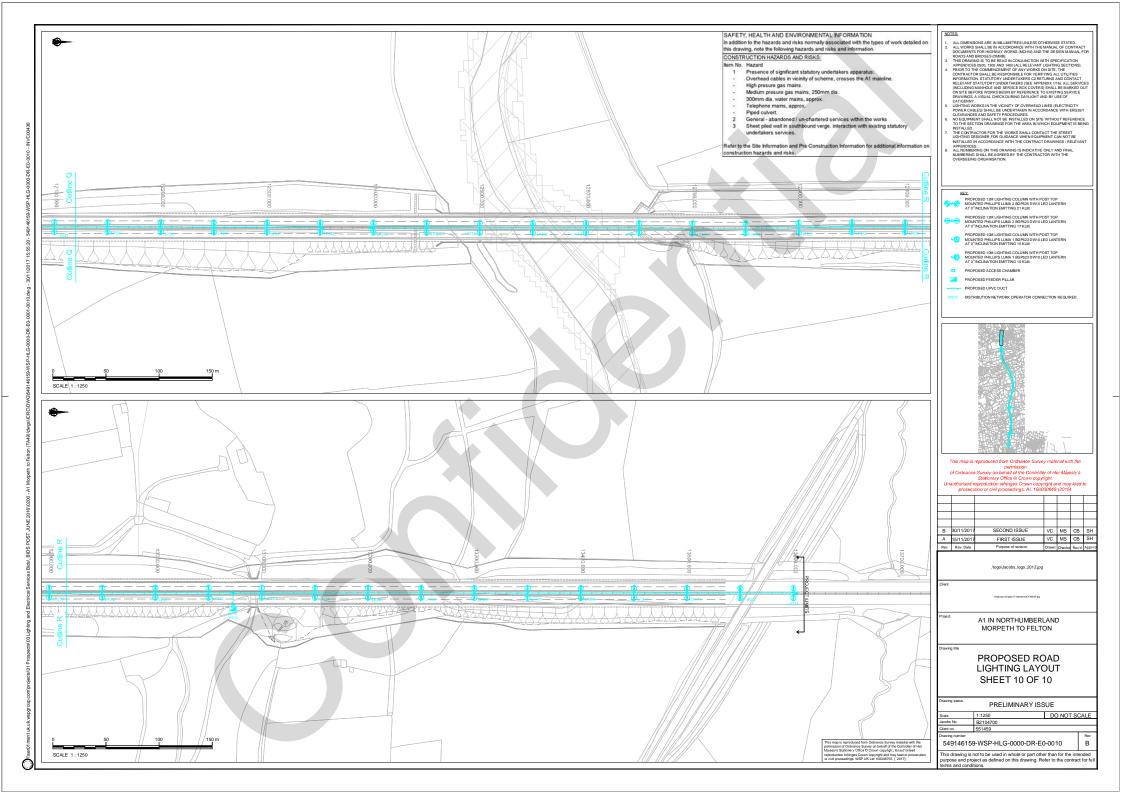












Appendix E

335D

ROAD SAFETY ENGINEERS REPORT



A1 IN NORTHUMBERLAND

MORPETH TO FELTON

Road Safety Engineers Briefing Report

CONFIDENTIAL

NOVEMBER 2017

A1 IN NORTHUMBERLAND MORPETH TO FELTON

Highways England

Road Safety Engineers Report Confidential

Project no: 70038006-D12 Date: NOVEMBER 2017

WSP

62-64 Hills Road Cambridge CB2 1LA

www.wsp.com



QUALITY MANAGEMENT

| ISSUE/REVISION | FIRST ISSUE | REVISION 1 | REVISION 2 | REVISION 3 |
|----------------|---|------------|------------|------------|
| Remarks | | | | |
| Date | 28/11/17 | | | |
| Prepared by | Lyn Turner | | | |
| Signature | | | | |
| Checked by | Neil Jones | | | |
| Signature | | | | |
| Authorised by | Axel Kappeler | | | |
| Signature | | | | |
| Project number | 70038006-D12 | | | |
| Report number | RSE - 01 | | | |
| File reference | \\GBCMG100FIL01\cmp01shared\\TS Safety\Road Safety Reviews\North East RIP Schemes\A1iN M2F Road Safety Engineers Report Nov 17 | | | |

PRODUCTION TEAM

CLIENT

Group Director, Lighting & Energy Solutions Stephen Halliday

WSP

Principal Consultant Lyn Turner

Senior Consultant Neil Jones

Associate Director Axel Kappeler

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APPENDICES

APPENDIX A COLLISION DATA

APPENDIX A-1 COLLISION DATA

1

EXECUTIVE SUMMARY

With the intention of the scheme to upgrade the A1 from single carriageway to dual carriageway taking the majority of the new construction off line, through rationalisation from IAN167/12 this may remove 58% of the current single carriageway collisions. The remaining collision amount to 23% which occurred during the hours of darkness with no street lighting

However for the short section of existing dual carriageway with in the scheme extents, the data analysis demonstrates that this section of the A1 is currently below the national averages for dark collision, no street lighting present by more than 50%.

TA49/07 assumes a collision saving of 10% on all purpose dual carriageway and motorway due to the addition of road lighting.

Using the calculation within the TA49/07 the total collision saving would be 0.196 collisions saved.

The dual carriageway section of the A1 is currently below the national averages for dark collision, no street lighting present by more than 50%.

In my opinion as a Road Safety Engineer qualified to HD19 Audit Team Leader, as the route is to be upgraded to a new dual carriageway which will be of a higher standard than the existing single carriageway, with many highway hazards such as at-grade junctions removed and looking at the evidence of the historic collisions, I do not believe that at this time street lighting is required and I conclude that on the mainline the numbers of dark collisions should not increase by more than the 10% as stated in TA49/07. However, the use of items listed below and regular maintenance of the route will also help in the reduction of collisions on the new route.

With regards to the new grade separated junctions, these could be more complex. It is widely known that compact junctions have a collision record due to the tight nature of the radii, leading to loss of control collisions, with the most vulnerable vehicle type powered two wheelers, however, other vehicles are susceptible also to loss of control type incidents.

By upgrading these junctions to grade separated junctions, from the historical collision data it can be seen that 21 collisions have been removed through rationalisation some of these collisions included junction and u-turning collision trends.

Ideally these junctions should be assessed on a junction by junction basis using the GD04 assessment or COBALT tool or the comparison of like for like STATS19 collision data to analyse against.

In the absence of the above measures, it cannot be categorically advised not provide street lighting on the junctions, however, there are other methods in which to highlight the junctions to the motorists during the hours of darkness or inclement weather. These can include the use of:

- 'intelligent' style road studs to pre-light the route
- Use of a white lining system that included the reflective beading
- Reflectors on the VRS or painting it black & white.

All the above measure are effective in reducing collisions during the hours of darkness in addition to their known benefits in daylight conditions.

The use of bike guard on the vehicle restraint system (VRS) will further improve safety for powered two wheelers.

2 PROJECT BACKGROUND

2.1 BACKGROUND

WSP ITS Safety team have been approached to produce a Road Safety Engineers Report in accordance with DMRB TA49/07 Appraisal of new and replacement lighting on the strategic motorway and all-purpose trunk road network.

2.2 OBJECTIVES

To ascertain if street lighting is required on the A1 which is being upgraded from single to dual carriageway including the construction of new grade-separated junctions.

2.3 SITE DESCRIPTION

Morpeth to Felton is a 13km (8.0mile) rural single carriageway Section from town of Morpeth to the village of Felton, the existing A1 highway is a rural single carriageway trunk road, subject to the national speed limit. Section A has 20 at-grade major/minor road junctions, with many additional private and farm accesses. All at-grade junctions are accommodated with ghost island T-junctions with right turning provision.

Street lighting is not provided throughout this section of the A1 trunk road.



3 PERSONAL INJURY COLLISION (PIC) ANALYSIS

3.1 BACKGROUND INFORMATION

STATS19 data has been used for two reports for this project

- A1 in Northumberland Morpeth to Felton (Section A) Alignment Options Technical Appraisal Report (TAR) – Version 4.2 dated September 2016
- A1 in Northumberland Section A and B Safety Plan April 2017 ref:B2104701_245

Within the two reports the scheme extents and the data range are slightly different

- The TAR contains STATS19 data between 01/07/10 to 30/06/15 on the A1 between just south of the A192 at Northgate through to Newton on the Moor, however STATS19 data is only provided up to the B6345 overbridge at Felton
- The Safety Plan contains STATS19 data from 01/01/11 to 31/12/15 on the A1 between Morpeth and Felton, from the map supplied this appears to be from A192 at Northgate to the overbridge of the B6345 overbridge at Felton

The TAR STATS19 data collision plans covers some existing dual carriageway at both ends of the scheme.

The Safety Plan doesn't make it clear if the collisions on the dual carriageway around the section of the A1 from the A192 to the start of the single carriageway are included.

The Safety Plan has been compared to Road Casualties Great Britain 2013 using non-built up road for their comparisons, which for collisions occurring in the dark (assuming no street lighting) the national average was 26.7%, with the scheme extents being 20.7%.

Using the STATS19 data supplied in the TAR, the percentage for dark accidents, no street lighting for non-built up roads, speed limit 60mph from Road Casualties Great Britain 2015 is 21%, with our scheme extents showing a value of 23% (see analysis in table 3-4).

The Safety Plan supplied just the analysed data results and not the STATS19 collisions details, however as the TAR document supplied the complete STATS19 data this has been used to look at the collisions trends for the scheme extents to ascertain the change in risk the scheme brings with regards to street lighting.



3.2 GENERAL ANALYSIS

Personal Injury Collision data for the Morpeth to Felton section of the A1 has been sourced from the A1 in Northumberland Morpeth to Felton (Section A) Alignment Options Technical Appraisal Report – Version 4.2 dated September 2016

The extents of the collision data extends from A192 Northwards to Newton-on-the Moor.

The report used collision data between 01/07/2010 and 30/06/2015 which was considered to be acceptable for the purposes of this report as the full STATS19 data reports were available for detailed analysis. The data has been used to produce the analysis in the following pages.

During this time period there were 66 collisions in total 2 Fatalities, 7 Serious and 57 slight collisions. This resulted in 115 casualties made up of 2 fatalities, 12 serious injury and 101 slight injury casualties.

Table 3-1 Number of collisions per calendar year

| DATE RANGE | FATAL | SERIOUS | SLIGHT | TOTAL |
|----------------------|-------|---------|--------|-------|
| 01/07/10 to 31/12/10 | 0 | 0 | 12 | 12 |
| 01/01/11 to 31/12/11 | 1 | 1 | 10 | 12 |
| 01/01/12 to 31/12/12 | 1 | 1 | 14 | 16 |
| 01/01/13 to 31/12/13 | 0 | 3 | 7 | 10 |
| 01/01/14 to 31/12/14 | 0 | 2 | 8 | 10 |
| 01/01/15 to 30/06/15 | 0 | 0 | 6 | 6 |
| Total | 2 | 7 | 57 | 66 |

Note that 2010 and 2015 data are only 6 months each.

Table 3-2 Number of casualties per calendar year

| DATE RANGE | FATAL | SERIOUS | SLIGHT | TOTAL |
|----------------------|-------|---------|--------|-------|
| 01/07/10 to 31/12/10 | 0 | 0 | 17 | 17 |
| 01/01/11 to 31/12/11 | 1 | 2 | 12 | 15 |
| 01/01/12 to 31/12/12 | 1 | 2 | 24 | 27 |
| 01/01/13 to 31/12/13 | 0 | 4 | 16 | 20 |
| 01/01/14 to 31/12/14 | 0 | 4 | 18 | 22 |
| 01/01/15 to 30/06/15 | 0 | 0 | 14 | 14 |
| Total | 2 | 12 | 101 | 115 |

Note that 2010 and 2015 data are only 6 months each.

Given that 2010 and 2015 only provide 6 months of data, we can look at the average number of collisions per month

Table 3-3 Total number of collisions per month

| DATE RANGE | TOTAL | AVERAGE COLLISIONS PER MONTH |
|----------------------|-------|------------------------------------|
| 01/07/10 to 31/12/10 | 12 | 2.00 |
| 01/01/11 to 31/12/11 | 12 | 1.00 |
| 01/01/12 to 31/12/12 | 16 | 1.33 |
| 01/01/13 to 31/12/13 | 10 | 0.83 |
| 01/01/14 to 31/12/14 | 10 | 0.83 |
| 01/01/15 to 30/06/15 | 6 | 1.00 |
| Total | 66 | |

In table 3-4 the complete data set has been analysed against the national averages, whilst 15 collisions (23%) have occurred on dual carriageway, at this time all have been compared against the Road Casualties Great Britain 2015 (RCGB15) A roads with speeds of 60mph.

From this table it can been seen that this data set is slightly above the national average of 21% for Dark collisions where street lighting is not present.

Table 3-4 Comparison of complete data set to National Averages

| | 01/07/10 | 01/01/11 | 01/01/12 | 01/01/13 | 01/01/14 | 01/01/15 | 5 Year | National |
|---|----------|----------|----------|----------|----------|----------|--------|----------|
| | 31/12/10 | 31/12/11 | 31/12/12 | 31/12/13 | 31/12/14 | 30/06/15 | Total | Average |
| Severity Ratio | 0% | 17% | 13% | 30% | 20% | 0% | 14% | 22% |
| Collisions | 5 | 5 | 8 | 1 | 1 | 1 | 21 | |
| occurring on a wet road surface | 42% | 42% | 50% | 10% | 10% | 17% | 32% | 36% |
| Total Collisions | 4 | 4 | 5 | 0 | 1 | 1 | 15 | |
| during the hours of darkness | 33% | 33% | 31% | 0% | 10% | 17% | 23% | 26% |
| Dark Collisions: | 0 | 0 | 0 | 0 | 0 | | 0 | |
| Street Lighting present | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 4% |
| Dark | 4 | 4 | 5 | 0 | 1 | 1 | 15 | |
| Collisions: No Street Lighting Present | 33% | 33% | 31% | 0% | 10% | 17% | 23% | 21% |

Within the data there is a mix of dual carriageway and single carriageway collisions, Table 3-5 shows the split of collisions

Table 3-5 Total number of collisions carriageway

| DATE RANGE | DUAL CARRIAGEWAY | SINGLE CARRIAGEWAY |
|----------------------|---------------------|-----------------------|
| 01/07/10 to 31/12/10 | 3 | 9 |
| 01/01/11 to 31/12/11 | 5 | 7 |
| 01/01/12 to 31/12/12 | 0 | 16 |
| 01/01/13 to 31/12/13 | 4 | 6 |
| 01/01/14 to 31/12/14 | 3 | 7 |
| 01/01/15 to 30/06/15 | 0 | 6 |
| Total | 15 | 51 |

Dual carriageway included slip roads

From the collision data set, the statistics can be compared to Road Casualties Great Britain 2015 (RCGB15) to see how the route is performing against national targets.

SINGLE CARRIAGEWAY ANALYSIS 3.3

Table 3-6 Comparison of Single carriageway collisions with RCGB15

| | 01/07/10 - 31/12/10 | 01/01/11 - 31/12/11 | 01/01/12 - 31/12/12 | 01/01/13 - 31/12/13 | 01/01/14 - 31/12/14 | 01/01/15 - 30/06/15 | 5 Year Total |
|---------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|--------------|
| Fatal | 0 | 1 | 1 | 0 | 0 | 0 | 2 |
| Serious | 0 | 0 | 1 | 1 | 2 | 0 | 4 |
| Slight | 9 | 6 | 14 | 5 | 5 | 6 | 45 |
| Total | 9 | 7 | 16 | 6 | 7 | 6 | 51 |

| | 01/07/10 - 31/12/10 | 01/01/11 - 31/12/11 | 01/01/12 - 31/12/12 | 01/01/13 - 31/12/13 | 01/01/14 - 31/12/14 | 01/01/15 - 30/06/15 | 5 Year Total | National Average |
|---|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|--------------|---------------------|
| Severity Ratio | 0% | 14% | 13% | 17% | 29% | 0% | 12% | 22%¹ |
| Collisions | 4 | 2 | 4 | 0 | 0 | 1 | 11 | 200/2 |
| occurring on a - wet road surface | 44% | 29% | 25% | 0% | 0% | 17% | 22% | 36% ² |
| Total Collisions | 4 | 3 | 5 | 0 | 1 | 1 | 14 | 200/2 |
| during the hours of darkness | 44% | 43% | 31% | 0% | 14% | 17% | 27% | 26 %² |
| Dark | 0 | 0 | 0 | 0 | 0 | | 0 | 40/2 |
| Collisions: - Street Lighting present | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 4%² |
| Dark | 4 | 3 | 5 | 0 | 1 | 1 | 14 | 0 |
| Collisions: No Street Lighting Present | 44% | 43% | 31% | 0% | 14% | 17% | 27% | 21% ² |

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¹ Road Casualties Great Britain 2015 Table RAS10006 Non-built up roads ² Road Casualties Great Britain 2015 Table RAS10007 Non-built up roads Speed Limit 60 mph A1iN M2F Road Safety Engineers Report

3.4 DUAL CARRIAGEWAY ANALYSIS

 Table 3-7
 Comparison of Dual carriageway collisions with RCGB15

| Dual | 01/07/10 - 31/12/10 | 01/01/11 - 31/12/11 | 01/01/12 - 31/12/12 | 01/01/13 - 31/12/13 | 01/01/14 - 31/12/14 | 01/01/15 - 30/06/15 | 5 Year Total |
|---------|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|--------------|
| Fatal | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Serious | 0 | 1 | 0 | 2 | 0 | 0 | 3 |
| Slight | 3 | 4 | 0 | 2 | 3 | 0 | 12 |
| Total | 3 | 5 | 0 | 4 | 3 | 0 | 15 |

| | 01/07/10 - 31/12/10 | 01/01/11 - 31/12/11 | 01/01/12 - 31/12/12 | 01/01/13 - 31/12/13 | 01/01/14 - 31/12/14 | 01/01/15 - 30/06/15 | 5 Year Total | National Average |
|--|------------------------|------------------------|------------------------|------------------------|------------------------|------------------------|--------------|--------------------------|
| Severity Ratio | 0% | 20% | 0% | 50% | 0% | 0% | 20% | 22%¹ |
| Collisions | 0 | 2 | 0 | 1 | 1 | 0 | 4 | |
| occurring on a - wet road surface | 0% | 40% | 0% | 25% | 33% | 0% | 27% | 31%³ |
| Total Collisions | 0 | 1 | 0 | 0 | 0 | 0 | 1 | |
| during the - hours of darkness | 0% | 20% | 0% | 0% | 0% | 0% | 7% | 30 % ³ |
| Dark | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Collisions: - Street Lighting present | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 13%³ |
| Dark | 0 | 1 | 0 | 0 | 0 | 0 | 7 | |
| Collisions: No Street Lighting Present | 0% | 20% | 0% | 0% | 0% | 0% | 7% | 15%³ |

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³ Road Casualties Great Britain 2015 Table RAS10007 Non-built up roads Speed Limit 70 mph A1iN M2F Road Safety Engineers Report

4 ASSUMPTIONS MADE

4.1 RATIONALISATION OF COLLISION STATISTICS

Within the Interim Advice Note 167/12 Revision 1 Guidance for the Removal of Road Lighting the standard states that "The PIA's (Personal Injury Accidents) must be rationalised to exclude anywhere driver gross negligence (DGN) was a significant contributory factor. These include:-

- Intoxicated drivers. (drink or drugs)
- Suicides and attempted suicides.
- Excessive speeding (more than 50% over the speed limit)"

However, given that the scheme that is the subject of this report is upgrading a single carriageway to a dual carriageway, the author has further excluded any collisions that will be impossible within the new scheme, these include:

- All collision that have occurred at a T or staggered junction joining the mainline
- All collisions on the single carriageway that have resulted in head on collisions
- All collisions on the single carriage involving U turns
- All collision occurring at the merge from dual to single or single to dual



5

RATIONALISED COLLISION DATA

5.1 SINGLE CARRIAGEWAY COLLISIONS

By rationalising the collisions using the method described above, 21 collisions have been removed, leaving 30 collisions to be analysed further.

Table 5-1 Number of collisions per calendar year after rationalisation

| DATE RANGE | FATAL | SERIOUS | SLIGHT | TOTAL |
|----------------------|-------|---------|--------|-------|
| 01/07/10 to 31/12/10 | 0 | 0 | 6 | 6 |
| 01/01/11 to 31/12/11 | 0 | 0 | 3 | 3 |
| 01/01/12 to 31/12/12 | 0 | 1 | 10 | 11 |
| 01/01/13 to 31/12/13 | 0 | 0 | 2 | 2 |
| 01/01/14 to 31/12/14 | 0 | 1 | 4 | 5 |
| 01/01/15 to 30/06/15 | 0 | 0 | 3 | 3 |
| Total | 0 | 2 | 28 | 30 |

Note that 2010 and 2015 data are only 6 months each.

Of these 30 collisions 19 (63%) resulted in rear end shunt type collisions with 5 (16%) Lost control, 2 (7%) suffered mechanical failure, one collision involved a pedal cycle, one an animal in the road, one in road works and one involving ice falling off a lorry.

Table 5-2 Number of collisions per lighting conditions

| DATE RANGE | DAYLIGHT | DARK NO LIGHTS | TOTAL |
|----------------------|----------|----------------|-------|
| 01/07/10 to 31/12/10 | 4 | 2 | 6 |
| 01/01/11 to 31/12/11 | 2 | 1 | 3 |
| 01/01/12 to 31/12/12 | 7 | 4 | 11 |
| 01/01/13 to 31/12/13 | 2 | | 2 |
| 01/01/14 to 31/12/14 | 5 | | 5 |
| 01/01/15 to 30/06/15 | 3 | | 3 |
| Total | 23 | 7 | 30 |

Note that 2010 and 2015 data are only 6 months each.

The 7 collisions which occurred during the hours of darkness can be attributed to 3 loss of controls, 2 rear end shunts, 1 mechanical breakdown and one where ice fell off a lorry.

Of these 7 collisions, 3 occurred on a wet road surface, 2 occurred on a dry road surface and two occurred on ice/snow road conditions.

When comparing these to RCGB15 which as an average of 21% for Dark no lighting collisions, it can be seen that this area is slightly above average at 23%

5.2 DUAL CARRIAGEWAY COLLISIONS

By rationalising the collisions using the method described above, none of the dual carriageway collisions have been removed, so they are analysed further below. Of these collisions 12 occurred on the dual carriageway to the south of the new scheme, whilst three occurred on the dual carriageway to north of the scheme.

Table 5-3 Number of collisions per calendar year after rationalisation

| DATE RANGE | FATAL | SERIOUS | SLIGHT | TOTAL |
|----------------------|-------|---------|--------|-------|
| 01/07/10 to 31/12/10 | 0 | 0 | 3 | 3 |
| 01/01/11 to 31/12/11 | 0 | 1 | 4 | 5 |
| 01/01/12 to 31/12/12 | 0 | 0 | 0 | 0 |
| 01/01/13 to 31/12/13 | 0 | 2 | 2 | 4 |
| 01/01/14 to 31/12/14 | 0 | 0 | 3 | 3 |
| 01/01/15 to 30/06/15 | 0 | 0 | 0 | 0 |
| Total | 0 | 3 | 12 | 15 |

Note that 2010 and 2015 data are only 6 months each.

SOUTHERN DUAL COLLISIONS

6 collisions occurred to lane changing, 3 resulted in loss of control, 2 occurred due to rear ends shunts and 1 occurred in road works. None of these collisions occurred during the hours of darkness.

NORTHERN DUAL COLLISIONS

One collision occurred due to lane changing, one can be attributed to a rear end shunt incident and the final collision occurred in the hours of darkness due to losing control on an icy road surface.

Table 5-4 Number of collisions per lighting conditions

| DATE RANGE | DAYLIGHT | DARK NO LIGHTS | TOTAL |
|----------------------|----------|----------------|-------|
| 01/07/10 to 31/12/10 | 3 | | 3 |
| 01/01/11 to 31/12/11 | 4 | 1 | 5 |
| 01/01/12 to 31/12/12 | 0 | | 0 |
| 01/01/13 to 31/12/13 | 4 | | 4 |
| 01/01/14 to 31/12/14 | 3 | | 3 |
| 01/01/15 to 30/06/15 | 0 | | 0 |
| Total | 14 | 1 | 15 |

Note that 2010 and 2015 data are only 6 months each.

When comparing these to RCGB15 which as an average of 15% for Dark no lighting collisions, it can be seen that this area is below average at 6%

5.3 COLLISIONS OCCURRING AT JUNCTIONS

EXISTING SINGLE CARRIAGEWAY

Looking at the at-grade junctions on the A1 that are currently present, from the proposed plans it can be seen that 7 of those junctions are being by-passed as the A1 scheme takes the new road construction off the line of the existing A1. There have been 14 collisions spread over these junctions, with two in the dark which occurred due to rear end shunt type collisions.

Junctions that remain but are changing to grade separated are:

LOW ESPLEY/ HIGHLAND JUNCTION

Nine collisions have occurred at this location in the 5 year period of this study, two of which were in the dark. Following the rationalisation four collisions can be removed. The remaining 5 collisions occurred due to 4 rear end shunts, 1 in the dark and a motorist that lost control for unknown reasons in the dark.

FELTON ROAD/ WEST MOOR JUNCTION

Two collisions have occurred at this location in the 5 year period of this study, neither of which were in the dark. Following the rationalisation one collisions can be removed and the remaining collisions can be attributed to a rear end shunt incident.

5.4 COLLISIONS OCCURRING IN SECTIONS (CHAINAGES)

Breaking the scheme extents into the following sections can demonstrate the existing collisions trends on the A1

Table 5-5 Sections and chainages on the A1

| Section | Α | В | С | D |
|----------------|----------|-----------|------------|--------------------------------|
| Chainage | 500-2200 | 2200-5000 | 5000-11600 | 11600-13600 (scheme limits) |
| Section Length | 1700 | 2800 | 6600 | 2000 |

SECTION A - CHAINAGE 500-2200

Within this section of the existing A1 there is a section of dual carriageway that leads into the single carriageway. This section of the existing A1 had 6 collisions which were coded as STATS19 dual carriageway and 3 coded as single carriageway

DUAL CARRIAGEWAY COLLISIONS

Table 5-6 Number of dual carriageway collisions in section A

| Collision Ref. No | Severity | Lighting Conditions | Road Surface | Weather | Outcome |
|----------------------|----------|------------------------|-----------------|---------|----------------|
| 108 | Slight | Daylight | Dry | Fine | Rear End Shunt |
| 60 | Slight | Daylight | Dry | Fine | Lane change |
| 34 | Serious | Daylight | Dry | Fine | Lane change |
| 79 | Slight | Daylight | Wet | Rain | Lost Control |
| 139 | Slight | Daylight | Wet | Fine | Lane change |
| 66 | Serious | Daylight | Dry | Fine | Rear End Shunt |

None of the collisions on this section of the dual carriageway occurred during the hours of darkness.

SINGLE CARRIAGEWAY COLLISIONS

Table 5-7 Number of single carriageway collisions in section A

| Collision Ref. No | Severity | Lighting Conditions | Road Surface | Weather | Outcome |
|----------------------|----------|------------------------|-----------------|---------|-----------------------|
| 104 | Slight | Day | Dry | Fine | Rear End Shunt |
| 93 | Slight | Day | Dry | Fine | Animal in carriageway |
| 92 | Serious | Day | Dry | Fine | Mechanical |

None of the collisions on this section of the single carriageway occurred during the hours of darkness.

SECTION B - CHAINAGE 2200 - 5000

Through this section of the A1 the new A1 travels off the line of the original A1 at around chainage 3700. This existing section of the A1 is single carriageway.

Table 5-8 Number collisions in section B

| | Collision Ref. No | Severity | Lighting Conditions | Road Surface | Weather | Outcome |
|---|----------------------|----------|---------------------|-----------------|---------|----------------|
| 9 of 1 A1 | 117 | Slight | Day | Dry | Fine | Rear End Shunt |
| New A On-line Existing (2200) 3700) | 43 | Slight | Day | not given | Fine | Rear End Shunt |
| Σ Q XX C S | *95 | Slight | Day | Flood | Rain | Lost Control |
| t of | 151 | Slight | Day | Dry | Fine | Rear End Shunt |
| A1 but not part c | 36 | Serious | Dark | Wet | Fine | Lost Control |
| not 50 | 102 | Slight | Day | Dry | Fine | Rear End Shunt |
| but 3700 | 159 | Slight | Day | not given | Fine | Rear End Shunt |
| 1 A (3) | 11 | Slight | Day | Dry | Fine | Rear End Shunt |
| sting ew A | 77 | Slight | Day | not given | Fine | Rear End Shunt |
| Existing A | 119 | Slight | Day | Dry | Fine | Rear End Shunt |
| O | 116 | Slight | Day | Dry | Fine | Rear End Shunt |

^{*}coded as dual but location suggests single carriageway

One collision occurred between these chainages, on the section of A1 which is becoming redundant in terms of trunk Road.

SECTION C - CHAINAGE 5000 - 11600

Part of this section of the A1 will become redundant in terms of trunk Road as the A1 continues offline until chainage 9800 where it then returns to follow the original route.

Table 5-9 Number collisions in section C

| | Collision Ref. No | Severity | Lighting Conditions | Road Surface | Weather | Outcome |
|-------------------------------------|----------------------|----------|------------------------|-----------------|---------|--------------------|
| - | 174 | Slight | Day | Wet | Rain | Rear End Shunt |
| ¥ ≽ | 91 | Slight | Day | Dry | Fine | Rear End Shunt |
| if ne | 14 | Slight | Dark | Dry | Fine | Mechanical |
| part of new A1 | 113 | Slight | Day | Dry | Fine | Rear End Shunt |
| ă to | 8 | Slight | Dark | Ice | Fine | Lost Control |
| but not | 41 | Slight | Day | not given | Rain | Rear End Shunt |
| | 16 | Slight | Day | not given | Fine | Mechanical |
| ng A | 85 | Slight | Day | not given | Fine | Rear End Shunt |
| Existing A1 | 3 | Slight | Day | Ice | Rain | Lost Control |
| On E | 156 | Slight | Dark | Wet | Rain | Rear End Shunt |
| O | 176 | Slight | Dark | Wet | Fine | Ice fell off lorry |
| New A1 On-line of Existing A1 | 2 | Slight | Day | Ice | Fine | Lost Control |

Four of these collisions occurred during the hours of darkness, however, one occurred when ice fell off a lorry, one mechanical incident with the remaining two rear end shunt type collisions.

SECTION D - CHAINAGE 11600 - 13600

Within this section of the existing A1 there is a section of dual carriageway that the single carriageway leads into. This section of the existing A1 had 3 collisions which were coded as STATS19 dual carriageway and 3 coded as single carriageway

DUAL CARRIAGEWAY COLLISIONS

Table 5-10 Number of dual carriageway collisions in section D

| Collision Ref. No | Severity | Lighting Conditions | Road Surface | Weather | Outcome |
|----------------------|----------|------------------------|-----------------|---------|----------------|
| 124 | Slight | Day | Dry | Fine | Rear End Shunt |
| 122 | Slight | Day | Dry | Fine | Lane Change |
| 6 | Serious | Dark | Ice | Rain | Lost Control |

SINGLE CARRIAGEWAY COLLISIONS

Table 5-11 Number of single carriageway collisions in section D

| Collision Ref. No | Severity | Lighting Conditions | Road Surface | Weather | Outcome |
|----------------------|----------|------------------------|-----------------|---------|----------------|
| 26 | Slight | Dark | Snow | Snow | Lost Control |
| 48 | Slight | Day | Wet | Fine | Rear End Shunt |
| 75 | Slight | Day | Dry | Fine | Rear End Shunt |

Two of these collisions occurred in the hours of darkness, one on the dual carriageway and one on the single carriageway

SUMMARY

Section A - No dark collisions

Section B – 1 dark collision occurring where no street lights are present and situated on the existing A1 which will become redundant trunk road

Section C-4 dark collisions occurring where no street lights are present and situated on the existing A1 which will become redundant trunk road

Section D-2 dark collisions, one on the dual carriageway and one on the single carriageway, street lighting not present in either collision

6

PREDICTED PIC SAVINGS

Design Manual for Roads and Bridges TA49/07 gives a formula for predicting collision savings. The standard talks about the proportion of darkness collisions on all types of strategic roads is on average 28% of the total collisions occurring during the hours of daylight and darkness, however, this figure was sought from Road Casualties Great Britain 2004. Looking at Road Casualties Great Britain 2015, this figure has decreased to 27%.

Within TA49/07 section 4, table 1 gives a generalised indication of the darkness PIA saving due to road lighting on links, suitable for appraisal.

For an all-purpose Dual carriageway the figure of 10% is noted.

Part of the scheme within this document is going to be on new links as the route deviates from the existing alignment. Other parts of the route are on the existing alignment but are replacing a single carriageway with a dual carriageway. All of the scheme extent is currently unlit.

The standard makes reference darkness savings on a new link which refers to Volume 13, COBA which has since been redrawn. The standard also makes reference to darkness savings on an existing unlit link. Both refer to the calculation of the number of opening year darkness collisions multiplied by the 10% figure which will give the predicted collision saving.

| | Α | В | С | D | Total |
|--|---|-------|-------|-------|-------|
| Total Number of Rationalised collisions (5 Years) | 9 | 11 | 12 | 6 | 38 |
| Total During Darkness (5 Years) | 0 | 1 | 4 | 2 | 7 |
| Collisions in darkness per annum (actual) | 0 | 0.2 | 0.8 | 0.4 | 1.4 |
| Predicted Collision saving = no. of opening year darkness collisions x | 0 | 0.004 | 0.064 | 0.016 | 0.196 |

7

CONCLUSION

TA49/07 assumes a collision saving of 10% on all purpose dual carriageway and motorway due to the addition of road lighting.

Using the calculation within the TA49/07 the total collision saving would be 0.196 collisions saved.

The dual carriageway section of the A1 is currently below the national averages for dark collision, no street lighting present by more than 50%.

In my opinion as a Road Safety Engineer qualified to HD19 Audit Team Leader, as the route is to be upgraded to a new dual carriageway which will be of a higher standard than the existing single carriageway, with many highway hazards such as at-grade junctions removed and looking at the evidence of the historic collisions, I do not believe that at this time street lighting is required and I conclude that on the mainline the numbers of dark collisions should not increase by more than the 10% as stated in TA49/07. However, the use of items listed below and regular maintenance of the route will also help in the reduction of collisions on the new route.

With regards to the new grade separated junctions, these could be more complex. It is widely known that compact junctions, have a collision record due to the tight nature of the radii, leading to loss of control collisions, with the most vulnerable vehicle type powered two wheelers, however other vehicles are susceptible too, to loss of control type incidents. However, by upgrading these junctions to grade separated junctions, from the data it can be seen that 21 collisions have been removed through rationalisation and these made up collisions types such as junction and u-turning trends.

Ideally these junctions should be assessed on a junction by junction basis using the GD04 assessment or COBALT tool or the comparison of like for like STATS19 collision data to analyse against.

In the absence of these items, it cannot be categorically advised not provide street lighting on the junctions, however there are other methods in which to highlight the junctions to the motorists during the hours of darkness or inclement weather. These can include the use of:

- 'intelligent' style road studs to pre-light the route
- Use of a white lining system that included the reflective beading
- Reflectors on the VRS or painting it black & white.

All the above measure are effective in reducing collisions during the hours of darkness in addition to their known benefits in daylight conditions.

The use of bike guard on the vehicle restraint system (VRS) will further improve safety for powered two wheelers.

Appendix A

COLLISION DATA

APPENDIX A-1

COLLISION DATA



| 112 | Reference | Severity Day | Date | Time | Grid Coords | Link/Node | Street |
|--|--|--|---|--|---|---|--|
| | 0485111 | 7 | y 20/08/2011 | | 418150/587600 | | |
| Socation: A192 | contraction of the same | | ITH CONTRACTOR OF THE PARTY OF | | Farmway, Morpeth | | |
| Speed C'Way SOMPH Single c'way | Jct Det/Ctrl Other Give | Lighting Daylight | Weather Fine | Rd Surf | PedX - Human None | | pecial Hazard |
| Weh Vehicle type Towi | ng Manoeuvre | Dir Veh loc | Junct. loc | Skidding | Hit obj in Left | toway Hit of | oj off Sex Age B |
| 1 Car No | Going ahead | N S On main | Junt appr | Yes | None | None | Male 44 - |
| 2 Car No | Wt turn rt | N W On main | Junt appr | No | None | None | Female 24 - |
| as No Veh ref Cas Cl 1 2 Drv/Ri | | Age Severity Le 24 Slight | | Direction ped | Ped Movement Not ped | Ped location Not ped | School Pupil Other |
| Description: V2 Trav S See That V2 Had Stopp User Information: | | | f. VZ | | | | |
| 80 Location: Fairmoor | 0354911 | Slight Monday | 20/06/2011 oad Morpeth 1s | | 418140/587660 | | |
| Speed C'Way | Jot Det/Ctrl | Lighting | Weather | Rd Surf | | - Phy Fac Sp | ecial Hazard |
| | Slip-R Cive | | Fine | Wet | None | | ne None |
| Veh Vehicle type Town | ing Manoeuvre | Dir Veh loc | Junct. loc | Skidding | Hit obj in Left | t cway Hit of | oj off Sex Age B, |
| 1 Car No 2 Dedal Cycle No | | d NW SE On main d SE NW On main | Junt appr | No No | None None | None None | Male 18 N |
| as No Veh ref Cas Cl | | | | | | Ped location | School Pupil |
| 1 Z Drv/R | | 59 Slight | | ped | Not ped | Not ped | Other |
| Description: V2 a Ped- the Al Infront of It. | | | | | | | left for |
| User Information: | | | | | 02V001A 405V001A | | |
| 105 | 0455814 | Slight Saturday | y 19/07/2014 | 16:47 | 418208/587769 | | |
| Socation: Al J/W Al Sl | | | 3 | | | | |
| peed C'Way | Jot Det/Ctrl | Lighting | Weather | Rd Surf | PedX - Human | - Phy Fac Sp | ecial Hazard |
| OMPH Dual c'way | Slip-R Give | Daylight | Fine | Wet | None | None No | ne None |
| eh Vehicle type Town | ng Manoeuvre | Dir Veh loc | Junct. loc | Skidding | Hit obj in Left | cway Hit ob | oj off Sex Age B/ |
| 1 Car No | | N S On main | Junt appr | No | None | None | Male 19 - |
| 2 Car No 3 Car No | Going ahead Waiting | N S On main N S On main | Junt appr Junt appr | No No | None None | None None | Female 21 - |
| as No Veh ref Cas Cla | | | | | | Ped location | School Pupil |
| 1 2 Drv/Ri | | | | ped | | Not ped | Other |
| Z Passen | | | | ped | | Not ped | Other |
| Description : Vehs Trav Traffic Ahead, V2 Fai | | | | | | e Lane, V3 SIC | Ws Lue to |
| Jser Information: | | | | | 6V002A 406V001A | 308V002B 308V0 | 001B |
| | 0520111 | Marke Madagad | Am 07/06/2021 | 20.20 | 418190/587790 | | |
| 120 | 0520111 | | ay 07/09/2011 | | | | |
| | | J/W Fairmo | or Morneth 181 | | | | |
| Location: Al | Jot Det/Ctrl | Note: College of the | or Morpeth 1st | Rd Surf | | - Phy Fac Sp | ecial Hasard |
| Location: Al Speed C'Way | Jot Det/Ctrl Slip-R Give | J/W Fairmo Lighting Daylight | Weather Fine | | | - Phy Fac Sp None No | ecial Hazard |
| Location: Al Speed C'Way 70 MPH Dual c'way | Slip-R Give | Lighting | Weather | Rd Surf Dry | PedK - Human | None No | |
| Location: Al Speed C'Way 70 MPH Dual c'way Weh Vehicle type Towi 1 Car No | Slip-R Give ing Manoeuvre Chg rt lane | Lighting Daylight Dir Veh loc S N On main | Weather Fine Junct. loc Junt appr | Rd Surf Dry Skidding | PedX - Human None Hit obj in Left None | None No cway Hit ob None | ne None oj off Sex Age B/ Male 38 -u |
| 70 MPH Dual c'way Weh Vehicle type Towi 1 Car No 2 Van/Goods < 3.No | Slip-R Give ing Manoeuvre Chg rt lane Coing ahead | Lighting Daylight Dir Veh loc S N On main S N On main | Weather Fine Junct, loc Junt appr Junt appr | Rd Surf Dry Skidding No No | PedK - Human None Hit obj in Left None None | None No cway Hit ob None Cent | ne None oj off Sex Age B/ Male 38 -t barr Male 55 -v |
| Location: Al Speed C'Way 70 MPH Dual c'way Veh Vehicle type Towi 1 Car 1 Van/Coods < 3.No cas No Veh ref Cas Cl | Slip-R Give ing Manoeuvre Chg rt lane Going ahead ass Sex | Lighting Daylight Dir Veh loc S N On main S N On main Age Severity | Weather Fine Junct. loc Junt appr Junt appr Car Pass Ped | Rd Surf Dry Skidding No No Direction | PedK - Human None Hit obj in Left None None Ped Movement | None No cway Hit ob None Cent Ped location | ne None bj off Sex Age B/ Male 38 -t barr Male 55 -t School Pupil |
| Location: Al Speed C'Way 70 MPH Dual c'way Weh Vehicle type Towi 1 Car No 2 Van/Coods < 3. No as No Veh ref Cas Cl 1 1 Drv/R: 2 2 Drv/R: | Slip-R Give ing Manoeuvre Chg rt lane Coing ahead ass Sex ider Male ider Male | Lighting Daylight Dir Veh loo S N On main S N On main Age Severity 38 Slight 55 Slight | Weather Fine Junct. loc Junt appr Junt appr Car Pass Ped No Not No Not | Rd Surf Dry Skidding No No Direction ped ped | PedK - Human None Hit obj in Left None None Ped Movement Not ped | None No cway Hit ob None Cent Ped location Not ped Not ped | me None bj off Sex Age B/ Male 38 -v barr Male 55 -v School Pupil Other Other |
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| No. Area L/A | Reference | Severit | by Day | Date | Time | Grid Coord | is Lin | k/Node | Street | | _ |
|--|--|---|--|--|--|--|---|--|--|--|---------------------|
| 29 | 0556811 | Slight | Friday | 23/09/2011 | 07:54 | 418200/588040 |). | | | | |
| ocation: Al 1/4 Mile | e South A697, Mo | rpeth 1s | t Rd: Al | 2nd Rd: | | | | | | | |
| peed C'Way OMPH Dual c'way | | Lighting Dayligh | | Weather Fine | Rd Surf | PedX - Human None | - Phy Fa | Spec None | | Hazard None | |
| ah Vehicle type Tow | | | h loc | Junet. loc | | Hit obj in Le | | | | Age B | /T |
| l Car No | It hand bend | | | Not at | | None | • | Tree | | le 29 | A |
| s No Veh ref Cas C | | | Severity Slight | Car Pass Ped No No | l Direction t ped | Not ped | Ped locat | | School Pu Other | pil | |
| escription: V1 Trav earside Kerb Enters ser Information: | | | | ee. | | VI Has Lost C | | ikes th | | | |
| 73 F5 | 0774510 | Slight | Tuesday | y 30/11/201 | 0 10:00 | 418210/S8811 | .0 | | | 7 | |
| ocation: A1400m S o | f A697 Onslip Mo | orpeth 1 | st Rd: Al | 2nd Rd: | | | | | | | |
| peed C'Way 0 MPH Dual c'way | Jct Det/Ctrl NotJCT | Lightin Dayligh | | Weather Fine | Rd Surf Snow | PedX - Human None | n - Phy F None | ac Spe | | Hazard None | |
| ah Vehicle type To | wing Manoeuvze | Dir V | eh loc | Junet. loc | Skidding | Hit obj in L | eft oway | Hit ob | off Sea | Age | B/T |
| l Car No | Going ahead | | | Not at | Over | | learside | None | Mal | | |
| 2 Goods 3.5 - 7.No s No Vah ref Cas (| | | | Not at Car Pass Pe | No d Discotion | None Ped Movement | Ped loc | None | Mal School D | | N/R |
| | Rider Male | 10.00 | Slight | | ot ped | Not ped | Not ped | | Other | upii | |
| escription: V1 Trav longside V2 but the ser Information: | | | | side and Over | turns . Veh | | ide | | | | |
| 08 | 0461414 | Slight | Saturd | lay 09/08/201 | 4 11:40 | 418202/5882 | 10 | | | | |
| ocation: Al J/W A65 | 7 Morpeth 1st Ro | 1: Al 2no | 1 Rd: A657 | , | | | | | | | |
| peed C'Way OMPH Dual c'way | Jct Det/Ctrl Slip-R Give | Lightin Dayligh | | Weather Fine | Rd Surf | PedX - Huma None | n - Phy I None | Pac Spo | ecial ne | Hazard None | |
| h Vehicle type To | Andreas and the second of the | | Weh loc | Junct. loc | | Hit obj in I | Left cway | |) off Se | | |
| Car No | | | n main | Junt appr | No | None | | None | Mal | | -04 |
| Car No | Waiting van Waiting | | on main | Junt appr | No | None | | None | rei | ale 60 | |
| | | S N C | On main | Junt appr | No | None | | None | Mal | .e 60 | -4.6 |
| | Class Sex | Age | Severity | Car Pass Pe | d Direction | Ped Movement | | ation | School : | | -ve |
| 1 1 Pass | Class Sex enger Femal | Age e 40 | Severity Slight | Car Pass Pe Front N | ed Direction | Ped Movement Not ped | Not per | ation i | School : | | -74 |
| l 1 Pass | Class Sex enger Femal enger Male | Age e 40 36 | Severity Slight Slight | Car Page Pe Front N Rear N | ed Direction ot ped ot ped | Ped Movement Not ped Not ped | Not per | ation i | School : Other Other | | -74 |
| . 1 Pass 2 Pass escription: Vehs Tr nd Stops Behind V3 | Class Sex enger Femal enger Male av. N on Al App. | Age • 40 36 J/W A6 | Severity Slight Slight 97, V3 To | Car Page Pe Front N Rear N wing Caravan iding with Re | ed Direction of ped of ped Brakes Due ear of V2, P | Ped Movement Not ped Not ped to Traffic ahe | Not per Not per ead and St Rear of | ation d d ops, V2 | School : Other Other Slows | Pupil | |
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| 2 Pass 2 Pass escription: Vehs Tr nd Stops Behind V3 ser Information: 0 coation: Al J/W A6 | Class Sex enger Femal enger Male av. N on Al App. VI Fails to SI 0305313 | Age 40 36 J/W A6 Ow in T | Severity Slight 97, V3 To ime, Coll Monday | Car Page Pe Front N Rear N Wing Cerevan iding with Re Contributory 7 10/06/201 Rd: A697 | ed Direction of ped for ped Brakes Due ear of V2. F y Pactors: 3(| Ped Movement Not ped Not ped to Traffic ahe wshing V2 into 200001B 408V00 418233/5883 | Not per Not per ead and St Rear of ' | nation d d ops, V2 | School: Other Other Slows | Pupil | |
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| Pass 2 Pass escription: Veh ST nd Stops Behind V3 ser Information: Cocation: Al J/W A63 peed C'Way OMPH Dual c'way eh Vehicle type To 1 Goods 3.5 - 7. No 2 Van/Goods < 3. No 3 Car No 5 Car No 5 Car No 5 Car No 5 Car No 1 2 Drv/ 2 Pass peed C'Way Cocation: Veh SI Plows in N/S Lane, Silows in N/S Lane, Sil | clase Sex enger Femal enger Femal enger Male av. N on Al App. VI Fails to Si O305313 O305313 O7 Onslip Morpet Jot Det/Ctrl Slip-R Give wing Manoeuvre Chg It lane Stop Going shead Stop Chg rt lane Class Sex Rider Male enger Male 1,544 Trav. S o Changes Lane in S O324013 ip J/W Al Morpe Jot Det/Ctrl Slip-R Give wing Manoeuvre Going shead Rider Femal Rider Male | Age 40 30 30 30 30 30 30 30 30 30 30 30 30 30 | Severity Slight Slight Slight Slight Slight Monday Hand Monday Hall Hall Hall Hall Hall Hall Hall Ha | Car Pase Per Front Name of Nam | nd Direction ot ped ot ped brakes Due ar of V2. F y Factors: 3 12:18 Rd Surf Dry Skidding No No No No No No No No Sed Direction ot ped ot ped 3 11:28 Rd Surf Dry Skidding No | Ped Movement Not ped Not ped Not ped Traffic ahe ushing V2 into 20001B 408V00 418233/5883 PedX - Huma None None None None None None None None | Not per Not per ad and St. Rear of ' IB II II II Ped loc Not per Not per V454 Slow Collides IA 409V001 Of In - Phy I None Left cway Ped loc Ped loc Rear of ' II II II II II II II II II | Pac Sponson None None None cation d n N/S with O/No None None cation d n N/S with O/None None None None cation d n N/S with O/None None None None None None None None | School: Other Other Slows ecial ne Ma Fe: Un Cother Other Other Other Other Other Other Other Nane, VI S of VI, Other Other School Fe: Hai. School | Hazard None X Age le 28 nole 25 tra1 trapil Hazard None x Age age 22 | B/7 -v |
| 1 Pass 2 Pass escription: Vehs Tr nd Stops Behind V3 ser Information: 0 coation: Al J/W A6: peed C'Way 0MPH Dual c'way eh Vehicle type To 1 Goods 3.5 - 7.No 2 Van/Goods < 3.No 3 Car No 5 Car No 5 Car No s No Veh ref Cas s No Veh ref Cas s No Veh ref Cas car No 5 Enters Al Trav. ber Information: 6 coation: A697 on S1 peed C'Way 0MPH Slip road ch Vehicle type To 1 Car No 2 Car No 3 No Veh ref Cas I 1 Drv/ 2 Drv/ 2 | Clase Sex enger Femal enger Male av. N on Al App. VI Fails to SI O305313 FO Challe Morpet Jct Bet/Ctrl Slip-R Give wing Manoeuvre Chg It lane Stop Chg rt lane In Sip-R Give Wing Manoeuvre Going ahead Going ahead Going ahead Chass Sex Rider Femal Rider Male enger Femal Rider Male enger Femal av. S on A697 Or | Age 4 40 36 J/W A6 OW IN T Slight h lot Rd Lightin Daylig Dir N S N S P P Age 28 20 00 A AI J/W CO O/S L Serious th lot R Lightin Dayligh Dir V NE SW C Age 23 22 27 29 181ip Ap | Severity Slight Slight Slight For No To To The To | Car Pase Per Front Name of Nam | d Direction ot ped ot ped of ped Brakes Due ar of V2. F y Factors: 3: Rd Surf Dry Skidding No | Ped Movement Not ped Not ped To Traffic ahe wshing V2 into 20001B 405V00. 418233/\$883 PedX - Huma None Hit obj in 1 None None None None None None None Ped Movement Not ped Slip J/W Al, 3 in O/S Lane, 05V001A 405V00 418250/\$883 PedX - Huma None Hit obj in 1 None None None Stablished VI | Not per Not per ad and St. Rear of ' Rear of ' None Phy None Left cway Ped loc Not pe V464 Slow Collides 1A 409V001 None Left cway Ped loc Not pe Not pe Not pe Collides | Pac Spon None None None None None None None No | School: Other Other Slows ecial ne pj off Se Na Ma Fe: Un School Other Other lane, VI S of VI, Other | Hazard None x Age le 51 le 28 male 25 tra1 tra1 Pupil Hazard None x Age male 23 te 22 Pupil | B/ -v |

| 34 | Reference | Severity | Day Date | Time | Grid Coord | s Link/N | ode Stree | et |
|--|---|---|--|---|--|---|--|---|
| | 0146313 | | Monday 18/03/ | | 418228/58843 | 4 | | |
| Location: Morpeth by | | | | | | | | |
| Speed C'Way 60 MDH Dual c'way | Jct Det/Ctrl NotJCT | Lighting Daylight | Weather Fine | Rd Surf | PedX - Human None | - Phy Fac None | Special None | Hazard None |
| Veh Vehicle type To | wing Manoeuvre | Dir Veh | loc Junct. | loc Skidding | Hit obj in L | eft cway Hi | t obj off | |
| 1 Car No 2 Van/Goods < 3.No | | | | No No | None None | | | Untra1 N/ Male 31 -v |
| | Class Sex Rider Male senger Male | 31 Se | | Ped Direction Not ped Not ped | Ped Movement Not ped Not ped | Ped locati Not ped Not ped | on School | |
| Description: Vehs Tr Control, V2 Leaves User Information: | rav. S on Al, V2 | Pulls in C | D/S Lane to Overt | ake VI, VI Mo | res into O/S La | ne, V2 Brake | s, Loses | |
| 79 Location: A697 | 0353811 | | Thursday 23/06/ | | 418091/58860 | 1 | | 7 |
| Speed C'Way 60MPH One Way St | Jct Det/Ctrl Slip-R Give | Lighting Daylight | W Fairmoor Morpet Weather Rain | | PedX - Human None | - Phy Fac | Special Oil or d | Hazard ieselNone |
| Weh Vehicle type To | | Dir Veh | loc Junct. 1 | oc Skidding | Hit obj in Le | eft cway Hi | t obj off | |
| 1 Car No | | | | | None | | | Female 33 -v |
| | Class Sex Rider Femal | | verity Car Pass ight No | Ped Direction Not ped | Ped Movement Not ped | Not ped | on School | ol Pupil |
| Description: V1 Trav to Heighley Gate V1 | | | Road and left Ro | ad to Offside | and Collided w | th the Hedg | | |
| User Information: | | | Contribut | ory Factors: 10 | 2V001A 103V001 | A | | |
| 69 Location: Al 300M N | | | Saturday 16/06/ | | 418226/588664 | | | |
| peed C'Way | Jct Det/Ctrl | Lighting Daylight | Weather Rain | Rd Surf Wet | PedX - Human | - Phy Fac | Special None | Hazard None |
| eh Vehicle type To | | Dir Veh | 2.000000 | | Hit obj in Le | | t obj off | |
| 1 Car No 2 Car No | | SS On r | main Not at | No No | None None | | | Kale 77 -ve Kale 65 -ve |
| as No Veh ref Cas (| Class Sex Rider Male | Age Ser | verity Car Pass | | Ped Movement | Ped location | | l Pupil |
| Description: V1&2 Tr U-Turn, Failing to | | | /S of V1 | | | | | |
| | | | Constant | ory Factors: 40 | 3V001A 405V0011 | | | |
| Jser Information: | 0405814 | Serious | | | | . | | |
| Jser Information: | | | Saturday 12/07/ | 2014 12:05 | 3V001A 405V0012 418230/58870 | . | | 18600000 187000000 0 2170-2500000000000000000000000000000000000 |
| Jser Information: 2 occation: Al 1/4 Mil peed C'Way | e North of J/W : Jct Det/Ctrl | | Saturday 12/07/ | 2014 12:05 1 Rd: | | 5 | Special None | Hazard None |
| Jser Information: 22 .ocation: Al 1/4 Mil peed C'Way 0MPH Single c'wa eh Vehicle type Tor | e North of J/W I Jct Det/Ctrl y NotJCT wing Manoeuvre | Lighting Daylight Dir Veh | Saturday 12/07/ ath 1st Rd: Al 2nd Weather Fine loc Junot. 1 | 2014 12:05 1 Rd: Rd Surf Dry oc Skidding | 418230/58870 PedX - Human None Hit obj in Le | 5 - Phy Fac None eft cway Hi | Special None t obj off | Hazard None Sex Age B/3 |
| Jser Information: 22 22 22 23 24 25 26 27 28 28 29 20 20 20 20 20 20 20 20 20 | Jot Det/Ctrl y NotJCT wing Manoeuvre Stop | Lighting Daylight Dir Veh N S On 1 | Saturday 12/07/sth 1st Rd: Al 2nd Weather Fine loc Junct. 1 main Not at | 2014 12:05 i Rd: Rd Surf Dry oc Skidding Yes | 418230/58870 PedX - Human None Hit obj in Le | 5 - Phy Fac None eft cway Hi | Special None tobjoff | Hazard None Sex Age B/1 |
| Jser Information: 22 22 22 23 24 25 26 27 28 28 29 20 20 20 20 20 20 20 20 20 | e North of J/W : Jct Det/Ctrl y NotJCT wing Manoeuvre Stop Waiting | Lighting Daylight Dir Veh N S On r | Saturday 12/07/eth 1st Rd: Al 2nd Weather Fine loc Junct. 1 main Not at | 2014 12:05 1 Rd: Rd Surf Dry oc Skidding | 418230/58870 PedX - Human None Hit obj in Le | 5 - Phy Fac None eft cway Hi | Special None tobjoff one | Hazard None Sex Age B/1 |
| Jser Information: 22 Location: Al 1/4 Mil | Jot Det/Ctrl y NotJCT wing Manoeuvre Stop Waiting Parked Class Rider Male enger Femal | Lighting Daylight Dir Veh N.S. On r N.S. On r P.P. On r Age See 60 See 6 Se | Saturday 12/07/ sth 1st Rd: Al 2nd Weather Fine loc Junct. 1 main Not at main Not at main Not at weirty Car Pass rious No | 2014 12:05 Rd Surf Dry OC Skidding Yes No No Ped Direction Not ped Not ped | 418230/58870 PedX - Human None Hit obj in Le None None None Ped Movement Not ped Not ped | - Phy Fac None eft cway Hi N N Ped locati Not ped | Special None tobj off one ! one ! one ! one on School Other Other | Hazard None Sex Age B/1 Male 60 -w Male 55 -w Male 62 -w |
| Jer Information: 2 A 1 1/4 Mil A 2 A 3 Car B 3 Car B 4 Car B 5 Car B 6 Car B 7 Car B 7 Car B 7 Car B 8 Car B 8 Car B 9 Car B 1 Car | Jot Det/Ctrl y NotJCT wing Manoeuvre Stop Waiting Parked Class Sex Rider Enger Femal av S on Al, V3 | Lighting Daylight Dir Veh N S On r P P On r Age See 60 See 6 Se Suffers a | Saturday 12/07/sth 1st Rd: Al 2nd Weather Fine loc Junot. 1 main Not at main Not at main Not at verity Car Pass rious No rious No Blow Out, Coming V2 Causing Ride | 2014 12:05 Rd Surf Dry OC Skidding Yes No No Ped Direction Not ped Not ped to a Stop in r & Pillion to | 418230/58870 PedX - Human None Hit obj in Le None None Ped Movement Not ped Not ped Carriageway, V: | - Phy Fac None efft cway Hi N N Ped locati Not ped Not ped Stops Behi | Special None tobj off one 1 one 1 one 5 one 0 there of the standard B3, V1 | Hazard None Sex Age B/1 Male 60 -w Male 55 -w Male 62 -w |
| Ser Information: 2 occation: Al 1/4 Mil peed C'Way OMPH Single c'wa eh Vehicle type Too 1 M/cycle > 500c No 2 Car No 3 Car No s No Veh ref Cas (1 Drv/ 1 Passe escription: Vehs Tr. ails to Stop in Tim ser Information. | Jct Det/Ctrl y NotJCT wing Manoeuvre Stop Waiting Parked Class Rider Male enger Femal av S on Al. V3 me, Colliding wi | Lighting Daylight Dir Veh N S On r N S On r P P On r Age See 60 See 6 Se Suffers a th Rear of | Saturday 12/07/ sth 1st Rd: Al 2nd Weather Fine loc Junct. 1 main Not at main Not at main Not at verity Car Pass rious No rious No rious No Blow Out, Coming V2 Causing Ride: Contribut Sunday 13/10/ | Rd Surf Dry Skidding Yes No No Ped Direction Not ped Not ped to a Stop in r & Fillion to ory Factors: 30 | PedX - Human None Hit obj in Le None None Ped Movement Not ped Not ped Carriageway, V: Fall from VI | - Phy Fac None eft cway Hi N Ped locati Not ped Not ped 2 Stops Behi | Special None tobj off one 1 one 1 one 5 one 0 there of the standard B3, V1 | Hazard None Sex Age B/S Male 60 - w Male 55 - w Male 62 - w I Pupil r |
| Ser Information: 2 ocation: Al 1/4 Mil peed C'Way OMPH Single c'wa eh Vehicle type Tou 1 M/cycle > 500c No 2 Car No 3 Car No s No Veh ref Cas (1 Drv/l 1 Drs: escription: Vehs Tr (ails to Step in Tir ser Information. 39 ocation: Al 1 Mile peed C'Way | Jct Det/Ctrl y NotJCT wing Manoeuvre Stop Waiting Parked Class Sex Rider Male enger Femal au S on Al, V8, me, Celliding Wi 0581713 S of J/W Cl30, F Jot Det/Ctrl | Lighting Daylight Dir Veh N S On r N S On r P P On r Age See 60 See 6 58 Se Suffers a th Rear of | Saturday 12/07/ sth 1st Rd: Al 2nd Weather Fine loc Junct. 1 main Not at main Not at main Not at ricus No Blow Out, Coming V2 Causing Ride: Contribut Sunday 13/10/: Rd: Al 2nd Rd: Weather | Rd Surf Dry Skidding Yes No No Ped Direction Not ped No ped to a Stop in r & Pillion to ory Factors: 30 | 418230/58870 PedX - Human None Hit obj in Le None None None None None And Movement Not ped Not ped Carriageway, V. Fall from VI 80001A 4060001 | - Phy Fac None eft cway Hi N Ped locati Not ped Not ped 2 Stops Behi A 408V003A | Special None tobjoff one inone inone one other other and B3. V1 | Hazard None Sex Age B/S Male 60 - w Male 55 - w Male 62 - w I Pupil r |
| Jer Information: 22 22 23 24 25 26 27 28 28 29 29 20 20 20 20 20 20 20 20 | Jct Det/Ctrl y NotJCT wing Manoeuvre Stop Waiting Parked Class Sex Rider Male enger Femal av S on Al, V8. me, Colliding wi 0581713 S of J/W Cl30, F Jct Det/Ctrl NotJCT xing Manoeuvre | Lighting Daylight Dir Veh N S On r N S On r Age Set 60 Set 6 Ss Set Suffers at the Rear of Lighting Daylight Dir Veh | Saturday 12/07/ sth 1st Rd: Al 2nd Weather Fine loc Junct. 1 main Not at main Not at main Not at verity Car Pass rious No Blow Out, Coming V2 Causing Ride: Contribut Sunday 13/10/ Rd: Al 2nd Rd: Weather Fine Wi loc Junct. 1 | 2014 12:05 Rd Surf Dry pc Skidding Yes No No Ped Direction Not ped to a Stop in r & Pillion to ory Factors: 30 Rd Surf nd Wet | 418230/58870 PedX - Human None Hit obj in Le None None None Ped Movement Not ped Carriageway, V: Fall from VI 8V001A 406V001 418215/58880 PedX - Human | - Phy Fac None efft cway Hi N Ped locati Not ped Not ped 2 Stops Behi A 408V003A | Special None t obj off one one one one other other ad B3, V1 Special None | Hazard None Sex Age B/: Male 60 -w Male 55 -w Male 62 -w Il Pupul r r Hazard Yone Sex Age B/: |
| Jer Information: 22 22 22 23 24 25 26 27 28 28 29 20 20 20 20 20 20 20 20 20 | Jct Det/Ctrl y NotJCT wing Manoeuvre Stop Waiting Parked Class Rider Male enger Femal av S on Al, V3 me, Colliding wi 0581713 S of J/W C130, F Jot Det/Ctrl NotJCT xing Manoeuvre Chg rt lane | Lighting Daylight Dir Veh N S On r N S On r Age Set 60 Set 6 S Set Suffers at th Rear of Slight Sebron 1st: Lighting Daylight Dir Veh SW NE On m | Saturday 12/07/ sth 1st Rd: A1 2nd Weather Fine loc Junct. 1 main Not at main Not at main Not at strict Car Pass ricus No ricus No ricus No 22 Causing Ride: Contribut Sunday 13/10/ Rd: Al 2nd Rd: Weather Fine Wi loc Junct. 1 main Not at | Rd Surf Dry Dry Skidding Yes No No Ped Direction Not ped Not ped to a Stop in r a Fillion to cory Factors: 30 2013 11:20 Rd Surf No Rd Surf No Skidding No | 418230/58870 PedX - Human None Hit obj in Le None None None None Not ped Not ped Carriageway, V. Fall from VI. 8V001A 406V001 418215/58880 PedX - Human None Hit obj in Le None | - Phy Fac None eft cway Hi N Ped locati Not ped Not ped 2 Stops Behi A 408V003A | Special None t obj off one inone one Other other nd B3. V1 Special None t obj off one | Hazard None Sex Age B/: Male 60 -v Male 55 -v Male 62 -v Ill Hazard Fone Sex Age B/: Male 26 -v |
| Jser Information: 22 22 22 23 24 25 26 27 28 28 29 29 20 20 20 20 20 20 20 20 | Jct Det/Ctrl y NotJCT wing Manoeuvre Stop Waiting Parked Class Rider Male enger Femal av S on Al, V3 me, Colliding wi 0581713 S of J/W C130, F Jct Det/Ctrl NotJCT wing Manoeuvre Chg rt lane Going shead | Lighting Daylight Dir Veh N S On r N S On r Age Set 60 Set 6 Set 5 Suffers at th Rear of Sulfers graph of the Set of the | saturday 12/07/ sth 1st Rd: Al 2nd Weather Fine loc Junct. 1 main Not at main Not at main Not at serity Car Pass rious No rious No rious No Contribut Sunday 13/10/ Rd: Al 2nd Rd: Weather Fine Wi loc Junct. 1 main Not at main Not at | 2014 12:05 Rd Surf Dry OC Skidding Yes No No Ped Direction Not ped Not ped to a Stop in r & Fillion to cory Factors: 30 2013 11:20 Rd Surf Me No No Skidding No No | 418230/58870 PedX - Human None Hit obj in Le None None None None Not ped Not ped Carriageway, V. Fall from VI. 8V001A 406V001 418215/588800 PedX - Human None Hit obj in Le None None | - Phy Fac None eft cway Hi N Ped locati Not ped Not ped 2 Stops Behi - Phy Fac None - Phy Fac None | Special None t obj off one one one other other other special None t obj off one il special none il special non | Hazard None Sex Age B/: Male 60 -v Male 55 -v Male 62 -v Alphani r r Hazard Yone Sex Age B/: Male 26 -v Female 74 -v |
| Jser Information: 22 22 22 23 24 25 26 27 28 28 29 20 20 20 20 20 20 20 20 20 | e North of J/W : Jct Det/Ctrl WoodJCT Wing Manoeuvre Stop Waiting Parked Class Sex Rider Male enger Femal av S on Al, Vs me, Colliding wi 0581713 S of J/W C130, F Jct Det/Ctrl NotJCT wing Manoeuvre Chy I ane Going shead Class Sex Rider Male | Lighting Daylight N S On r P P On r Age See 60 See 6 58 See 8 Suffers a th Rear of Slight Lighting Daylight Dur Veh SW NE On n Age See 26 S1: | Saturday 12/07/ sth 1st Rd: Al 2nd Weather Fine loc Junct. 1 main Not at main Not at main Not at recrity Car Pass rious No Blow Out, Coming W2 Causing Ride: Contribut Sunday 13/10/ Rd: Al 2nd Rd: Weather Fine Wi loc Junct. 1 main Not at main Not at main Not at recrity Car Pass | Rd Surf Dry Skidding Yes No No Ped Direction Not ped to a Stop in r & Pillion to cory Factors: 30 2013 11:20 Rd Surf No No Ped Direction No Ped Direction No Rd Surf No No Ped Direction Not ped | 418230/58870 PedX - Human None Hit obj in Le None None None Ped Movement Not ped Carriageway, V. Fall from VI 8V001A 406V001 418215/58880 PedX - Human None None None None Ped Movement Not ped | - Phy Fac None If cway Hi N Ped locati Not ped Not ped Stops Behi - Phy Fac Mone If cway Hi N C Ped locati Not ped | Special None t obj off one one Other Other nd B3, V1 Special None t obj off one one Other | Hazard None Sex Age B/9 Male 60 -v Male 55 -v Male 62 -v Dl Pupil r Hazard None Sex Age B/9 Male 26 -v Female 74 -v Sl Pupil |
| Jser Information: 22 Location: Al 1/4 Mil Location: Al 1 Mile L | e North of J/W : Jct Det/Ctrl WoodJCT Wing Manoeuvre Stop Waiting Parked Class Sex Rider Male enger Femal av S on Al, Vs me, Colliding wi 0581713 S of J/W C130, F Jct Det/Ctrl NotJCT wing Manoeuvre Chy I ane Going shead Class Sex Rider Male | Lighting Daylight Dir Veh N S On r N S On r P P On r Age Set 60 Set e 58 Set Suffers at th Rear of Set lebron 1st: Lighting Daylight Dir Veh SW NE On n SW NE On n Age Set | Saturday 12/07/ sth 1st Rd: Al 2nd Weather Fine loc Junct. 1 main Not at main Not at main Not at ricus No Blow Out, Coning V2 Causing Ride: Contribut Sunday 13/10/: Rd: Al 2nd Rd: Weather Fine Wi loc Junct. 1 main Not at main Not at recrity Car Pass No Blow Out, Coning V2 Causing Ride: Contribut Sunday 13/10/: Rd: Al 2nd Rd: Weather Fine Wi loc Junct. 1 main Not at main Not at recrity Car Pass ight No | 2014 12:05 Rd Surf Dry OC Skidding Yes No No Ped Direction Not ped Not ped to a Stop in r a Pillion to ory Factors: 30 2013 11:20 Rd Surf nd Wat oc Skidding No No Ped Direction | 418230/58870 PedX - Human None Hit obj in Le None None None None Ped Movement Not ped Carriageway, V. Fall from Vl 82001A 406V001 418215/58880 PedX - Human None Hit obj in Le None Ped Movement | - Phy Fac None eft cway Hi N Ped locati Not ped Not ped 2 Stops Behi A 408V003A - Phy Fac None eft cway Hi N C Ped locati | Special None tobjoff one one one other other other special None tobjoff one tobjoff one one School | Hazard None Sex Age B/' Male 60 -v Male 55 -v Male 62 -v I Pupul r r Hazard None Sex Age B/' Male 26 -v Female 74 -v I Pupul r |

| 40 | - 12 | | Referen | ce Sev | erity Day | Date | Time | Grid Coo | ords Li | nk/Node | Street | | |
|--|--|--|--|--|--|--|--|---|--|---|---|---|--|
| | | 00048 | 0191814 | Seri | | | | 418231/58 | 8805 | 995 | 99 | | |
| ocat | ion: Al Al | PP. 1/4 N | MILE N OF 3 | J/W A697 | . MORPETH 1 | st Rd: Al 2n | d Rd: | | | | | | |
| peed 0 MPH | | e c'way | Jct Det/Ctr NotJCT | | nting k/no lights | Weather Fine | Rd Surf | PedX - Hu None | man - Phy None | Fac Spec | | Hazard None | |
| eh V | chicle typ | e Towin | g Manoeuvre | Dir | Veh loc | Junet. 1 | oo Skidding | Hit obj in | Left oway | Hit obj | off Sex | Agre | B/ |
| 1 Ca | r | No | Going ahe | ad S N | On main | Not at | Yes | None | Offside | Ditch | Femal | e 22 | N/ |
| 2 Ca | r | No | Coing ahe | | | Not at | No | None | | None | Male | E2 | |
| 3 Ca: | r | No | Going ahe | ad NS | On main | Not at | No | None | | None | Male | 66 | -v |
| | Veh ref | Cas Cla | | | | | Ped Direction | | | | School Pup | il | |
| | 0 | Drv/Rid Passeng | | male 2 male 4 | | No Front | Not ped Not ped | Not ped Not ped | Not p | | Other | | |
| 3 | 0 | Passeng | 405 | Section 1 | 2 Slight | Front | Not ped | Not ped | Not p | | Other | | |
| | | | | | . S ON A1, I LIDES WITH I | | TO BE ESTABLE | | OLLIDED HEA | D ON, PAS | | | <u>.</u> |
| ser 1 | Informatio | n: | 643000000000000000000000000000000000000 | | | Contribute | ory Factors: 4 | 10V001A 503V | 001A 602V00 | 1A 606V00 | 1A | | - /2 |
| 3 | | | 0424513 | Sligh | t Sunday | 11/08/2 | 013 18:10 | 418238/588 | 960 | | | | 7 |
| cati | on: Al 1/ | 2 Mile S | outh J/W H | ebron 1a | st Rd: Al 2nd | d Rd: | | | Paris Paris | | | | |
| eed MPH | C'Way Single | c, mah 1 | ct Det/Ctrl NotJCT | | t ing ight | Weather Fine | Rd Surf Dry | PedX - Hum None | an - Phy l | rac Speci | | lazard nimal | |
| h Ve | ehicle type | e Towing | Manoeuvre | Dir | Veh loc | Junct. 10 | c Skidding | Hit obj in | Left cway | Hit obj | off Sex | Age B | 3/T |
| Car | | No | Coing ahe | ad N S | On main | Not at | Yes | None | | None | Male | 18 - | ve |
| Car | | No | Stop | N S | | Not at | No | None | | None | Male | 1537 | -ve |
| Car | | No | Stop | | On main | Not at | No | None | | None | Male | 60 - | ve |
| No. | Veh ref | Cas Clas | | | | | Ped Direction | Ped Movemer | | | School Dup | il | |
| | 2 | Drv/Ride | | | | No No | Not ped Not ped | Not ped | Not pe Not pe | | Other | | |
| | 3 | Drv/Ride | er Mal | La 61 | 0 Slight | No | Not ped | Not ped | Not pe | d (| Other | | |
| | | | | | | | void Animal i | n Carriagway | , VI Falls | to React, | ********** | | |
| | | | V2, them I | Rear of | V3 | | | | | | | | • • |
| er L | nformation | | | | | Contributo | ry Factors: 30 | 18 A GO I B 30 1 A G | 019 6020001 | B 400V003 | | | |
| 41 | | | 0589911 | Fatal | l Sunday | 09/10/2 | 011 17:29 | 419370/589 | 670 | | | | |
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| 117 F5 | 0502210 | Slight | Thursda | ay 19/08/2 | 010 07:53 | 418460/59 | 0070 | | | | | |
| Location: Alhebron | 1st Rd: Al 2nd F | id: | | | | | | | | | | |
| Speed C'Way 60MPH Single c'v | Jct Det/Ctrl | Lightin Dayligh | | Weather Fine | Rd Surf | PedX - H | | - Phy Fac None | Specia None | 1 | Hazard None | |
| Veh Vehicle type T | owing Manoeuvre | Dir V | eh loc | Junct. 10 | c Skidding | Hit obj in | Left | cway H | it obj of | f Sex | Age | B/5 |
| 1 Car N | o Going ahea | d N S 0 | n main | Not at | No | None | | i i | None | Male | 43 | -0 |
| 2 Taxi N | | | | Not at | No | None | | | None | Male | | -v |
| 3 Car N | | | n main | Not at | No | None | | | None | Male | | -0 |
| | /Rider Male | - | Severity Slight | No No | Not ped | Not ped | | Ned locat: Not ped | | hool Pu | pil | |
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| User Information: | | SH182 OPEN PP 24 5P* + P 1.4 200 | | Contributo 408V000A | ry Factors: 4 | 106V000A 406V | 000A 4 | 05V000A | 405V000A | 403V00 | 0B | |
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| Location: Al 2 Mile | s North of Al92 | Morpeth : | ist Rd: Al | 2nd Rd: | | | | | | | | |
| Speed C'Way 70 MPH Dual c'way | Jot Det/Ctrl NotJCT | Lighting Dayligh | | Weather Rain | Rd Surf Flood | PedX - Hu None | | Phy Fac | Specia: None | 1 | Hagard None | |
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| the Carriageway and | | | | | | | | | | | | |
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| 820 | | 19071 190 | 8 16 | 2000/2018/50 | | Von the last | 1000 | | | | | |
| 0 Accation: Al 1 Mile | 0384612 North of Hebros | Slight n Junction | Sunday n, Morpeth | 08/07/20 n 1st Rd: Al | | 418528/59 | 1392 | | | | | |
| peed C'Way | Jct Det/Ctrl | Lighting | | Weather | Rd Surf | PedX - Hu | | Phy Fac | | L | Hazard | |
| OMPH Single c'w | | Dayligh | | Fine Junct. loc | Dry | None | | lone U | None | £ C | None | D / |
| eh Vehicle type To 1 Car No | 53 m. r | Dir V | | Not at | OT | Hit obj in None | Belt | 1000 | it obj of Ditch | Male | Age | -v |
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| | Class Sex | | Severity | | Ped Direction | | nt P | ed locati | | nool Pur | | |
| | Rider Male | | Slight | | Not ped | Not ped | | ot ped | | her | | |
| Description: Vl Trav | Rider Male | Trav. S. I | Slight river of | VI Distract | Not ped ed, Crosses | Not ped White Line | into Sc | ot ped outhbound | Lane, | her | | |
| Colliding with V2, User Information: | Vl Leaves Carri | ageway to | N/S, Col | | Fence y Factors: 5 | | | | | | | |
| 1784 (FEE) (| (15)(15)(15)(15)(15) | District State | 400000000000000000000000000000000000000 | | 4000 USUK-1000 | 1974D MANYS WAL | Monestoc | | | | | |
| 151 F5 Location: Alpriestb: | 0649610 ridg e 1st Rd : Al | Slight 2nd Rd: | Friday | 15/10/20 | 10 14:58 | 418542/59 | 1542 | | | | | |
| Speed C'Way | Jct Det/Ctrl | Lighting Dayligh | | Weather Fine | Rd Surf | PedX - Hu None | | Phy Fac | Special None | | Hazard None | |
| eh Vehicle type To | wing Manoeuvre | Dir Ve | h loc | Junct. loc | Skidding | Hit obj in | Left o | way Hi | t obj of | Sex | Agre | B/T |
| 1 Car No | Going ahead | I SN O | n main | Not at | No | None | | N | one | Male | 5.4 | -ve |
| 2 Car No | Going ahead | I S N O | n main | Not at | Yes | None | Nears | ide N | one | Male | 19 | -ve |
| as No Veh ref Cas | | | | | ed Direction | | | ed locati | | ool Pur | il | |
| | Rider Male | 19 le 18 | Slight | | Not ped Not ped | Not ped | | ot ped | Oth Oth | | | |
| S 237 | | le 22 | | | Not ped | Not ped Not ped | | ot ped ot ped | Oth | | | |
| | enger Male | | Slight | | Not ped | Not ped | | ot ped | Oth | | | |
| Description: VI Trav | | | | | | | | | | | | |
| ser Information: | | | | | y Factors: 10 | | | | | | ***** | |
| | 0151212 | Serious | Wednesda | ay 07/03/20 | 12 04:28 | 418542/591 | 544 | | | | | |
| SELECTION OF SELEC | | | | San Alan | | | | | | | | |
| 36 | Priestbridge, | Morpeth 1 | | | De Come | DodY - Um | | Phy Fac | Special | | Hazard | |
| 6 ocation: Al 50M J/V | Jct Det/Ctrl | | | Weather Fine | Rd Surf | None | Ne | one | None | | None | |
| Decation: Al 50M J/V peed C'Way 0 MDH Single c'us | Jct Det/Ctrl ky NotJCT wing Manoeuvre | Lighting Dark/no Dir Ve | lighte h loc | Fine Junct. loc | Wet Skidding | None Hit obj in | | way Hi | None t obj ofi | Sex | Age | |
| ocation: Al 50M J/W peed C'Way OMDH Single e'wa eh Vehicle type To | Jct Det/Ctrl my NotJCT wing Manoeuvre | Lighting Dark/no Dir Ve | lights h loc main | Fine Junct. loc Not at | Wet Skidding No | None Hit obj in None | Left o | way Hi | None | | | |
| ocation: Al 50M J/W peed C'Way 0MPH Single c'us eh Vehicle type To 1 Car No | Jct Det/Ctrl ky NotJCT wing Manoeuvre | Lighting Dark/no Dir Ve d S N Or | lights h loc main | Fine Junct. loc Not at Car Pass P | Wet Skidding | None Hit obj in None | Left o | way Hi | None t obj off ree | Sex Male | Age 43 | |

| | | L . | Reference | | rity Day | Date | Time | Grid Coords | Link/Node | Street | | |
|--|----------------|-----------|-----------------|--|--|--|--|------------------|-----------------|--|--|-----|
| | 10Z F5 | | | | | 25/07/201 | .0 16:25 | 418554/591586 | | | | |
| Surgic c'vay No.50T | | | | | | | | | | | | |
| 1 Car | | | | | | | | | | | | |
| 2 Car | eh Vehicle ty | pe Towin | y Manoeuvre | Dir | Veh loc | Junct. loc | Skidding | Hit obj in Le | ft cway Hit o | bj off Sex | Age | B/ |
| ### SWO WAY NOT CASE CASE Sex Age Severity Car Pass Ped Direction Ped Movement Ped Josetic School Pupil 2 Sight Ped Ped 2 Sight Pe | | No | Going ahea | | | Not at | No | None | | | | |
| 2 Passenger Male 21 Stight Power Not ped Not ped Other | | | | | | | | | | | | -0 |
| Contributory Pactors: 4067000A 4087001B 4087001B 4087001A 18 | | | | | | | | | | | pil | |
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| | | | | | Commence of the Commence of th | 17/11/201 | 4 13:39 | 419647/591912 | | 1999 | | |
| Car | | | | | | | Rd Surf | | | | 10000000000000000000000000000000000000 | |
| 1 Car No Stop SW NE Commain Not at No None None Male of the 2 Car No Going sheed SW NE Commain Not at No None None Swine Female 21 - 1 Stop None Swine Female 22 Stop None Female 22 Stop None Female 22 Stop None Female 22 Stop None None Female 23 Stop None None Female 23 Stop None None Female 24 Stop None None Female 25 Stop None None Female 25 Stop None None None None Swine None None Female 25 Stop None None None None None None None None | - | | | (6) | | | Skidding | | | | | B/T |
| 3 Car No Solng Abed SN ME On main Not at None None None Femals 21 - 1 None None Sex Age Sewerity Car Pass Ped Direction Ped Movement Ped Location School Payl 1 Dev.Filder Femals 22 Slight No Not ped Not ped Not ped Obber Obber S | 1 Car | 20 | | SW N | E On main | Not at | 270 | 179 | - | | | |
| LAND VAN THE CAS CLARS Sex Aggs Severity Car Pass Ped Direction Ped Movement Ped Location School Papil 1 0 DEV/Ridger Femmle 22 Slight No Not ped Not ped Other 2 0 DEV/Ridger Femmle 22 Slight No Not ped Not ped Other 3 0 Farseager Femmle 21 Slight Front Not ped Not ped Stoped Other 4 0 Devertion: VENE TRAY. N/E ON AL, DEVVEN OF VI DESERS SERVE INSTEAD OF ACCESSENION SUPPLY. VI TENAY. **SERVID SIDER JAN 10/EN / N/E ON AL, DEVVEN OF VI DESERS SERVE INSTEAD OF ACCESSENION SUPPLY. VI TENAY. **CONTRIBUTION, VI TENAY, N/E ON AL, DEVVEN OF VI TENAY OF VI CONTRIBUTION AND SERVE INSTEAD OF ACCESSENION SUPPLY. VI TENAY. **CONTRIBUTION AND SERVE SERVE SERVE INSTEAD OF ACCESSENION AND SERVE | 2 Car | No | 0.00 | | | Not at | No | None | | | | |
| 1 0 DEV/Ridge: Formale 72 Slight No Not ped Hot ped Unto ped Other 2 0 Dev/Ridge: Female 22 Slight No Not ped Hot ped Other 5 0 Passenger Female 22 Slight No Not ped Hot ped Other Decembration: State 1 Slight Front Not ped Hot ped Other States 1 Slight Front Not ped Hot ped Other States 1 Slight Front Not ped Hot ped Other States 1 Slight Front Not ped Hot ped Other States 1 Slight Front Not ped Hot ped Other States 1 Slight Front Not ped Hot ped Other States 1 Slight Front Not ped Hot Ped | 3 Car | | 200 | | | | | | | | | -ve |
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| Description: VERS TRAY, N/E ON AL, DELVER OF VI DESSES BRANK INSTEAD OF ACCELERATION AND STATES SUDDRILL, VA TRAY. MARKED SIGNS IN INDEX, VA HAS FAILED TO SIGN HE HIME, COLLIDIAN VIRTERARA OF VA. MOST INFORMATION: OGS1412 Slight Thursday 17/01/2012 12:00 418756/582097 Location: Al J/W Layby Nr Jacksons Gerage, Priestbridge, Morpeth 1st Md: Al Jond Md. USESS Speed C'May Jot Det/Ctxl Lighting Weather Rd Surf Deck human - Rby Non Special Research ONE Single C'way Other Give Daylight Fine Dry None Done Hone Hone Hone Hone Sone Male 24 - vo. 2 Car No Stop SW NK Co main Junk placed No None None Male 24 - vo. 2 Car No Start SW NE Co main Junk placed No None None Male 24 - vo. 2 Car No Start SW NE Co main Junk placed No None None Male 24 - vo. 2 Car No Start SW NE Co main Junk placed No None None Male 24 - vo. 2 Car No Start SW NE Co main Junk placed No None None Male 24 - vo. 2 Car No Start SW NE Co main Junk placed No None None Male 24 - vo. 2 Car No Start SW NE Co main Junk placed No None None Male 24 - vo. 2 Car No Start SW NE Co main Junk placed No None None Male 24 - vo. 2 Car No Start SW NE Co main Junk placed No None None Male 24 - vo. 2 Car No Start SW NE Co main Junk placed No None None Male 24 - vo. 2 Car No Start SW NE Co Male 35 Slight Rest No. ped Not ped Not ped Other Other Start Sw NE Co None None None None None None None Non | 2 0 | Drv/Rid | er Fem | ale 22 | Slight | No N | ot ped | Not ped | Not ped | Other | | |
| | Description: V | EHS IRAV. | N/E ON A1, | DRIVER | OF VI DRES | SES BRAKE INS | TEAD OF ACC | ELERATOR AND BRI | | | r | |
| Location: Al J/W Layby Nr Jacksons Garage, Priestbridge, Morpeth 1st Rd: Al 2nd Rd: U6059 Speed C'Nay | | | V3 HAS FAIL | ED IC S | IOP IN IIME | | | | 405V003A | | 1005000000 | 101 |
| Contain Al J/W Layby Nr Jacksons Garage, Priestbridge, Morpeth 1st Rd: Al 2nd Rd: U6059 Speed C'Nay | 11 | | 0031413 | Sligh | t Thursd | av 17/01/201 | 3 12:00 | 418756/592097 | 0 | | | _ |
| ## Single C'vay Other Sive Deplight Fine Dry None None None None None None None None | | J/W Layby | | | | | | | | | | |
| Web Vehicle type Towing Manoeuvre Dir Veh loc Junct. loc Skidding Hit obj in Left oway Hit obj off Ser Age B/ 1 Car No Stop SN NE On main Just cleared No Name Nome Male 24 2 Car No Start SN NE On main Just cleared No Name Nome Male 24 2 Car No Start SN NE On main Just cleared No Name Nome Male 59 2 Car No Start SN NE On main Just cleared No Nome Male 59 2 Eas No Veh ref Cac Class Sex Age Severity Car Pass Ded Direction Ped Movement Ded location School Pupil 2 Passenger Male 65 Slight No Not ped Not ped Other 2 2 Passenger Female 65 Slight Rear Not ped Not ped Other 3 2 Passenger Female 66 Slight Female Not ped Not ped Other 4 Sleed Not Ped Other 4 Sleed Not Ped Other 5 Sleed Not Ped Other 5 Sleed Not Ped Other 6 Sleed Not Ped Other 7 E0600040 0349714 Slight Sunday 27/06/2014 16:59 410795/595264 9999 8 Secation: Al APP, 30M S OF TRITILINGTON JUNCTION, HORFETH Let Mid Al 2nd Ma: 8 Sleed Not Ped Other None None None None None None None None | Speed C'Way | 7 | Jot Det/Ctrl | Light | ting | Weather | Rd Surf | DedX - Human | | | | |
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| Sex No Wesh ref Cis Class Sex Age Severity Car Dass Ped Direction Ped Movement Dad location School Pupil 1 2 Drv/Rider Male S S Slight No Not ped Not ped Not ped Other 1 2 Fassenger Hele 60 Slight Rear Not ped Not ped Not ped Other 1 2 Fassenger Female 63 Slight From Not Rot ped Not ped Not ped Other 1 2 Fassenger Female 63 Slight From Not ped Not ped Not ped Other 1 2 Fassenger Female 63 Slight From Not ped Not ped Not ped Other 1 2 Fassenger Female 63 Slight From Not ped Not ped Not ped Other 1 2 Fassenger Female 64 Slight From Not Ped Female 65 Slight From Not Ped Female 65 Slight From Not Ped Female 65 Slight From Not Ped Note Note Female 64 Slight From Not at No None None None None Female 64 Slight From Not at No None None None Female 65 Slight From Not Ped Direction Ped Movement Ped location School Pupil 1 Sas No Veh ref Cas Class Sex Age Severity Car Pass Ped Direction Ped Movement Ped location School Pupil Sear Information: 19 | 1 Car | No | Stop | SW N | E On main | Junt clear | ed No | None | None | Male | 24 - | -00 |
| 1 2 DEV/Rider Male 58 Slight No Not ped Not ped Other 2 2 Passenger Male 60 Slight Reaf Not ped Not ped Not ped Other 3 2 Passenger Female 62 Slight Print Not ped Not ped Not ped Other 5 2 Passenger Female 62 Slight Print Not ped Not ped Not ped Other 6 Scaliding with Reac of V2 6 | 2 Car | No | Start | SW N | E On main | Just clear | ed No | None | None | Male | 59 - | -02 |
| 2 Passenger Male 60 Slight Rear Not ped Not ped Not ped Other 3 2 Passenger Female 68 Slight Front Not ped Not ped Not ped Other Bescription: VI Trav. N on Al Having Just left Layby, VI Trav. N on Al, Driver Falled to Judge Speed of V2, Sollicing with Rear of VI User Information: Contributory Factors: 602Y001A 77 E06000048 0349714 Slight Sunday 22/08/2014 12:55 418795/592264 9998 Lecation: Al APP. 90M S OF TRITLINGTON JUNCTION, MORPETH 1et Md: Al Znd Md: Depend C'Way Jot Det/Ctrl Lighting Weather Rd Surr None Female 44 2 Car No Coing Ahead S N On main Not at Yes None S Car No Waiting S N On main Not at No None None None Female 66 3 Car No Waiting S N On main Not at No None None Female 66 3 Car No Waiting S N On main Not at No None None Female 66 3 Car No Waiting S N On main Not at No None None Female 66 3 Car No Waiting S N On main Not at No None None Female 56 3 Car No Waiting S N On Main Not at No None None Female 56 3 No Web ref Cas Class Sex Age Severity Car Pass Ped Direction Ped Movement Ped Location School Pupil 1 O Passenger Female 68 Slight Front Not ped Not ped Not ped Other Description: VERS TRAV. N ON Al, V3 SLOW AND STORY DUE TO STATIONARY TRAFFIC AHEAD, V2 SLOWS, V1 FALLS TO SLOW, DOLLDING WITH BIAD OF V2, PUBHING V2 FORWARD INTO BEAR OF V3 For Information: Contributory Factors: | | | | 9.50 | The State of the S | | | | | The state of the s | il | |
| 2 Personger Fomale 62 Slight From Not ped Not ped Not ped Other Bescription: V2 Trav. N on Al Having Just left Layby, V1 Trav. N on Al, Driver Failed to Judge Speed of V2, Colliding with Rear of V1 Total Information: Contributory Factors: 622001A Contributory Factors: 622001A Total Information: Contributory Factors: 622001A Total Decomposition: VERS TRAV. N on Al, P3 SLOW AND STOPS DUE TO STATIONARY TRAFFIC AHEAD, V2 SLOWS, V1 FALLS TO SLOW, Description: V2 Forward Not Draw Information: Contributory Factors: 62200 Above None None None None None None None Non | | | | | | | | | | 800000000000000000000000000000000000000 | | |
| Contributory Factors: 602*001R To E000008 0349714 Slight Sunday 22/06/2014 12:85 410795/892264 9999 Location: Al APP, 30% SOF TRITLINGTON JUNCTION, MCREETR iet Rd: Al 2nd Rd: Speed C'Way Jot Det/Ctrl Lighting Weather Rd Surf PedX - Human - Phy Fac Special Hazard None None None None None None None None | | | 572 E.S. | | | | | | | | | |
| Contributory Factors: 6027001k | | | | | | , Vl Trav. N | on Al. Driv | er Failed to Jud | ige Speed of V2 | | | |
| Location: Al APP. 30M S OF TRITLINGTON JUNCTION, MCRFETH 1st Rd: Al 2md Rd: Speed C'Way Jut Det/Ctrl Lighting Weather Rd Surf PedX - Human - Phy Fac Special Hazard Solvent Single c'way NotJCT Daylight Fine None None None None None None None None None None None None None None None None None None None None None None None None None None None None None None None None 1 Car No Coing shead S N On main Not at Yes None None None Female 44 2 Car No Stop S N On main Not at No None None None Male 60 3 Car No Waiting S N On main Not at No None None Female 56 3 Car No Waiting S N On main Not at No None 3 Car S No Passenger Female 68 Slight Front Not ped Not ped Not ped Other Description: VEHS TRAV. N ON Al., V3 SLOW AND STOPS DUE TO STATIONARY TRAFFIC AHEAD, V2 SLOWS, V1 FAILS TO SLOW, Tour Information: Contributory Factors: 119 | | | | | | | | 2V001A | | | | |
| Location: Al APP. 30M S OF TRITLINGTON JUNCTION, MORPETH let Rd: Al 2nd Rd: Speed C'Way Jot Det/Ctrl Lighting Weather Rd Surf PecK - Human - Phy Fac Special None None None None None None None None | | | 2-10-1-00-2-002 | - | | | | | | | | |
| Speed C'Way Single c'way NotJUT Lighting Daylight Fine None None None None None None None No | 344 HRZY | | | A STATE OF THE PARTY OF THE PAR | Victoria Articological Company | | | 418795/592264 | | 1999 | | |
| Fine None None None None None None None No | | | | · · · · · · · · · · · · · · · · · · · | The second second | The state of the s | The Marie Course | | | | | |
| 1 Car No Going shead S N On main Not at Yes None None Female 44 2 Car No Stop S N On main Not at No None None Male 60 3 Car No Waiting S N On main Not at No None None Female 56 as No Veh ref Cas Class Sex Age Severity Car Pass Ped Direction Ped Movement Ped location School Pupil 1 0 Passenger Female 66 Sight Front Not ped Not ped Not ped Cther Description: VEHS TRAV. N ON A1, V3 SLOW AND STOPS DUE TO STATIONARY TRAFFIC AHEAD, V2 SLOWS, V1 FAILS TO SLOW, COLLIDING WIFF DEAR OF V2, PUSHING V2 FORWARD INTO REAR OF 73 Jear Information: Contributory Factors: 19 0518911 Sight Menday 29/08/2011 12:00 418790/592290 Location: A1 2.6 Miles North of A697, Nr Tritlington Junction, Morpeth 1st Rd: A1 2nd Rd: peed C'Way Jat Det/Ctrl Lighting Weather Rd Surf PedX - Human - Thy Fac Special Hasard OMPH Single c'way NotJCT Daylight Fine Wind Dry None None None None 64 Vehicle type Towing Maneeuvre Dir Veh loc Junct loc Skidding Hit obj in Left oway Hit obj off Sex Age B/ 1 Car No Going shead S N On main Not at No None None Male 43 2 Car C'wan Stop S N On main Not at No None None Male 43 3 Car No Stop S N On main Not at No None None Male 43 4 Car No Stop S N On main Not at No None None Male 42 8 Severity Car Pass Ped Direction Ped Movement Ped location School Pupil 1 2 Dry/Rider Nale 49 Slight No Not ped Not ped Not ped Cherr Description: Vehs Trav. N on Al, V2 Brakes Due to Traffic Ahead. V1 Brakes. Skids and Collides with Rear of Caravan | | | | | | | Rd Surf | | | | | |
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| S Car No Waiting S N On main Not at No None Female 56 -tags No Veh ref Cas Class Sex Age Severity Car Pass Ped Direction Ped Movement Ped location School Pupil 0 Passenger Female 68 Slight Front Not ped Not ped Other Description: VEHS TRAV. N ON Al, V3 SLOW AND STOPS DUE TO STATIONARY TRAFFIC AHEAD, V2 SLOWS, V1 FAILS TO SLOW, COLLIDING WITH REAR OF V2, PUSHING V2 FORWARD INTO REAR OF V3 Seer Information: Contributory Factors: Contributory Factors: Contributory Factors: Contributory Factors: Contributory Factors: Lip 0518311 Slight Monday 29/08/2011 12:20 418790/592290 Cocation: Al 2.6 Miles North of A637, Nr Tritlington Junction, Morpeth 1st Rd: Al 2nd Rd: Peed C'Way Jot Det/Ctrl Lighting Weather Rd Surf PedX - Human - Thy Fac Special Hasard None When Single C'way NotJCT Daylight Fine Wind Dry None None None None The Wind Dry None None None None None Age By Car C'wan Stop S N On main Not at Yes None None Male 43 -tags Car C'wan Stop S N On main Not at No None None Male 43 -tags No Car No Stop S N On main Not at No None None Male 42 -tags No Car Cas Class Sex Age Severity Car Pass Ped Direction Ped Movement Ped location School Pupil None None Ped Not ped Not ped Cheer Description: Vehs Trav. N on Al, V2 Brakes Due to Traffic Ahead, V1 Brakes, Skids and Collides with Rear of Caravan | 1 Car | No | Coing ahea | d S N | On main | Not at | Yes | None | None | Femal | e 44 | -50 |
| Age Severity Car Pass Ped Direction Ped Movement Ped location School Pupil O Passenger Female 68 Slight Front Not ped Not ped Not ped Other Description: VEHS TRAV. N ON A1, V3 SLOW AND STOPS DUE TO STATIONARY TRAFFIC AHEAD, V2 SLOWS, V1 FAILS TO SLOW, COLLIDING WITE REAR OF V2, PUSHING V2 FORWARD INTO REAR OF V3 Feer Information: Contributory Factors: Contribu | | No | Stop | | | Not at | No | None | None | 100 | | |
| Description: VEHS TRAV. N ON A1, V3 SLOW AND STOPS DUE TO STATIONARY TRAFFIC AHEAD, V2 SLOWS, V1 FAILS TO SLOW, COLLIDING WITH REAR OF V2, DUSHING V2 FORWARD INTO REAR OF V3 Seer Information: Contributory Factore: Contributory Factore: Contributory Factore: 119 0518311 Slight Monday 29/08/2011 12:20 418790/592290 Decation: A1 2.6 Miles North of A697, Nr Tritlington Junction, Morpeth 1st Rd: A1 2nd Rd: peed C'Way Jot Det/Ctrl Lighting Weather Rd Surf PedX - Human - Dhy Fao Special Hazard OMPHS Single c'way NotJCT Daylight Fine Wind Dry None None None None Who Single c'way NotJCT Daylight Fine Wind Dry None None None None Who Going shead S N On main Not at Yes None None Male 43 2 Car C'wan Stop S N On main Not at No None None Male 43 3 Car No Stop S N On main Not at No None None Male 43 4 Car No Stop S N On main Not at No None None Male 47 4 Car No Stop S N On main Not at No None None Male 47 8 SNO Veh ref Cas Class Sex Age Severity Car Pass Ped Direction Ped Movement Ped location School Pupil 1 2 Dry/Rider Nale 48 Slight No Not ped Not ped Not ped Cther Description: Vehs Trav. N on Al. V2 Brakes Due to Traffic Ahead. V1 Brakes. Skids and Collides with Rear of Caravan | | | 1000 | | | | | | | | | -ve |
| Contributory Factors: 19 0518311 Clight Monday 29/08/2011 12:20 418790/592290 contains: Al 2.6 Miles North of A697, Nr Tritlington Junction, Morpeth 1st Rd: Al 2nd Rd: peed C'Way Jot Det/Ctrl Lighting Weather Rd Surf PedX - Human - Thy Fac Special Hazard OMPH Single c'way NotJCT Daylight Fine Wind Dry None None None None None eh Vehicle type Towing Manceuvre Dir Veh loc Junct loc Skidding Hit obj in Left oway Hit obj off Sex Age By 1 Car No Going shead S N On main Not at Yes None None Male 43 - 2 Car C'wan Stop S N On main Not at No None Mone Male 43 - 3 Car No Stop S N On main Not at No None None Male 43 - 4 Car No Stop S N On main Not at No None None Male 47 - 8 Stop S N On main Not at No None None Male 42 - 8 SN Other Car No Stop S N On main Not at No None None Male 42 - 8 SN Other Car No Stop S N On Main Not at No None None Male 42 - 8 SN Other Car No Stop S N On Main Not at No None None Male 42 - 8 SN Other Car No Stop S N On Main Not at No None None Male 42 - 8 SN Other Car No Stop S N On Main Not at No None None Male 42 - 8 SN Other Car No Stop S N On Main Not at No None None Male 42 - 8 SN Other Car No Stop S N On Main Not at No None None Male 42 - 8 SN Other Car No Not Ped Not Ped Not Ped Not Ped Not Ped Car Not Ped Survey Not Ped Not Ped Not Ped Survey Not Ped Survey Not Ped Not Ped Not Ped Survey Not Ped Not Ped Not Ped Survey Not Ped Not Ped Not Ped Survey Not Ped Survey Not Ped Survey Not Ped Survey Not Ped Not Ped Not Ped Survey Not Pe | | | | | | Variable Control of the Control of t | | | | | Mil | |
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| Cocation: At 2.6 Miles North of A697, Nr Tritlington Junction, Morpeth 1st Rd: Al 2nd Rd: peed C'Way Jot Det/Ctrl Lighting Weather Fine Wind Dry Bone None None None None None Hasard North Single c'way NotJCT Deving Manceuvre Dir Vehloc Junct.loc Skidding Hit obj in Left oway Hit obj off Sex Age B/ 1 Car No Going ahead S N On main Not at Yes None None Male 43 - 1 2 Car C'wan Stop S N On main Not at No None None Male 43 - 1 3 Car No Stop S N On main Not at No None None Male 43 - 1 4 Car No Stop S N On main Not at No None None Male 42 - 1 8 No Stop S N On main Not at No None None Male 42 - 1 8 No Veh ref Cas Class Sex Age Severity Car Pass Ped Direction Ped Movement Ped location School Pupil 2 Dry/Rider Male 49 Slight No Not ped Not ped Other Description: Vehs Tray, N on Al, V2 Brakes Due to Traffic Ahead, V1 Brakes, Skids and Collides with Rear of Carayan | | | V2. PUSHIN | g va Foi | RWARD INTO | | | ********** | ********** | | ******* | |
| Cocation: At 2.6 Miles North of A697, Nr Tritlington Junction, Morpeth 1st Rd: Al 2nd Rd: peed C'Way Jot Det/Ctrl Lighting Weather Fine Wind Dry Bone None None None None None Hasard North Single c'way NotJCT Deving Manceuvre Dir Vehloc Junct.loc Skidding Hit obj in Left oway Hit obj off Sex Age B/ 1 Car No Going ahead S N On main Not at Yes None None Male 43 - 1 2 Car C'wan Stop S N On main Not at No None None Male 43 - 1 3 Car No Stop S N On main Not at No None None Male 43 - 1 4 Car No Stop S N On main Not at No None None Male 42 - 1 8 No Stop S N On main Not at No None None Male 42 - 1 8 No Veh ref Cas Class Sex Age Severity Car Pass Ped Direction Ped Movement Ped location School Pupil 2 Dry/Rider Male 49 Slight No Not ped Not ped Other Description: Vehs Tray, N on Al, V2 Brakes Due to Traffic Ahead, V1 Brakes, Skids and Collides with Rear of Carayan | .19 | 7 | 0518311 | Slight | Monday | 29/08/201 | 1 12:20 | 418790/592290 |) | | | _ |
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| peed C'Way | | ot Det/Ctrl | Lighti | ng | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | Ha | zard | |
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| 2 Car | No | Waiting | N S | On main | Junt appr | No | None | 17 | one | Female | 29 | -4 |
| as No Veh ref | Cas Clas | | Age | Severity | Car Dass Ded | d Direction | Ped Movement | Ped location | on Sch | ool Dupil | Ē, | |
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| | 5000 | | | | | 1811/0000011/195 - 63 | | | <u> </u> | _ | | _ |
| 116 | | 0500012 | Slight | Friday | | 14:45 | 418821/592462 | | | | | |
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| 174 F5 | | 0777810 | Slight | Wednes | day 24/11/2010 | 0 10:03 | 418880/593190 | | | | | |
| 174 F5 Location: Alap | prox 400 | | | | | | 418880/593190 | | | | | |
| | | | | for Earsdo | | | 418880/593190 PedX - Human | | Special | . н | azard | |
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| Veh Vehicle typ | | | | Veh los | Junet. loc | | Hit obj in 1 | | | obj off | | Agra | B/T |
| 1 Car | No | Stop | B N | On main | Not at | No | None | | | ne | Female | - | |
| 2 Goods > 7.51 | | Stop | S N | On main | Not at | No | None | | | ne | Male | 55 | N/R |
| 3 Car | No | Stop | S N | On main | Not at | No | None | | No | ne | Male | 49 | N/R |
| as No Veh ref | | | Age | Severity | | ed Direction | Ped Movement | | Locatio | | ol Pupi | 1 | |
| 1 1 | Dry/Ride | r Femal | e 64 | Slight | No N | lot ped | Not ped | Not | ped | Oth | -x | | |
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| Shorts Distanc | | 2 Stops, V3 | Attemp | ts to Avoid | | | | | | | | | 100 |
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| peed C'Way | | t Det/Ctrl | Lighti | | Weather | Rd Surf | PedX - Huna | | | Special | | Hazard | |
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| secription: Veh Time, Causin Ti | Cas Class Drv/Ride: is Trav. 1 g Rider t 1 0048 P. 1/2 MI Jo C'way No Towing No No No Cas Class Drv/Ride Passenge Passenge Passenge Passenge Passenge Towing Towing No No Cas Class Drv/Ride Towing No Cas Class Drv/Ride Trav Nor | Sex Male Non Al App. Pall from 0205315 LE S OF CAUS t Det/Ctrl ret/Ctrl Ranoeuvre Soing ahead Stop Sox r Male Femal r Femal | Age 64 Earsd V1 V2 Slight SEY PAR Lightin Daylic S N S N S N S N S N Light e 6 3 e 13 e 14 e 6 3 e 22 BRAKES WITH R Slight Lightin Dark/ Dir S N S N S N Age e 57 | Severity Serious On Junction 2 Failed to Friday K BRIDGE 1 Ing yht Veh loc On main On main On main On main Severity Slight Friday Ist Rd: Al 2 Ing Ing On main Severity Slight Severity Slight Slight | Car Pass Pendo No | ed Direction Not ped For Reason U y Pactors: 40 15 11:21 1 Rd: Rd Surf Skidding No No No No No No Lot ped Not ped To Polline W y Pactors: 40 11 19:15 Rd Surf Dry Skidding No No No Red Direction No No Red Direction Red | Ped Movement Not ped hknown, V1 Ir 18V001A 308V00 418919/5938 PedX - Huma None Hit obj in None None None Ped Movement Not ped None 418910/5940 PedX - Huma None None Ped Movement Not ped | Not av. Behi 11A 65 In - Ph None Left dwa t Ded Not | y Fac y Fac hund Una y Fac hund Una y Fac y Hi n n n n n n n n n n n n n | Special None Special None Special None Special None Sch Oth Oth Oth Oth Oth Oth Oth Oth Oth Ot | ool Pupi er Stop F N Sex Male Male Female er er er er er er E N Sex Male Dool Pupi er | ilazard ione Age 34 51 62 63 64 65 66 67 67 | B/'-V |

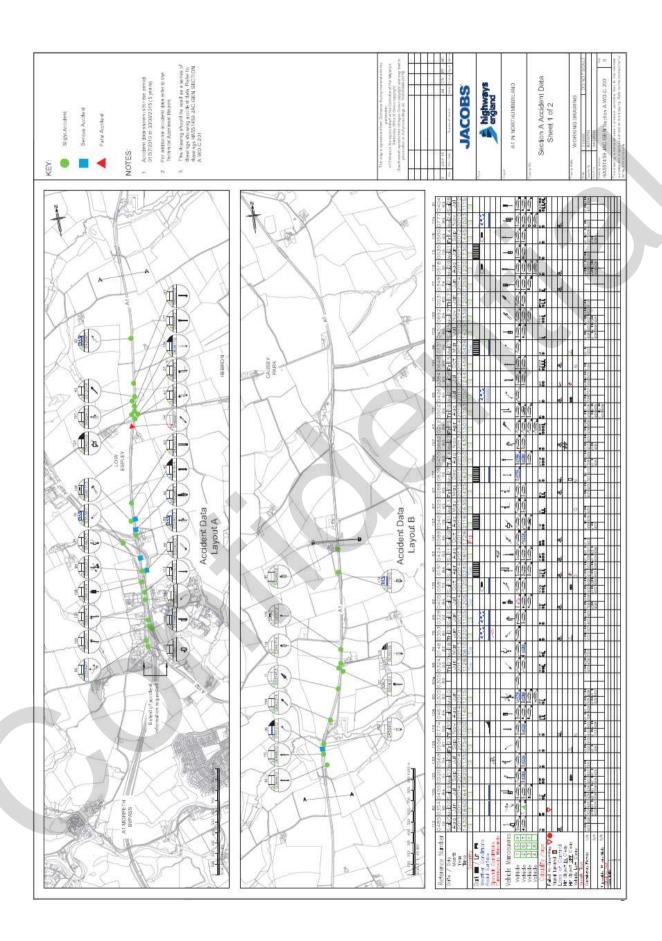
| eh Vehicle type 1 Car 2 Car 2s No Veh ref Ca | Towing Manoeuv No Right t No Going a as Class rv/Rider ray South on A | trl Lighti ive Dark/n re Dir urn N S head S N Sex Age Male 30 1 Has Tried | Sunday J/W Cause ng to lighte Veh loc Cn main Cn main Severity Slight to Turn ri | y Park Bridge Weather Fine Junct. loc Junt appr Junt appr Car Pass Pe | e Causey Par Rd Surf Dry Skidding No No ed Direction | Grid Coords 418540/594420 ik 1st Rd: Al 2nd PedX - Human None Hit obj in Lei None None | 1 Rd: - Phy Fac None ft cway Bit | | Hazai None Sex As | |
|--|---|---|---|---|---|--|--|--------------------|---|-------------|
| peed C'Way OMPH Single o Seh Vehicle type 1 Car 2 Car as No Veh ref Ca 1 2 Di Description: VI Th Fray North on Al- Issar Information: 26 | Towing Manoeuv No Right t No Going a as Class rv/Rider ray South on A | trl Lightiive Dark/n re Dir urn N S head S N Sex Age Male 30 1 Has Tried | J/W Cause ng to lighte Veh loc Cn main Cn main Severity Slight to Turn ri | y Park Bridge Weather Fine Junct. loc Junt appr Junt appr Car Pass Pe | e Causey Par Rd Surf Dry Skidding No No ed Direction | PedX - Human None Hit obj in Lei None | - Phy Fac None Et cway Hit No | None t obj off | None Sex A | |
| omph Single of the Vehicle type 1 Car 2 Car 8 No Veh ref Ca 7 Da escription: VI Taray North on Aller Ser Information: 26 | Towing Manoeuv No Right t No Going a as Class rv/Rider ray South on A | ive Dark/n re Dir urn N S head S N Sex Age Male 30 1 Has Tried | Veh loc On main On main Severity Slight to Turn ri | Junct. loc Junt appr Junt appr Car Pass Po | Dry Skidding No No ed Direction | None Hit obj in Lei None | None ft cway Hit No | None t obj off | None Sex A | |
| 1 Car 2 Car 2 Car 2 Dr 2 Dr escription: VI Tr ray North on Al. ser Information: | No Right t No Going a as Class S rv/Rider S ray South on A | urn NS head SN Sex Age Male 30 1 Has Tried | On main On main Severity Slight to Turn ri | Junt appr Junt appr Car Pass Po | No No ed Direction | None | No | | | re B/1 |
| 2 Car s No Veh ref Ca 2 Dr escription: VI Tr rav North on Al ser Information: | No Going a as Class rv/Rider rav South on A | head S N Sex Age Male 30 1 Has Tried | On main Severity Slight to Turn ri | Junt appr Car Pass Po | No ed Direction | | | ne | Female d | |
| s No Veh ref Ca 2 Dr escription: VI Tr ray North on Al. ser Information: | as Class S rv/Rider I rav South on A | Sex Age Male 30 1 Has Tried | Severity 5light to Turn ri | Car Pass P | ed Direction | None | 37. | | - | 4 -v |
| 2 Drescription: VI Tray North on Al. | rv/Rider I | Male 30 1 Has Tried | 5light to Turn ri | | | Company and the second second second | | ne | | 0 -0 |
| ray North on Al. ser Information: | | | | | ot ped | Not ped | Not ped | n Scho | ool Pupil er | |
| ser Information: | - | | | | | | | | V2 | |
| | | | | Contributory | y Pactors: 40 | 3V001A 405V001A | | | , | |
| ocation: Al J/W C | 0548312 | | Friday | 12/10/201 | | 419055/595115 | | | 5 / | 7 |
| 019 | | | | C115 2nd Rd: Weather | Rd Surf | n. av teman | Die De | C | 77.22 | |
| eed C'Way OMPH Single c' | Jct Det/Ct 'way T/Stag Gi | | | Weather Fine | Dry | PedX - Human None | - Phy Fac None | None | Haza: None | |
| h Vehicle type | Towing Manoeuv | re Dir | Veh loc | Junct. loc | Skidding | Hit obj in Lei | t cway Hit | obj off | Sex Ag | ge B/1 |
| | | | On main | Junt appr | No | None | | one | | 6 N/0 |
| | No Wt turn s Class S | lt EW : Sex Agre | On main | Junt appr Car Pass Pe | No No | None Ped Movement | ALCOHOL SHOW AND ADDRESS | ne Saha | Male 4 ol Pupil | 9 11/0 |
| | | ex age Tenale 52 | Severity Slight | | ot ped | Not ped | Not ped | n Scho | | |
| scription: Vehs olliding with Re | | | | | | | | | | |
| er Information: | | | | Contributory | Factors: 40 | 57001A | | | | |
| 49 E060000 ocation: A1 J/W | | | | | | 419050/595127 | 1 | 9999 | | |
| seed C'Way | Jet Det/C | | | Weather | Rd Surf | PedX - Human None | - Phy Fac Refuge | Special None | | |
| eh Vehicle type | 'way I/Stag G Towing Manners | | Veh loc | Fine Junct: loc | Skidding | Hit obj in Le | | | None Ser A | e gre B/ |
| l Car | No Right t | | On main | Leav main | No | None | (8) | one | | 22 -v |
| 2 Car | | head N S | | Mid juncti | | None | | one | | 30 -v |
| | as Class | Sex Age | Severity Slight | Car Pass P | ed Direction | | Ped location | on Scho | ool Pupil er | |
| Description: V1 T | RAV. N DN A1, | | W C115, WA | | 200 - 100 - | CONTROL CONTROL | NUMBER OF STREET | HI INTO | PATE | |
| F V2, COLLISION ser Information: | OCCURRED | | MILITER STATE OF | | | 05V001A 406V001B | | ******* | | |
| 62 | 072401: | l Slight | Thursda | ay 01/12/201 | 11 15:50 | 419040/595140 | i. | | | |
| ocation: Al | | | J/W Chevi | ngton Road C | ausey Park | Let Rd: Al 2nd Rd | i: C115 | | | |
| peed C'Way OMPH Single c | Jct Det/Co | trl Lighti ive Dark/r | | Weather Fine | Rd Surf Wet | PedX - Human None | - Phy Fac None | Special None | Haza None | |
| eh Vehicle type | | | Veh loc | Junct. loc | | Hit obj in Le | NATURAL TRACTOR | | | ge B/1 |
| l Car | | head N S | | Junt appr | No No | None | | one | | 57 -v |
| 2 Car s No Veh ref Ca | No Stop as Class | N S Sex Age | On main Severity | Junt appr Car Pass P | No ed Direction | None Ped Movement | | one on Scho | Male 1 | 18 -v |
| | | 1000 | Slight | | ot ped | Not ped | Not ped | Oth | 150 | |
| escription: Vehs | | | | | | Fails to Slow, | | | | |
| ser Information: | ennous Arva en ara d'Electra Arva de ara | | | | | 02V001A 408V001A | | | 1 Marie 1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (| S-1510AN |
| 6 E0600004 | November 1 (4) (5) (V) | | | | | 419056/595291 | | 9999 | | |
| eed C'Way | Jct Det/Ct | t rl Light in Daylig | | Weather Fine | Rd Surf | PedX - Human None | - Phy Fac None | Special Rdworks | | |
| h Vehicle type | Towing Manoeuv | ze Dir | Veh loc | Junot. loo | Skidding | Hit obj in Le | ft oway His | t obj off | Sex A | gre B/ |
| | No Start | | | Not at | No | None | | one | Male 7 | |
| | No Waiting | | On main | | No | None | | one | | 50 -v |
| s No Veh ref Ca | | 200 K / K | Severity Slight | | ed Direction Ot ped | Ped Movement Not ped | Not ped | on Scho | ool Pupil er | |
| escription: VEHS AUSING V1 TO MOV | | | | | | V1 SLIPS FROM B | | | | |

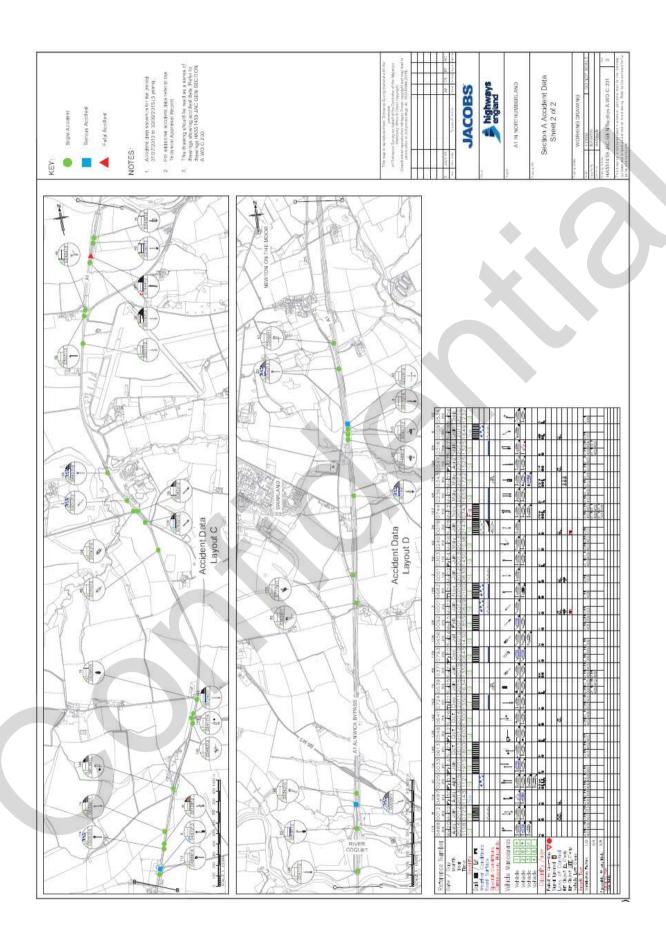
| ne Bacas | | Reference | Severity | Day | Date | Time | Grid Coords | Link/Nod | e Street | | | |
|--|--|--|---|---|---|--|--|---|---|---|--|-----|
| E0600 | 00048 | 0371015 | Slight | Saturda | y 27/06/20 | 13:50 | 418474/596628 | | 9999 | | | |
| ocation: Al I/ | 4 MILE SC | OUTH OF BURG | HAM PARK | JUNCTION | BURGHAM 1s | st Rd: Al 2nd | Rd: | | | | | |
| peed C'Way | Je | ct Det/Ctrl | Lighting | 3 | Weather | Rd Surf | FedX - Human | - Phy Fac | Special | н | azard | |
| | c'way N | | Dayligh | t | Fine | | None | None | None | | one | |
| h Vehicle typ | e Towing | Manoeuvre | Dir V | eh loc | Junet. loc | Skidding | Hit obj in Le | ft cway H | it obj off | Sex | Age | B/ |
| Car | | Going ahead | | | Not at | No | None | 1 | None | Male | 63 | |
| Car | | Waiting | SE NW O | n main | Not at | No | None | 1 | None | Female | | -1 |
| s No Veh ref | Cas Class | | | Severity | | Ped Direction | Ped Movement | Ped locati | | ool Pupi | 1 | |
| 0 | Dru/Ride | | | Slight Slight | | Not ped Not ped | Not ped Not ped | Not ped Not ped | Othe | | | |
| | | | | A STATE OF THE PARTY OF THE PARTY. | | | D, DRIVER APPLI | | | | | |
| STOP, VI UNA | BLE TO ST | OF IN TIME, | COLLIDIN | C WITH DE | | | | | | | | |
| ser Information | n: | | | | Contributor | ry Factors: 40 | 6V001A 405V001A | 408V001A | | | | _ |
| 76 F5 | | 0793210 | Slight | Friday | 10/12/20 | 010 06:45 | 418310/596870 | | | | | |
| ocation: Al0. | 25 Miles | S J/W Burgha | ım Rd, Bu | rgham 1st | Rd: Al 2nd | Rd: | | | | | | |
| peed C'Way | | Oct Det/Ctrl | Lightin | | Weather | Rd Surf | PedX - Human | - Phy Pac | | н | azard | |
| | e c'way N | | | lights | Fine | Wet | None | None | None | REACHES THE | one | |
| eh Vehicle typ | | | | Weh loc | Junet. loc | c Skidding | Hit obj in Le | | it obj off | | Age | |
| 1 Goods > 7.5 | | Going ahead | | | Not at | No | None | | None | Untra. | | |
| 2 Goods > 7.5 | | Going ahead | | | Not at | No | None | | lone | Male | 3.7 | -7 |
| s No Veh ref | Cas Clas Drv/Ride | | Age 37 | Severity Slight | | Ped Direction Not ped | Ped Movement Not ped | Ped locati Not ped | ion Scho | ool Pupi | 1 | |
| n 5. | DEVIKION | 11 11011 | ** | ~ | 110 | not pea | noo peu | noo ped | 0.0115 | | | |
| | Marie Committee | | | | | | ilerof V1 . the | | | | | |
| | | ad_Heightof. | Driver_W | 10. is Inju | | | \$5 | | | | | |
| ser Informatio | n: | | | | Contributo | ry Factors: 30 | 08V00CA 999V0007 | 40 | | | | |
| 06 FS | | 0456210 | Slight | Saturda | y 24/07/20 | 010 14:30 | 418190/596960 |) | | | | _ |
| ocation: Al | | | -0000 000 0000 0000 0000 0000 0000 000 | | | d: Al 2nd Rd: | C137 | | | | | |
| eed C'Way | J | ct Det/Ctrl | Lightin | a | Weather | Rd Surf | PedX - Human | - Phy Fac | Special | 8 | lazard | |
| | e c'way I | 1/Stag Give | Dayligh | | Fine | Dry | None | None | None | | lone | |
| h Vehicle typ | e Towing | Manoeuvre | Dir V | eh loc | Junct. loc | c Skidding | Hit obj in Le | ft cway H | it obj off | Sex | Age | В, |
| l Car | No | Going ahead | SE NW C | n main | Junt clea | red No | None | 1 | None | Male | 49 | -3 |
| 2 Car | No | Waiting | SE NW C | n main | Junt clea | red No | None | 1 | None | Male | 34 | -1 |
| 3 Car | No | Waiting | SE NW C | n main | Junt clea | | None | | None | Male | 61 | -7 |
| s No Veh ref | Cas Clas | | 0522 | Severity | | Ped Direction | | Ped locati | | ool Pupi | .1 | |
| 2 | Drv/Ride | er Male | 14 | Slight | No | Not ped | Not ped | Not ped | Othe | er | | |
| escription: VI | . V2 V3 T: | rav Nw on Al | . V2 V3 I | Waiting in | t Traffic. N | V1 Approached | Andcollided wi | th Rear of | V2 Pushin | g it | | |
| nto V3 | | | | | | | | | | | | |
| | n : | | | | Contributo | ry Factors: 30 | A000A | | | | | |
| ser informatio | | | | | 23. VEDV. 1991 | 010 10.55 | 418214/59696 | | | | | = |
| ser Informatio | | 0092212 | Slight | | data 15/02/20 | | | 2 | | | | |
| 8 | 2 Mile N | 0092212 of Helm Jun | Slight etion. B | | day 15/02/20 d 1st Rd : Al | | 410214/37070 | 3 | | | | |
| 8 ocation: Al 1 | | of Helm Jun | etion, B | ockenfiel | d 1st Rd: Al | 2nd Rd: | | | Special | | lazand | |
| 8 ocation: Al 1 peed C'Way | | of Helm Jun | Lightin | ockenfiel | | | PedX - Human | | Special None | | Mazard None | |
| 8 ocation: Al 1 peed C'Way OMPH Singl | e c'way N | of Helm Jun ot Det/Ctrl NotJCT | Lightin Dark/no | ockenfiel g | d 1st Rd: Al Weather | l 2nd Rd: Rd Surf Dry | PedX - Human | - Phy Fac | | N | | |
| B ocation: Al 1 peed C'Way DMPH Single wh Vehicle typ | Jo e c'way N pe Towing | of Helm Jun ot Det/Ctrl NotJCT | Lightin Dark/no | ockenfiel g lights eh loc | d 1st Rd: Al Weather Fine | l 2nd Rd: Rd Surf Dry | PedX - Human None | - Phy Fac None ft cway H | None | N | lone | В |
| 8 ocation: Al 1 peed C'Way OMPH Single h Vehicle typ 1 Goods > 7.5 | Jo e c'way N pe Towing it Art | of Helm Jun lot Det/Ctrl NotJC7 J Manoeuvre | Lightin Dark/no Dir V | ockenfiel g lights /eh loc On main | d 1st Rd: Al Weather Fine Junct. lo | l 2nd Rd: Rd Surf Dry c Skidding | PedX - Human None Hit obj in Le | - Phy Fac None ft cway H | None it obj off | Sex | lone Age | В, |
| 8 ocation: Al 1 peed C'Way 0MPH Singleh Vehicle tyn 1 Goods > 7.5 2 Car | Jo e c'way N pe Towing it Art No | of Helm Jun lot Det/Ctrl MotJCT J Manoeuvre Going ahead Going ahead | Lightin Dark/no Dir V i NW SE C | ockenfiel g lights leh loc n main n main | d 1st Rd: Al Weather Fine Junct. lo Not at Not at | I 2nd Rd: Rd Surf Dry C Skidding No No | PedX - Human None Hit obj in Le None | - Phy Fac None ft cway H | None it obj off None None | Sex Male | Age 58 27 | В, |
| 8 ocation: Al 1 peed C'Way 0MPH Singleh Vehicle typ 1 Goods > 7.5 2 Car s No Veh ref | Jo e c'way N pe Towing it Art No | of Helm Jun lot Det/Ctrl MotJCT MotJCT Manoeuvre Going ahead Going ahead Ss Sex | Lightin Dark/no Dir V i NW SE O i NW SE O | ockenfiel g lights leh loc n main n main | d 1st Rd: Al Weather Fine Junct. loo Not at Not at Car Pass | I 2nd Rd: Rd Surf Dry C Skidding No No | PedX - Human None Hit obj in Le None None | - Phy Fac None ft cway H | None it obj off None None | Sex Male Male ool Pupi | Age 58 27 | B. |
| 8 ocation: Al 1 peed C'Way OMPH Single sh Vehicle typ 1 Goods > 7.5 2 Car s No Veh ref | e c'way N pe Towing it Art No Cas Clas | of Helm Jun lot Det/Ctrl MotJCT y Manoeuvre Going ahead Going ahead ss Sex er Nale | Lightin Dark/no Dir V i NW SEC i NW SEC Age 27 | ockenfiel j lights lights lights main main severity Slight | d 1st Rd: Al Weather Fine Junct. lo Not at Not at Car Pass | Ped Direction | PedX - Human None Hit obj in Le None None Ped Movement Not ped | - Phy Fac None ft cway H Ped locat: Not ped | None it obj off None None ion Scho | Sex Male Male Male pool Pupi | Age 58 27 | B. |
| ocation: Al 1 peed C'Way OMPH Singl- eh Vehicle tyn 1 Goods > 7.5 2 Car s No Veh ref 2 escription: W | Joe c'way Nee Towing t Art No Cas Clas Drv/Rids | of Helm Jun lot Det/Ctrl MotJCT y Manoeuvre Going ahead Going ahead ss Sex er Male S/E on Al i | Lightin Dark/no Dir V i NW SE C i NW SE C Age 27 | ockenfiel i lights lights leh loc n main n main Severity Slight bving Tra | d 1st Rd: Al Weather Fine Junct. loo Not at Not at Car Pass No ffic, Drive | Ped Direction Not ped r of V2 Fress | PedX - Human None Hit obj in Le None None Ped Movement Not ped | - Phy Pac None ft cway H Ped locat: Not ped | None it obj off None None ion Scho Oth | Sex Male Male Male pool Pupi er to a | Age 58 27 | B |
| ocation: Al 1 peed C'Way 0MPH Singl- eh Vehicle typ 1 Goods > 7.5 2 Car s No Veh ref 2 escription: Vehicle typ topp, VI Faile | Joe c'way No e C'way No Cas Clas Drv/Rids ehs Trav. | of Helm Jun lot Det/Ctrl MotJCT y Manoeuvre Going ahead Going ahead ss Sex er Male S/E on Al i | Lightin Dark/no Dir V i NW SE C i NW SE C Age 27 | ockenfiel i lights lights leh loc n main n main Severity Slight bving Tra | d 1st Rd: Al Weather Fine Junct. lo Not at Not at Car Pass No ffic, Drive: | Ped Direction No No Ped Direction Not ped r of V2 Fress | PedX - Human None Hit obj in Le None None Ped Movement Not ped | - Phy Fac None fft cway H Ped locat: Not ped | None it obj off None None ion Scho Oth | Sex Male Male Male pool Pupi er to a | Age 58 27 | B - |
| s sociation: Al 1 seed C'Way DMPH Single Linguistry L Goods > 7.5 Car S No Veh ref | Joe c'way No e C'way No Cas Clas Drv/Rids ehs Trav. | of Helm Jun of Det/Ctrl NotJCT J Manoeuvre Going shead Going shead ss Sex er Nale S/E on Al i p in Time, C | Lightin Dark/no Dir V i NW SE O i NW SE O Age 27 n Slow M | g lights Veh loc On main On main Severity Slight bving Trai with Resi | d 1st Rd: Al Weather Fine Junct. lo Not at Not at Car Pass No ffic, Drive: r of V2 Contributo: | Ped Part Rd: Rd Surf Dry C Skidding No No Ped Direction Not ped r of V2 Fress ry Factors: 46 | PedX - Human None Hit obj in Le None None Ped Movement Not ped sed Brake Inster | - Phy Fac None Ift cway H Ped locat: Not ped ad of Clutch | None it obj off None None ion Scho Oth | Sex Male Male Male pool Pupi er to a | Age 58 27 | B |
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| Location: All M. | ile South of Wes | | | | | | | | |
| Speed C'Way | Jct Det/C | | | Weather | Rd Surf | PedX - Human | | | Hazard |
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| Location: Al 1/2 | Mile South of | | | | | | · · | | |
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| 59 | 030311 | l3 Sligh | t Friday | 14/06/20 | 13 14:50 | 417432/598729 | | | |
| Location: Al J/ | W West Moor Jun | ction West | Moor 1st Rd | i: Al 2nd Rd: | C111 | | | | |
| Speed C'Way | | Ctrl Light | | Weather | Rd Surf | PedX - Human | | | |
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| | No. Torres W. ex. 20 | r App. West | | | | vi Collides Wit | | | |
| | hs Trav. N on Al | | | | | | | | |
| | | | | Contributor | y Factors: 4 | 02A00IB 400A00IB | | | |
| User Information | a: | | Nonday | Contributor | Table 1 (1) | | | | |
| User Information | n: 024041 | 3 Sligh | | 06/05/201 | 13 10:38 | 417434/598769 | | | |
| User Information 49 Location: Al J/ | 024041 W Felton Junctio | 3 Sligh | r 1st Rd: A | 06/05/201 2nd Rd: C11 | 13 10:38 | 417434/598769 | | | Sin annotati |
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The Victoria 150-182 The Quays Salford M50 3SP

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TA49 Lighting Assessment (Confidential)

A1 in Northumberland: Morpeth to Ellingham

Part B: Alnwick to Ellingham



A1 Alnwick to Ellingham

TA49 LIGHTING ASSESSMENT





FIRST ISSUE / FOR REVIEW (P0) PUBLIC

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DATE: AUGUST 2018

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Appendix C - Scheme Appraisal Reports (SAR 2017a)

Appendix E – Road Safety Engineer Reports

Appendix D - Scheme Drawings



EXECUTIVE SUMMARY

WSP have been commissioned by Highways England to undertake PCF Stage 2 (Option Selection) for the A1 Alnwick to Ellingham.

This report focuses on the road lighting element of the scheme and whether there is economic justification for road lighting in accordance with Design Manual for Roads and Bridges (DMRB) TA49/07 'Appraisal of new and replacement lighting on the strategic motorway and all-purpose trunk road network'.

The A1 Alnwick to Ellingham dualling upgrade involves widening the existing A1 either to the east or the west as indicated by local features. Farm access and the bridleway/public right of way near Broxfield will be maintained via a bridge. A new junction will provide ease of access with the A1, B6341 & B6347

When considering the implementation of road lighting through the TA49 appraisal process it has been demonstrated, through calculation, that lighting is not economically justified. This is mainly due to the number of PIC savings being determined as low should road lighting be proposed. All sections (A to C) and the scheme as a whole have resulted in BCR's of less than 1.0 being calculated. This confirms that the cost of providing a lighting scheme far outweighs any costs saved made through PIC savings.

It is possible that OPEX savings could be considered such as controlled dimming through MoRLiCS compatible CMS systems or a reduction of the lighting extents. However, from an economically quantifiable view point it is unlikely that any sections within the scheme would produce a BCR that exceeds 1.0 in order to justify a new lighting scheme if reduced OPEX costs were applied.

The non-quantifiable assessment process considered has concluded that there is a level of non-quantifiable justification for the introduction of new lighting. It is considered that journey ambience alone cannot be considered for justification as this could be considered to be a direct link to the 10% accident savings lighting provides within the quantifiable element of the SAR process. It is possible however that lighting may help where there is no hard shoulder to identify broken down vehicles during the hours of darkness.

The Road Safety Engineer concluded that the existing route dark collision rate is below the national average although the severity of the collisions that have occurred, (58%) is above the national average killed and seriously injured (KSI) figure of 24%. When combining this aspect with the upgrade from the current road layout to a new dual carriageway many of the existing hazards will also be removed further strengthening the case for dark collision reduction (such as removal of at grade junctions). This has enabled the RSE to conclude that road lighting will not be required within the project. However, the use of the following should be considered within the design;

- 'intelligent' style road studs to pre-light the route
- Use of a white lining system that included the reflective beading
- Reflectors on the VRS or painting it black & white.

All the above measures are effective in reducing collisions during the hours of darkness in addition to their known benefits in daylight conditions. The use of bike guard on the vehicle restraint system (VRS) will further improve safety for powered two wheelers.

It is recommended that lighting should not be provided on any of the sections of the A1 Alnwick to Ellingham project. There is no economic or safety benefit supporting the installation of road lighting within the project.

The RSE has suggested options which should be considered within the design, if feasible, to mitigate the installation of road lighting.



The Table below summarises the requirement for road lighting following assessment by both the lighting engineer and the RSE;

TA49/07 Recommendations

| SECTION | Economic Conclusion | Road Safety Conclusion | Combined Conclusion |
|--|------------------------|------------------------------|------------------------|
| Section A – Scheme limits to South Charlton Junction (ch53150 – 58250) | | | |
| Section B – South Charlton Junction with B6341 & B6347 (ch58250 – 59100) | | ♦ | |
| Section C – South Charlton Junction to scheme limits (ch59100 – 61100) | | | |

| (0139100 - 0 | 1100) | |
|--------------|-----------------------|--|
| <u>Key</u> | | |
| | Lighting Required | |
| | Lighting Not Required | |
| | | |
| | • | |



1 INTRODUCTION

- 1.1.1. WSP have been commissioned by Highways England to undertake PCF Stage 2 (Option Selection) for the A1 Alnwick to Ellingham.
- 1.1.2. The A1 in Northumberland is an important route between England and Scotland, especially for long distance travel along the eastern side of the country. The A1 between Alnwick to Ellingham is currently a single carriageway.
- 1.1.3. This stretch of road needs improving because journey times are generally slow it can be hard to overtake, leading to some drivers overtaking unsafely. There are limited alternative routes making it difficult to provide alternative routes if the A1 requires maintenance or if there are any unplanned events on the road.
- 1.1.4. This report focuses on the road lighting element of the scheme and whether there is economic justification for road lighting in accordance with Design Manual for Roads and Bridges (DMRB) TA49/07 'Appraisal of new and replacement lighting on the strategic motorway and all-purpose trunk road network'.
- 1.1.5. Following the economic assessment of the lighting requirements, the results will be reviewed by a Road Safety Engineer who will provide comments and recommendations from a safety aspect in accordance with items such as the road usage, accident history and the local environment.

1.2 PURPOSE AND SCOPE OF REPORT

- 1.2.1. The purpose of this report is to assess whether it is economically justifiable to provide road lighting throughout the scheme, whilst assessing the benefit of providing new lighting in the areas that are currently unlit. The report assesses the need for the replacement in accordance with Highways England DMRB.
- 1.2.2. In order to assess if the road lighting proposal identified is economically justifiable an economic assessment has been completed in accordance with Technical Advice Note TA49/07 'Appraisal of new and replacement lighting on the strategic motorway and all-purpose trunk road network'.
- 1.2.3. In order to determine if the installation of road lighting is justified in accordance with Highways England requirements an outline design is completed to enable a build-up of Capital (CAPEX) and Operating (OPEX) costs. These cost are fed into Highways England's Scheme Appraisal Report (SAR) spread sheet in order to determine whether the costs are, as a minimum, fully recovered, principally through accident saving's over the life expectancy of the installation.
- 1.2.4. As part of this appraisal it is advised that a Road Safety Engineers Briefing Report (RSEB) is also carried out by a Road Safety Engineer (RSE) to provide an independent view of the application of road lighting and accident data in general.
- 1.2.5. The findings of this report are detailed within the Conclusions and Recommendations section of this report and are summarised within the Executive Summary.



2 PROJECT DETAILS

2.1 PROJECT BACKGROUND

- 2.1.1. The A1 Alnwick to Ellingham dualling upgrade involves widening the A1 to dual carriageway along the existing road. There will be one new junction at South Charlton, connecting the A1, B6341 and B6347. Access will be provided for businesses and properties to the new junctions.
- 2.1.2. This scheme continues on from the Morpeth to Felton section. The A1 Morpeth to Felton duelling upgrade involves widening the existing A1 but with a significant deviation from the existing A1 in the 'middle' of this section. There will be a new A1 between Priests Bridge and Burgham Park, to the west of the current A1 and of Tindale Hill and Causey Park Bridge. There will be three new junctions: at Highlaws; at Fenrother; and at Westmoor. Access to the A1 will be via the new junctions only and it will be required to close most of the current local accesses onto the A1. There will be sections provided to the new junctions as part of the scheme.
- 2.1.3. This report considers the A1 Alnwick to Ellingham section only with a separate report considered for the A1 Morpeth to Felton.





2.2 PREFERRED ROUTE

- 2.2.1. As part of the preferred route announcement in September 2017 three options were considered for the proposed improvements between Alnwick to Ellingham;
- 2.2.2. Orange Option: upgrade the existing road to dual carriageway, either widening to the east or the west depending on the local features that we need to consider
- 2.2.3. Green Option: upgrade approximately 1.2 miles (2 km) of existing road to dual carriageway, and build a new carriageway to the east of the existing road at Heckley Fence, before crossing over to the west of the existing road at Elsnook Plantation and continuing until Shipperton Burn.
- 2.2.4. Blue Option: upgrade the majority of the existing road to dual carriageway, with approximately 2.2 miles (3.5 km) section of new carriageway built to the west of the existing route between Elsnook Plantation and Shipperton Burn
- 2.2.5. The Orange route has been selected as the preferred route. The decision for the preferred route was made following consideration of numerous factors and provides additional network resilience and overtaking opportunities. It also provides safety benefits by providing an overbridge junction connecting B6341, B6347 and the A1 at South Charlton.
- 2.2.6. This lighting assessment uses the orange route as the base for considering if lighting is required within the scheme limits.

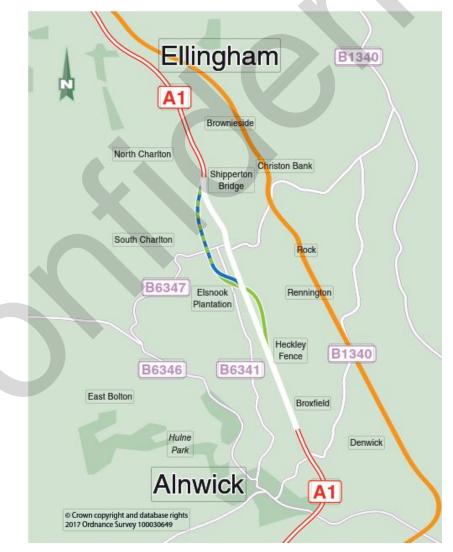


Figure 1 - Route Options



2.3 ROUTE SECTIONS

2.3.1. The proposed scheme has been separated into 3 distinct sections to facilitate the handling of large amounts of data. Deciding on the requirements for lighting in smaller condensed sections rather than one full section for the scheme will enable a more comprehensive understanding of the final recommendations.

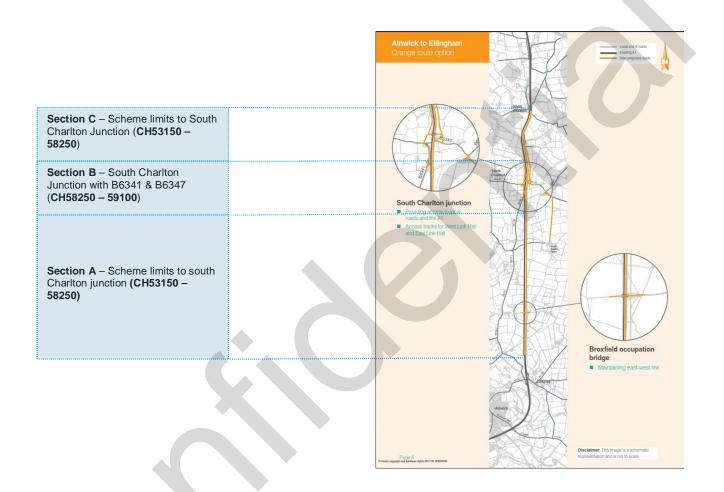


Figure 2 - Route Sections



3 EXISTING ALIGNMENT AND ROAD LIGHTING

3.1 EXISTING ALIGNMENT

3.1.1. For the purpose of this report the existing alignment has not been considered as the proposed route is both off line and not using the same principal geometry and route. However, the RSE has considered the existing route and the collisions for the route.

3.2 EXISTING ROAD LIGHTING DESCRIPTION

3.2.1. None of the existing route or immediate connecting roads between the Alnwick to Ellingham are currently lit.

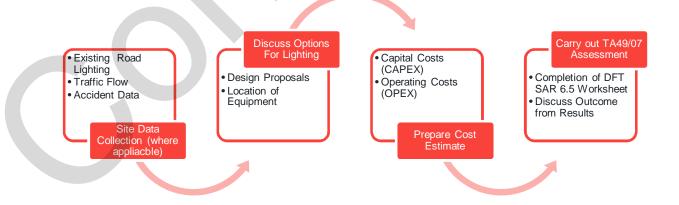




3.3 ECONOMICAL APPRAISAL PROCESS

- 3.3.1. In order to assess if the road lighting proposal identified is economically justifiable an economic assessment needs to be completed in accordance with the Highways England's DMRB Technical Advice Note TA49/07.
- 3.3.2. The economic assessment aspect of this report follows the requirements of TA49/07 in which the Benefit Cost Ratio (BCR) is calculated. The BCR is a calculation that determines the value for money that could be provided in terms of accident savings provided by lighting if it was to be installed within the project. If the BCR is greater than 1.0 then the scheme benefits outweigh the costs, thus road lighting can be justified.
- 3.3.3. As part of this assessment it is advised that a RSEB is also carried out by a RSE to provide an independent review of the replacement of lighting and accident data in general. A full copy of the RSEB for this section of road under consideration is included in Appendix E.
- 3.3.4. To ensure a common approach in carrying out the economic assessment the Department for Transport (DfT) produced a Scheme Appraisal Report (SAR) template. Using the SAR 2017a the following items have been used to populate the data required for the A1 Alnwick to Ellingham;
 - Traffic flow data.
 - Accident data from the previous 5 years (where applicable).
 - Capital costs (CAPEX).
 - Operating costs (OPEX).
 - Installation costs.
 - Decommissioning costs.
 - Personal Injury Collision (PIC) saved in opening year.
- 3.3.5. The economic assessment process introduced by TA49/07 uses PIC savings as the basis for justification for lighting. This is achieved by using existing accident data, where applicable, as a benchmark and calculating how many night-time accidents would be saved by the renewal of lighting. This report has used 5 year historical road traffic accident data to inform a decision on the predicted accident savings based on the preferred route (as detailed in the RSEB) specific to the network as specified in TA49/07. It should be noted that the RSE report provides an in depth review of existing and proposed based on the new route.
- 3.3.6. The economic assessment process also incorporates average traffic flow information as provided within the Scheme Appraisal Report.
- 3.3.7. The economic assessment process for the A1 Alnwick to Ellingham followed within production of this report is summarised in Figure 3 below. This provides information on the level of input required at each stage in order to provide sufficient information for input into the economic assessment process.

Figure 3 - TA49/07 Process





3.4 SITE DATA COLLECTION

- 3.4.1. This report has used 5 year historical road traffic accident data specific to the network supplied by the project team. The data used is detailed within the RSE report and considers the existing accident data for the current route.
- 3.4.2. The PSV percentage was not available from the information obtained and has not been used in the SAR. The predicted traffic growth information was not available at the time of carrying out the SAR but an assumption has been made of 30% in line with Highways England SAR 2017a and DFT guidance.





4 OPTIONS FOR ROAD LIGHTING

4.1 OPTIONS BREAKDOWN

- 4.1.1. TA49/07 states that the assessment process should produce an outline design "in sufficient depth to enable costs to be estimated reasonably accurately".
- 4.1.2. A road lighting design solution for each of the sections defined in Section 2.3 was developed and selected against the following criteria:
 - The requirement for compliance with the latest design standards specified within the DMRB (i.e TD34).
 - Incorporation of the latest lighting technology available with respect to luminaire optics and lighting column configuration.
 - Selection of the most cost effective replacement option based on initial capital investment costs and life cycle maintenance.
- 4.1.3. Table 1 below provides the proposed road lighting design solution for each section which has been considered for the purposes of this TA49 assessment.

Table 1 – Proposed Road Lighting Design Solution for Each Section

| Section | Proposed Lighting Solution |
|---------|---|
| A | Main Carriageway: Road lighting columns of 12m nominal height complete with a post top mounted (twin stub bracket) and LED luminaires (2 No.) mounted within the central reservation. |
| | Slip Roads: Road lighting columns of 10m nominal height with a post-top mounted LED luminaire mounted in a single sided arrangement in the verge. |
| В | Main Carriageway: Road lighting columns of 12m nominal height complete with a post top mounted (twin stub bracket) and LED luminaires (2 No.) mounted within the central reservation. |
| | Slip Roads: Road lighting columns of 10m nominal height with a post-top mounted LED luminaire mounted in a single sided arrangement in the verge. |
| С | Main Carriageway: Road lighting columns of 12m nominal height complete with a post top mounted (twin stub bracket) and LED luminaires (2 No.) mounted within the central reservation. |
| | Slip Roads: Road lighting columns of 10m nominal height with a post-top mounted LED luminaire mounted in a single sided arrangement in the verge. |



4.2 DESIGN STANDARDS

- 4.2.1. The section of the A1 Alnwick to Ellingham under consideration in Table 1 will be designed in accordance with DMRB document TD34/07 'Design for Road Lighting for the Strategic Motorway and All Purpose Trunk Road Network' which states that the road lighting shall be designed in accordance with BS5489-1:2013 'Code of Practice for the Design of Road Lighting Part 1: Lighting of Roads and Public Amenity Areas'.
- 4.2.2. TD34/07 sets out the required extent of lighting that should be provided within a typical scenario, this guidance has been followed for the proposed outline design where applicable.

4.3 IDENTIFY LIGHTING CLASS

4.3.1. As part of the design process a lighting class has to be selected for each section of the A1 Alnwick to Ellingham in accordance with BS5489-1:2013. The required lighting class is selected based on the criteria set out in Table 2 below which has been extracted from Table A.2 'Lighting Classes for traffic routes (v > 40mph)' of BS5489-1:2013.

Table 2 - Lighting Classes for Traffic Routes (v > 40mph) extracted from BS5489-1:2013

| Traffic Flow | Lighting Class | | |
|-------------------|-----------------------|----------------------|----|
| | Dual Carriageway | Single Carriageway | |
| | Junction Density High | Junction Density Low | |
| High to very high | M2 | МЗ | M2 |
| Low to Moderate | M3 | M4 | M3 |
| Very low | M4 | M5 | M4 |

4.3.2. Table 3 below provides the recommended lighting class for each section as determined from Table 2 above.

Table 3 - Proposed Lighting Class for Each Section

| Section | Description | Proposed Lighting Class |
|---------|------------------|-------------------------|
| Α | Main Carriageway | M4 |
| | Slip Road | M4 |
| В | Main Carriageway | M3 |
| | Slip Road | M3 |
| C | Main Carriageway | M3 |
| | Slip Road | M3 |

4.3.3. Table 3 identifies a lighting class for the main carriageway and for the associated slip roads for each section. The required lighting parameters for each lighting class are highlighted in Table 4 below which has been extracted from Table 1 'M Lighting Classes' of BS EN13201-2:2015.



Table 4 – M3 and M4 Lighting Class Parameters extracted from BS EN 13201-2:2015

| Requirements | Lighting Class M3 | Lighting Class M4 |
|--|-------------------|-------------------|
| Lav in cd-m2 (Minimum Maintained) | 1.0 | 0.75 |
| Uo (Minimum) | 0.4 | 0.4 |
| UI (Minimum) | 0.6 | 0.6 |
| TI (Disability Glare) (Maximum) | 15% | 15% |
| Rei (Requirement for Edge illuminance) (Minimum) | 0.5 | 0.5 |

4.4 DESIGN PARAMETERS

- 4.4.1. The basic road lighting design parameters for the A1 Alnwick to Ellingham have included the following: -
 - IP 66, LED luminaire units (mounted at 0° tilt) to be used throughout to minimise the environmental impact (i.e. light spill) caused by the proposed lighting scheme.
 - Only luminaires with a luminous intensity rating of G4 to G6 have been considered within this design.
 - A maintenance factor of 0.83 was applied for all LED luminaire units.

4.5 PREPARE COST ESTIMATES

- 4.5.1. The TA49 economic assessment requires the input of capital cost (CAPEX) and operating costs (OPEX).
- 4.5.2. The capital cost associated with each section has been calculated using the unit lighting equipment rates provided in Appendix A. It should be noted that these rates have been derived for assessment purposes and although they have been based on UK industry rates they have not been verified by production of accurate drawings or design calculations. The capital cost applicable to each section is detailed in Table 5 below.

Table 5 – Capital Cost Summary

| Section | Location | CAPEX |
|--------------|--|---------------|
| А | Scheme limits to South Charlton Junction | £788,791.50 |
| В | South Charlton Junction with B6341 & B6347 | £1,412,286.75 |
| С | South Charlton Junction to scheme limits | £344,457.75 |
| All Sections | | £2,545,539.00 |

- 4.5.3. All sections considered exceed the minimum £100,000 requirement to be considered under a TA49 appraisal in accordance with the SAR guidance.
- 4.5.4. The operating costs which consider maintenance, energy and decommissioning costs associated with each section have been calculated using the unit lighting equipment costs provided in Appendix B. It should be noted that these rates have been derived for assessment purposes only using industry standard rates.
- 4.5.5. The SAR 2017a template requires the input of the additional annual average maintenance costs calculated from the overall operating costs. However, it is considered that additional maintenance costs should only be added to existing maintenance costs where existing lighting units are being retained. As there is no scope / provision to retain existing lighting units within this scheme the additional maintenance costs have been considered as the full maintenance cost per annum for the proposed lighting units. Therefore, the annual average maintenance costs applicable to each section are detailed in Table 6 below.



Table 6 - Additional Annual Average Maintenance Costs

| Section | Location | OPEX |
|--------------|--|-------------|
| А | Scheme limits to South Charlton Junction | £44,621.44 |
| В | South Charlton Junction with B6341 & B6347 | £51,828.37 |
| С | South Charlton Junction to scheme limits | £11,419.67 |
| All Sections | Sections A to C | £107,869.48 |

4.6 CARRY OUT TA49 ECONOMIC ASSESSMENT

- 4.6.1. TA49/07 instructs the assessor to use Highway England's publication Scheme Appraisal Report 2017a (SAR 2017a) to assess the monetised benefits of lighting.
- 4.6.2. The SAR 2017a template states that all lighting systems with a capital investment cost of greater than £100,000 should be assessed in accordance with SAR 2017a. As detailed in Table 5.
- 4.6.3. The figures/information gathered are input into the SAR 2017a template which automatically calculates the monetised benefits of lighting. Appendix C contains all SAR 2017a worksheets for information.





5 ASSESSMENT OF RESULTS

5.1 INTERPRETATION OF RESULTS

- 5.1.1. In order to calculate the BCR the following figures were calculated for each section.
 - Present Value Benefits (PVB); represents the monetised savings when considering accident savings in the opening year discounted to the base year (2010).
 - Present Value Costs (PVC); are the costs applicable to the project discounted to the base year (2010) and converted to market prices by applying a factor equivalent to the general taxation level in the economy. This is necessary to enable comparison with monetised benefits on a like-for-like basis
 - Net Present Value (NPV); is the comparison of PVC/PVB to enable a positive or negative lighting benefit.
- 5.1.2. Table 7 below provides a breakdown of figures (works costs) obtained from outline designs carried out for each individual section, together with figures automatically calculated when collated data is input into the SAR 2017a template. The accompanying SAR 2017a worksheets for the individual sections are provided within Appendix C, with the figures for the lit, unlit and whole sections determined by combining the costs and figures accordingly.

Table 7 - BCR Calculation Summary

| Section | Capital Cost | PIC Saving in Yr 1 | PVB | PVC | NPV (PVB-PVC) | BCR (PVB/PVC) | | | |
|--------------|------------------|--------------------|------------|------------------|---------------------|------------------|--|--|--|
| А | £788,791.50 | 0.02 | £41,069.00 | £1,469,780.00 | -£1,428,711.00 | 0.030 | | | |
| В | £1,412,286.75 | 0.00 | £0.00 | £2,097,240.00 | -£2,097,240.00 | 0.000 | | | |
| С | £344,457.75 | 0.00 | £0.00 | £488,270.00 | -£488,270.00 | 0.000 | | | |
| All Sections | £1,470,137.59 | 0.02 | £41,069.00 | £4,055,290.00 | -£4,014,221.00 | 0.010 | | | |
| Key | | | | | | | | | |
| | BCR less than | 1.0 | | Lighting not eco | nomically justified | | | | |
| | BCR greater that | an or equal to | 1.0 | Lighting econom | nically justified | | | | |

- 5.1.3. Table 7 above shows that each individual section returns a BCR of less than 1.0, indicating that a proposed lighting scheme in each individual section, and as a combined scheme, is not economically justifiable.
- 5.1.4. It should be noted that within the OPEX calculations completed, no energy saving initiatives have been applied. Should energy saving initiatives be applied in any future design, technology such as controlled dimming, through MoRLiCS compatible CMS systems, could increase the BCR figures and potentially provide a higher BCR in some instances when considering the proposed lighting installation. It however is unlikely to increase above the required level of 1.0.



ROAD SAFETY ENGINEERS REPORT

6.1 REQUIREMENTS

6

- 6.1.1. Within TA49/07 it is a requirement to engage the Road Safety Engineer (RSE) to make an independent assessment of the scheme under consideration. Within Appendix E there is copy of the full Road Safety Engineers Briefing report (RSEB) carried out by Road Safety Initiatives (RSI). A summary of the full RSEB is provided in Section 6.2 below.
- 6.1.2. This information provided within this report was completed by Lyn Turner (WSP RSE) on May 2018.
- 6.1.3. The purpose of this RSEB is to review and understand the accident data for the existing route and consider how the proposed alignment will impact on the accidents. In addition to considering the likely benefit or disbenefit any proposed road lighting may have on the accident rates for the route.
- 6.1.4. This RSEB also considers Interim Advice Note 167/12, Revision 1 Guidance for the Removal of Road Lighting. This is because IAN 167/12 provides supplementary requirements and guidance to TA49/07 and TD 34/07 (Design of Road Lighting for the Strategic Motorway and All Purpose Trunk Road Network).
- 6.1.5. The RSEB comprised an examination of relevant documents relating to the proposed scheme and analysis of provided five-year collision data and the impact on the proposed alignment and accident savings. The collision data considered has been derived from collision statistics validated by the DfT (known as Nationally Validated data). Collisions have been "rationalised" to exclude those where driver gross negligence has been shown to be a significant contributory factor, in accordance with advice given in IAN 167/12 where applicable.

6.2 SUMMARY OF REPORT

- 6.2.1. The dual carriageway section of the A1 is currently below the national averages for dark collision, where no street lighting is present.
- 6.2.2. The RSEs opinion as a qualified HD19 Audit Team Leader is that, as the route is to be upgraded to a new dual carriageway, it will be of a higher standard than the existing single carriageway. Many highway hazards, such as at-grade junctions, would be removed and looking at the evidence of the historic collisions, they do not believe that street lighting is required at this time. They have concluded that on the mainline the numbers of dark collisions should not increase by more than the 10% as stated in TA49/07. However, the use of items listed below and regular maintenance of the route will also help in the reduction of collisions on the new route.
- 6.2.3. With regards to the new grade separated junctions, these could be more complex. It is widely known that compact junctions, have a collision record due to the tight nature of the radii, leading to loss of control collisions, with the most vulnerable vehicle type powered two wheelers, however other vehicles are susceptible too, such as loss of control type incidents. By upgrading the B6347 junction to grade separated junctions, from the historical collision data it can be seen that 2 collisions have been removed through rationalisation as they occurred at the B6347 junction by right-turning manoeuvres. Associated queueing collisions and those collisions occurred at farm accesses which are to be closed will Also be saved.
- 6.2.4. Ideally the B6347 junction should be assessed on a junction by junction basis using the GD04 assessment or COBALT tool or the comparison of like for like STATS19 collision data to analyse against.
- 6.2.5. In the absence of these items, it cannot be categorically advised not to provide street lighting on the junctions, however there are other methods in which to highlight the junctions to the motorists during the hours of darkness or inclement weather. These can include the use of:
 - 'intelligent' style road studs to pre-light the route
 - Use of a white lining system that included the reflective beading
 - Reflectors on the VRS or painting it black & white.
- 6.2.6. All the above measure are effective in reducing collisions during the hours of darkness in addition to their known benefits in daylight conditions.



6.2.7. The use of bike guard on the vehicle restraint system (VRS) will further improve safety for powered two wheelers.

6.3 PREDICTED PIC SAVINGS

- 6.3.1. Design Manual for Roads and Bridges TA49/07 gives a formula for predicting collision savings. The standard talks about the proportion of darkness collisions on all types of strategic roads is on average 28% of the total collisions occurring during the hours of daylight and darkness, however, this figure was sought from Road Casualties Great Britain 2004. Looking at Road Casualties Great Britain 2015, this figure has decreased to 27%.
- 6.3.2. Within TA49/07 section 4, table 1 gives a generalised indication of the darkness PIA saving due to road lighting on links, suitable for appraisal.
- 6.3.3. For an all-purpose Dual carriageway the figure of 10% is noted.
- 6.3.4. Part of the scheme within this document is going to be on new links as the route deviates from the existing alignment. Other parts of the route are on the existing alignment but are replacing a single carriageway with a dual carriageway. All of the scheme extent is currently unlit.
- 6.3.5. The standard makes reference darkness savings on a new link which refers to Volume 13, COBA which has since been redrawn. The standard also makes reference to darkness savings on an existing unlit link. Both refer to the calculation of the number of opening year darkness collisions multiplied by the 10% figure which will give the predicted collision saving.

Table 8 - PIC Savings

| | Section A | Section B | Section C | Total |
|--|-----------|-----------|-----------|-------|
| Total Number of Rationalised collisions (5 Years) | 2 | 2 | 0 | 4 |
| Total During Darkness (5 Years) | 1 | 0 | 0 | 1 |
| Collisions in darkness per annum (actual) | 0.2 | 0 | 0 | 0.2 |
| Predicted Collision saving = no. of opening year darkness collisions x 10% | 0.02 | 0 | 0 | 0.02 |



7 ASSESSMENT OF THE NON QUANTIFIABLE BENEFITS

7.1 REQUIREMENTS

- 7.1.1. TA49/07 uses predicted PIC cost savings to assess the need for lighting and although it is stated within the document that lighting may provide other non-quantifiable benefits (non-neutral impact) the guidance is limited and does not provide any definitive guidance with respect to how a non-quantifiable benefit may be assessed.
- 7.1.2. Therefore in the absence of any clear guidance an assessment matrix and associated guidance note has been developed to assess each section against the non-quantifiable issues identified for the purposes of this assessment. It should be noted that TA49/07 states that road construction departures from standards (such as narrow lanes) cannot be considered as a situation where lighting alone should be automatically introduced to mitigate the risk of the departure.
- 7.1.3. Table 9 below highlights the assessment matrix developed for the purposes of this assessment using the model developed in part with TA49 as a basis so that the non-quantifiable benefits of each section could be assessed in a structured manner.

Table 9 - Non-Quantifiable Benefits of Lighting - Assessment Matrix

| Description | Section A | Section B | Section C |
|---|-----------|-----------|-----------|
| Road Users | | | |
| Journey ambience | Positive | Positive | Positive |
| Driver Safety (accident reduction) | Neutral | Neutral | Neutral |
| Driver security | Neutral | Neutral | Neutral |
| Pedestrian safety | Neutral | Neutral | Neutral |
| Night-time routine maintenance | Neutral | Neutral | Neutral |
| Road Configuration | | | |
| Unusual number of lanes / constant lane changes | Neutral | Neutral | Neutral |
| Poor site lines and visibility | Neutral | Neutral | Neutral |
| Complex / unusual road Alignment | Neutral | Neutral | Neutral |
| Severe bends | Neutral | Neutral | Neutral |
| Narrow Lanes | Neutral | Neutral | Neutral |
| Close proximity of junctions (<1000m) | Neutral | Neutral | Neutral |
| Emergency Refuge (ER) / Hard Shoulder (HS) | | | |
| HS present | Positive | Positive | Positive |
| Discontinuous HS with ER | N/A | N/A | N/A |
| Discontinuous HS without ER | N/A | N/A | N/A |



7.1.4. Table 10 below highlights the assessment matrix developed for the purposes of this assessment using the model developed in part with TA49 as a basis so that the non-quantifiable benefits of each section could be assessed in a structured manner.

Table 10 - Non-Quantifiable Benefits of Lighting Guidance Note

| Description | Note | Default Position | Comment |
|---|----------|---------------------|--|
| Road Users | | | |
| Journey ambience | 1 | Positive | - |
| Driver Safety (accident reduction) | 2 | Neutral | This value will always be neutral if the TA49 economic assessment has confirmed that lighting cannot be justified on economic grounds. |
| Driver security | 3 | Neutral | This value should always default to neutral if fear of crime / personal safety is not of significant concern at the given location |
| Pedestrian safety / security | 4 | Neutral | This value should always default to neutral if no pedestrian access / facility is provided. |
| Night-time routine maintenance | 5 | Neutral | Should be neutral unless regular night-time maintenance is essential and lighting is considered essential for the night-time routine maintenance activities. |
| Road Configuration | | | |
| Unusual number of lanes / constant lane changes | 6 | Neutral | This value should always default to neutral unless there are unusual quantities of lane changes. |
| Poor site lines and visibility | 7 | Neutral | This value should always default to neutral unless the assessor can determine that lighting would assist driver perception. |
| Complex / unusual road Alignment | 8 | Neutral | This value should always default to neutral unless there is definitive evidence that lighting would assist driver direction and perception. |
| Severe bends | 9 | Neutral | This value should always default to neutral unless there is definitive evidence that lighting would assist. |
| Narrow Lanes | 10 | Positive | If narrow lanes exist then lighting should be provided to highlight the areas of concern. |
| Close proximity of junctions (<1000m) | 11 | Positive | It has been shown that road junction in close proximity can benefit from lighting. For the purpose of this assessment the junction proximity has been taken from the end / commencement of the slip roads. |
| Emergency Refuge (| ER) / Ha | ard Shoulde | er (HS) |
| HS present | 12 | Neutral | If a hard shoulder is present this should always default to neutral |
| Discontinuous hard shoulder with ER | 13 | Neutral | If a hard shoulder is present this should always default to neutral |
| Discontinuous HS without ER | 14 | Neutral | If a hard shoulder is present this should always default to neutral |



7.1.5. Table 11 below provides the conclusion for each item identified for the assessment of non-quantifiable benefits.

Table 8 - Non-Quantifiable Benefits of Lighting, Section Conclusions

| Section | Description | Non-quantifiable Benefit (i.e., positive) | Conclusion |
|---------|---|---|--|
| A | i Journey Ambience i Hard Shoulder Present | j Journey ambience alone cannot be considered justification for lighting. j As no hard shoulder is present it is considered that lighting could be beneficial in identifying broken down vehicles in locations where a hard shoulder is not present. | Mainline lighting and slip road lighting could be considered as a form of mitigation for safety where other safety measures cannot be implemented. |
| В | i Journey Ambience i Hard Shoulder Present | Journey ambience alone cannot be considered justification for lighting. As no hard shoulder is present it is considered that lighting could be beneficial in identifying broken down vehicles in locations where a hard shoulder is not present. | Mainline lighting and slip road lighting could be considered as a form of mitigation for safety where other safety measures cannot be implemented. |
| С | j Journey Ambience i Hard Shoulder Present | Journey ambience alone cannot be considered justification for lighting. As no hard shoulder is present it is considered that lighting could be beneficial in identifying broken down vehicles in locations where a hard shoulder is not present. | Mainline lighting and slip road lighting could be considered as a form of mitigation for safety where other safety measures cannot be implemented. |



8 CONCLUSION AND RECOMMENDATIONS

8.1 CONCLUSION

The TA49 economic assessment (quantifiable)

- 8.1.1. When considering the implementation of road lighting through the TA49 appraisal process it has been demonstrated, through calculation, that lighting is not economically justified. This is mainly due to the number of PIC savings being determined as low should road lighting be proposed. All sections (A to C) and the scheme as a whole have resulted in BCR's of less than 1.0 being calculated. This confirms that the cost of providing a lighting scheme far outweighs any costs saved through PIC savings.
- 8.1.2. It is possible that OPEX savings could be considered such as controlled dimming through MoRLiCS compatible CMS systems or a reduction of the lighting extents. However from an economically quantifiable view point it is unlikely that any sections within the scheme would produce a BCR that exceeds 1.0 in order to justify a new lighting scheme if reduced OPEX costs were applied.

The TA49 lighting benefits assessment (Non-quantifiable)

8.1.3. The non-quantifiable assessment process considered has concluded that there is a level of non-quantifiable justification for the introduction of new lighting. It is considered that journey ambience alone cannot be considered for justification as this could be considered to be a direct link to the 10% accident savings lighting provides within the quantifiable element of the SAR process. It is possible however that lighting may help where there is no hard shoulder to identify broken down vehicles during the hours of darkness. This potential saving is not quantifiable and should be mitigated by other safety initiatives.

Road Safety Engineers Assessment

- 8.1.4. The RSE concluded that the existing route dark collision rate is below the national average. When combining this aspect with the upgrade from the current road layout to a new dual carriageway many of the existing hazards will also be removed further strengthening the case for dark collision reduction (such as removal of at grade junctions). This has enabled the RSE to conclude that road lighting will not be required within the project. However the use of the following should be considered within the design;
 - 'intelligent' style road studs to pre-light the route
 - Use of a white lining system that included the reflective beading
 - Reflectors on the VRS or painting it black & white.
- 8.1.5. All the above measure are effective in reducing collisions during the hours of darkness in addition to their known benefits in daylight conditions.
- 8.1.6. The use of bike guard on the vehicle restraint system (VRS) will further improve safety for powered two wheelers.

8.2 RECOMMENDATION

- 8.2.1. It is recommended that lighting should not be provided on any of the sections of the A1 Alnwick to Ellingham project. There is no economic or safety benefit supporting the installation of road lighting within the project.
- 8.2.2. The RSE has suggested areas which should be considered within the main line and slip roads/junctions within the design where feasible to mitigate the installation of road lighting.

Appendix A

CAPITAL COSTS (CAPEX)



CAPEX Cost Sheet - Link A

| Item | Description | 12M Road Lighting Column with a Twin Bracket Arm incorporating LED Luminaires (21.00klum) | 12M Road Lighting Column with a Twin Bracket Arm incorporating LED Luminaires (17.00klum) | 10M Road Lighting Column with a Single Post Top incorporating LED Luminaires (15.00klum) | 10M Road Lighting Column with a Single Post Top incorporating LED Luminaires (10.00klum) | | | | | |
|------------|--|--|--|---|--|-------|-------|-------|-------|-------|
| 1 | Column | £1,600.00 | £1,600.00 | £1,400.00 | £1,400.00 | | | | | |
| 2 | Bracket Arm | £150.00 | £150.00 | £0.00 | £0.00 | | | | | |
| 3 | Luma 2 luminaire (includes CMS) | £500.00 | £500.00 | £0.00 | £0.00 | | | | | |
| 4 | Luma 1 luminaire (Includes CMS) | £0.00 | £0.00 | £250.00 | £250.00 | | | | | |
| 5 | Passive Termination (Sensor) | £0.00 | £0.00 | £0.00 | 20.00 | | | | | |
| 6 | Termination | £140.00 | £140.00 | £70.00 | £70.00 | | | | | |
| 7 | 2.5mm ² 2 core Cu cable XLPE/SWA/PVC* | 00.03 | £0.00 | £0.00 | 0.003 | | | | | |
| 8 | 25mm ² 3 core Cu cable XLPE/SWA/PVC* | £480.00 | £480.00 | £480.00 | £480.00 | | | | | |
| 9 | Earth Electrode* | £25.00 | £25.00 | £25.00 | £25.00 | | | | | |
| 10 | Feeder Pillar* | £110.00 | £110.00 | £110.00 | £110.00 | | | | | |
| 11 | Trenching* | £170.00 | £170.00 | £170.00 | £170.00 | | | | | |
| 12 | Cross Carriageway ducting* | £105.00 | £105.00 | £105.00 | £105.00 | | | | | |
| 13 | Chambers* | £60.00 | £60.00 | £60.00 | £60.00 | | | | | |
| 14 | DNO* | £25.00 | £25.00 | £25.00 | £25.00 | | | | | |
| 15 | VCB allowance for column mounting* | £4,000.00 | £4,000.00 | £4,000.00 | £4,000.00 | | | | | |
| 16 | Traffic Management - TM* | £0.00 | £0.00 | £0.00 | 20.00 | | | | | |
| 17 | Detailed Design Fee* | £368.25 | £368.25 | £334.75 | £334.75 | | | | | |
| otal Capex | cost prior to TM & Detailed Design Fee | £7,365.00 | £7,365.00 | £6,695.00 | £6,695.00 | | | | | |
| | 0 | | | | | | | 1 | | 1 |
| otal Capex | Cost | £7,733 | £7,733 | £7,030 | £7,030 | £0 | £0 | £0 | £0 | £0 |
| | Proposed Quantity | 0 | 102 | 0 | | 0 | 0 | 0 | 0 | 0 |
| | Sub Total | £0.00 | £788,791.50 | £0.00 | £0.00 | £0.00 | 00.03 | £0.00 | £0.00 | £0.00 |

^{*}Capex costs are based on the following assumptions: Item 7, 8 & 11 - 40m Column spacings; All items - include Installation; Item 10 - 80 columns per feeder pillar; Item 10 - 60 earth electrodes allowed for scheme; Item 14 - Assumed transfer and suitable DNO mains cable laid in the vicinity of Feeder Pillar; Item 15 - Additional E100 per M (based on 40m spacings) allowed for Wider VOB cimpared to standard width; Item 16 - 10% of Total Capex Cost prior to TM & Detailed Design Fee; Item 16 & 17 - 5% of Total Capex Cost prior to TM & Detailed Design Fee (where applicable).

CAPEX Cost Sheet - Link B

| ltem | Description | 12M Road Lighting Column with a Twin Bracket Arm incorporating LED Luminaires (21.00klum) | 12M Road Lighting Column with a Twin Bracket Arm incorporating LED Luminaires (17.00klum) | 10M Road Lighting Column with a Single Post Top incorporating LED Luminaires (15.00klum) | 10M Road Lighting Column with a Single Post Top incorporating LED Luminaires (10.00klum) | | | | | |
|-------------|--|--|--|---|---|------------------------|-------|-------|-------|-------|
| 1 | Column | £1,600.00 | £1,600.00 | £1,400.00 | £1,400.00 | | | | | |
| 2 | Bracket Arm | £150.00 | £150.00 | £0.00 | £0.00 | | | | | |
| 3 | Luma 2 luminaire (includes CMS) | £500.00 | £500.00 | £0.00 | £0.00 | | | | | |
| 4 | Luma 1 luminaire (Includes CMS) | £0.00 | £0.00 | £250.00 | £250.00 | | | | | |
| 5 | Passive Termination (Sensor) | £0.00 | 20.00 | £0.00 | £0.00 | | | | | |
| 6 | Termination | £140.00 | £140.00 | £70.00 | £70.00 | | | | | |
| 7 | 2.5mm ² 2 core Cu cable XLPE/SWA/PVC* | £0.00 | 20.00 | £0.00 | £0.00 | | | | | |
| 8 | 25mm ² 3 core Cu cable XLPE/SWA/PVC* | £480.00 | £480.00 | £480.00 | £480.00 | | | | | |
| 9 | Earth Electrode* | £25.00 | £25.00 | £25.00 | £25.00 | | | | | |
| 10 | Feeder Pillar* | £110.00 | £110.00 | £110.00 | £110.00 | | | | | |
| 11 | Trenching* | £170.00 | £170.00 | £170.00 | £170.00 | | | | | |
| 12 | Cross Carriageway ducting* | £105.00 | £105.00 | £105.00 | £105.00 | | | | | |
| 13 | Chambers* | £60.00 | £60.00 | £60.00 | £60.00 | | | | | |
| 14 | DNO* | £25.00 | £25.00 | £25.00 | £25.00 | | | | | |
| 15 | VCB allowance for column mounting* | £4,000.00 | £4,000.00 | £4,000.00 | £4,000.00 | | | | | |
| 16 | Traffic Management - TM* | £0.00 | £0.00 | £0.00 | £0.00 | | | | | |
| 17 | Detailed Design Fee* | £368.25 | £368.25 | £334.75 | £334.75 | | | | | |
| Total Cape | cost prior to TM & Detailed Design Fee | £7,365.00 | £7,365.00 | £6,695.00 | £6,695.00 | | | | | |
| | | | l . | | | | | | | |
| Total Capex | Cost | £7,733 | £7,733 | £7,030 | £7,030 | £0 | £0 | £0 | £0 | £0 |
| | Proposed Quantity | 19 | 0 | 180 | | 0 | 0 | 0 | 0 | 0 |
| | Sub Total Link Total | £146,931.75 | £0.00 | £1,265,355.00 | £0.00 | £0.00 £1,412,286.75 | £0.00 | £0.00 | £0.00 | £0.00 |

^{*}Capex costs are based on the following assumptions: Item 7, 8 & 11 - 40m Column spacings; All items - include Installation; Item 10 - 80 columns per feeder pillar; Item 10 - 60 earth electrodes allowed for scheme; Item 14 - Assumed transfer and suitable DNO mains cable laid in the vicinity of Feeder Pillar; Item 15 - Additional £100 per M (based on 40m spacings) allowed for Wider VOB cimpared to standard width; Item 16 - 10% of Total Capex Cost prior to TM & Detailed Design Fee; Item 16 & 17 - 5% of Total Capex Cost prior to TM & Detailed Design Fee (where applicable).

CAPEX Cost Sheet - Link C

| Item | Description | 12M Road Lighting Column with a Twin Bracket Arm incorporating LED Luminaires (21.00klum) | 12M Road Lighting Column with a Twin Bracket Arm incorporating LED Luminaires (17.00klum) | 10M Road Lighting Column with a Single Post Top incorporating LED Luminaires (15.00klum) | 10M Road Lighting Column with a Single Post Top incorporating LED Luminaires (10.00klum) | | | | | |
|------------|--|--|--|---|---|----------------------|-------|-------|-------|-------|
| 1 | Column | £1,600.00 | £1,600.00 | £1,400.00 | £1,400.00 | | | | | |
| 2 | Bracket Arm | £150.00 | £150.00 | £0.00 | £0.00 | | | | | |
| 3 | Luma 2 luminaire (includes CMS) | £500.00 | £500.00 | £0.00 | £0.00 | | | | | |
| 4 | Luma 1 luminaire (Includes CMS) | £0.00 | 20.00 | £250.00 | £250.00 | | | | | |
| 5 | Passive Termination (Sensor) | £0.00 | 20.00 | £0.00 | £0.00 | | | | | |
| 6 | Termination | £140.00 | £140.00 | £70.00 | £70.00 | | | | | |
| 7 | 2.5mm ² 2 core Cu cable XLPE/SWA/PVC* | £0.00 | 20.00 | £0.00 | £0.00 | | | | | |
| 8 | 25mm ² 3 core Cu cable XLPE/SWA/PVC* | £480.00 | £480.00 | £480.00 | £480.00 | | | | | |
| 9 | Earth Electrode* | £25.00 | £25.00 | £25.00 | £25.00 | | | | | |
| 10 | Feeder Pillar* | £110.00 | £110.00 | £110.00 | £110.00 | | | | | |
| 11 | Trenching* | £170.00 | £170.00 | £170.00 | £170.00 | | | | | |
| 12 | Cross Carriageway ducting* | £105.00 | £105.00 | £105.00 | £105.00 | | | | | |
| 13 | Chambers* | £60.00 | £60.00 | £60.00 | £60.00 | | | | | |
| 14 | DNO* | £25.00 | £25.00 | £25.00 | £25.00 | | | | | |
| 15 | VCB allowance for column mounting* | £4,000.00 | £4,000.00 | £4,000.00 | £4,000.00 | | | | | |
| 16 | Traffic Management - TM* | £0.00 | £0.00 | £0.00 | £0.00 | | | | | |
| 17 | Detailed Design Fee* | £368.25 | £368.25 | £334.75 | £334.75 | | | | | |
| Total Cape | x cost prior to TM & Detailed Design Fee | £7,365.00 | £7,365.00 | £6,695.00 | £6,695.00 | | | | | |
| | | | ı | | I | | | | | |
| Total Cape | x Cost | £7,733 | £7,733 | £7,030 | £7,030 | £0 | £0 | £0 | £0 | £0 |
| | Proposed Quantity | 0 | 0 | 49 | | 0 | 0 | 0 | 0 | 0 |
| | Sub Total Link Total | £0.00 | £0.00 | £344,457.75 | £0.00 | £0.00 £344,457.75 | £0.00 | £0.00 | £0.00 | 20.00 |

^{*}Capex costs are based on the following assumptions: Item 7, 8 & 11 - 40m Column spacings; All items - include Installation; Item 10 - 80 columns per feeder pillar; Item 10 - 60 earth electrodes allowed for scheme; Item 14 - Assumed transfer and suitable DNO mains cable laid in the vicinity of Feeder Pillar; Item 15 - Additional E100 per M (based on 40m spacings) allowed for Wider VOB cimpared to standard width; Item 16 - 10% of Total Capex Cost prior to TM & Detailed Design Fee; Item 16 & 17 - 5% of Total Capex Cost prior to TM & Detailed Design Fee (where applicable).

Appendix B

OPERATING COSTS (OPEX)



OPEX Costs - Link A

Existing Annual Unit Operational Costs

| | Quantitity | 0 | 0 | 0 |
|-----------|--|-------|-------|-------|
| kem | Description | | | |
| 1 | Routine Maintenance | £0.00 | £0.00 | £0.00 |
| 2 | Scouting | £9.00 | £9.00 | £0.00 |
| 3 | Lamp Replacement (3 year cycle SON-T, N/A for LED) | £0.00 | £0.00 | £0.00 |
| 4 | Non-Routine Maintenance | £0.00 | £0.00 | 00.03 |
| 5 | Energy Consumpton | £0.00 | £0.00 | 20.00 |
| 6 | TM (20% of Total Opex cost prior to TM) | £0.00 | £0.00 | 00.03 |
| Total Ope | x cost prior to TM | £0.00 | £0.00 | 00.03 |
| Total Ope | x Cost (Per Unit) | £0.00 | £0.00 | 00.03 |
| Total Ope | x Cost | £0.00 | £0.00 | 20.00 |

| | | Type A | Type B | Type C | Type D | Type E | Type F | Type G | Type H | Type I |
|---------|---|---|---|--|--|--------|--------|--------|--------|--------|
| | Quantitity | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Item | Description | 12M Road Lighting Column with a Twin Bracket Arm incorporating LED Luminaires (21.00klum) | 12M Road Lighting Column with a Twin Bracket Arm incorporating LED Luminaires (17.00klum) | 10M Road Lighting Column with a Single Post Top incorporating LED Luminaires (15.00klum) | 10M Road Lighting Column with a Single Post Top incorporating LED Luminaires (10.00klum) | • | ō | 0 | 0 | 0 |
| 1 | Routine Maintenance | £17.00 | £17.00 | £17.00 | £17.00 | £17.00 | £17.00 | £17.00 | £17.00 | £17.00 |
| 2 | Scouting (N/A for CMS) | £0.00 | £0.00 | £0.00 | 20.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 |
| 3 | Ongoing Luminaire Costs (Driver replacement (at 15yrs), CMS service charges, etc.) | £5.00 | £5.00 | £5.00 | £5.00 | £5.00 | £5.00 | £5.00 | £5.00 | £5.00 |
| 4 | Non-Routine Maintenance | 60.00 | 00.03 | 20.00 | 20.00 | £0.00 | 60.00 | 20.02 | £0.00 | £0.00 |
| 5 | Energy Consumpton | £0.00 | 00.03 | 20.00 | 20.00 | £0.00 | 00.03 | 60.00 | £0.00 | £0.00 |
| 6 | TM (20% of Total Opex cost prior to TM) | £4.40 | £4.40 | £4.40 | £4.40 | £4.40 | £4.40 | £4.40 | £4.40 | £4.40 |
| Total O | pex cost prior to TM | £22.00 | £22.00 | £22.00 | £22.00 | £22.00 | £22.00 | £22.00 | £22.00 | £22.00 |
| Total O | pex Cost (Per Unit) | £26.40 | £26.40 | £26.40 | £26.40 | £26.40 | £26.40 | £26.40 | £26.40 | £26.40 |
| Total O | pex Cost | £0.00 | £2,692.80 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | 20.00 |

Annual Energy Costs

| | System Wattage | 0 | 0 | 0 |
|-------------------------|--------------------------------|--------|--------|--------|
| | Price per KWh (pence) | 0.13 | 0.13 | 0.13 |
| Figure from Sheet 1. | Burning Hours (70/35 PECU) | 4,100 | 4,100 | 4,100 |
| Energy . | Present Day Annual Energy Cost | £0.00 | £0.00 | £0.00 |
| Costs/ | Energy Component | 3.4473 | 3.4473 | 3.4473 |
| r | OYMC (Energy) | £0.00 | 20.00 | £0.00 |
| | | | | |
| | CO2 Emissions | | | |
| | 0.544kg Per Kwh | 0 | 0 | 0 |
| | CO2 Emissions over 30 Years In | 0 | 0 | 0 |

| System Wattage | 242 | 198 | 85 | 56 | 0 | 0 | 0 | 0 | 0 |
|--------------------------------|---------|---------------|--------|--------|--------|--------|--------|--------|--------|
| Price per KWh (pence) | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 |
| Burning Hours (20/20 PECU) | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 |
| Present Day Annual Energy Cost | £125.84 | £101.92 | £44.20 | £29.12 | £0.00 | £0.00 | 00.03 | £0.00 | 60.00 |
| Energy Component | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 |
| OYMC (Energy) | 60.00 | £35,837.58 | £0.00 | 20.00 | £0.00 | £0.00 | €0.00 | 60.00 | 20.00 |
| | | | | | | | | | |
| CO2 Emissions | | | | | | | | | |
| 0.544kg Per Kwh | 0 | 10,876 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CO2 Emissions over 30 Years kg | | 1.337.704.704 | | | 0 | | | | |

| OYMC (Maintenance Cost) | £0.00 |
|------------------------------------|-------|
| OYMC (Energy) | £0.00 |
| | |
| CO2 Emissions over 30 Years Tonnes | 0 |

| Decommissioning Cost (= 20% of Total Capital Cost) | £157,758.30 | l |
|--|-------------|-----------------------------|
| Capitalisation Factor (from PAR) | 25.9 | From Table C.3 SAR guidance |
| OYMC (Decommisioning Costs) | £6,091.05 | |

| OYMC (Maintenance Cost) | £2,692,80 |
|------------------------------------|------------|
| OYMC (Energy) | £35,837.58 |
| OYMC (Decommissioning Cost) | £6,091.05 |
| | |
| CO2 Emissions over 30 Years Tonnes | 1,337,765 |

| NAL | CALCULATION FOR USE IN THE REPORT | | |
|-----|--|------------|---|
| | OYMC (Maintenance Cost) = Proposed Maintenance Cost - Existing Maintenance Cost (where applicable) | £2,692.80 | |
| | OYMC (Energy) = Proposed Energy | £35,837.58 | |
| | OYMC (Decommisioning Costs) | £6,091.05 | |
| | OYMC (Maintenance Cost) + OYMC (Energy) + OYMC (Decommissioning Cost) | £44.621.44 | Input this value into SAR sortables* "Cost Masse" Microsnovae PCC box |

OPEX Costs - Link B

Existing Annual Unit Operational Costs

| | Quantitity | 0 | 0 | 0 |
|-----------|--|-------|-------|-------|
| hem | Description | | | |
| 1 | Routine Maintenance | £0.00 | £0.00 | £0.00 |
| 2 | Scouting | £9.00 | £9.00 | £0.00 |
| 3 | Lamp Replacement (3 year cycle SON-T, N/A for LED) | £0.00 | £0.00 | 20.00 |
| 4 | Non-Routine Maintenance | £0.00 | £0.00 | £0.00 |
| 5 | Energy Consumpton | £0.00 | £0.00 | 20.00 |
| 6 | TM (20% of Total Opex cost prior to TM) | £0.00 | £0.00 | 00.03 |
| Total Ope | x cost prior to TM | £0.00 | £0.00 | 00.03 |
| Total Ope | x Cost (Per Unit) | £0.00 | £0.00 | 20.00 |
| Total Ope | x Cost | £0.00 | £0.00 | 20.00 |

Annual Energy Costs

| | System Wattage | 0 | 0 | 0 |
|-----------------------|--------------------------------|--------|--------|--------|
| | Price per KWh (pence) | 0.13 | 0.13 | 0.13 |
| igure from heet 1. | Burning Hours (70/35 PECU) | 4,100 | 4,100 | 4,100 |
| nergy LN | Present Day Annual Energy Cost | £0.00 | £0.00 | £0.00 |
| osts 🖂 | Energy Component | 3.4473 | 3.4473 | 3.4473 |
| | OYMC (Energy) | £0.00 | 20.00 | £0.00 |
| | CO2 Emissions | | | |
| | 0.544kg Per Kwh | 0 | 0 | 0 |
| | CO2 Emissions over 30 Years kg | 0 | 0 | 0 |

| OYMC (Maintenance Cost) | £0.00 |
|------------------------------------|-------|
| OYMC (Energy) | £0.00 |
| | |
| CO2 Emissions over 30 Years Tonnes | 0 |

| | | Type A | Type B | Type C | Type D | Type E | Type F | Type G | Type H | Type I |
|----------|---|---|---|--|--|--------|--------|--------|--------|--------|
| | Quantitity | 19 | 0 | 180 | 0 | 0 | 0 | 0 | 0 | 0 |
| Item | Description | 12M Road Lighting Column with a Twin Bracket Arm incorporating LED Luminaires (21.00klum) | 12M Road Lighting Column with a Twin Bracket Arm incorporating LED Luminaires (17.00klum) | 10M Road Lighting Column with a Single Post Top incorporating LED Luminaires (15.00kJum) | 10M Road Lighting Column with a Single Post Top incorporating LED Luminaires (10.00klum) | 6 | 0 | 0 | 0 | 0 |
| 1 | Routine Maintenance | £17.00 | £17.00 | £17.00 | £17.00 | £17.00 | £17.00 | £17.00 | £17.00 | £17.00 |
| 2 | Scouting (N/A for CMS) | £0.00 | £0.00 | £0.00 | 60.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 |
| | Ongoing Luminaire Costs (Driver replacement (at 15yrs), CMS service charges, etc.) | £5.00 | £5.00 | £5.00 | £5.00 | £5.00 | £5.00 | £5.00 | £5.00 | £5.00 |
| 4 | Non-Routine Maintenance | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 |
| 5 | Energy Consumpton | £0.00 | 20.00 | £0.00 | 20.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 |
| 6 | TM (20% of Total Opex cost prior to TM) | £4.40 | £4.40 | £4.40 | £4.40 | £4.40 | £4.40 | £4.40 | £4.40 | £4.40 |
| Total Op | pex cost prior to TM | £22.00 | £22.00 | £22.00 | £22.00 | £22.00 | £22.00 | £22.00 | £22.00 | £22.00 |
| Total Op | pex Cost (Per Unit) | £26.40 | £26.40 | £26.40 | £26.40 | £26.40 | £26.40 | £26.40 | £26.40 | £26.40 |
| Total Op | pex Cost | £501.60 | 20.00 | £4,752.00 | 60.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 |

| System Wattage | 242 | 198 | 85 | 58 | 0 | 0 | 0 | 0 | 0 |
|--------------------------------|-------------|---------|---------------|--------|--------|--------|--------|--------|--------|
| Price per KWh (pence) | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 |
| Burning Hours (20/20 PECU) | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 |
| Present Day Annual Energy Cost | £125.84 | £101.92 | £44.20 | £29.12 | £0.00 | £0.00 | 00.03 | £0.00 | 20.00 |
| Energy Component | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 |
| OYMC (Energy) | £8,242.36 | £0.00 | £27,426.72 | 60.00 | £0.00 | 20.00 | €0.00 | £0.00 | 20.00 |
| | | | | | | | | | |
| CO2 Emissions | | | | | | | | | |
| 0.544kp Per Kwh | 2,501 | 0 | 8,323 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 307.661.376 | | 1.023.753.600 | | | | | | |

| Decomissioning Costs | | | |
|--|------|----------------------------------|--|
| Decommissioning Cost (= 20% of Total Capital Cost) | | 1 | |
| Controlisation Factor (from PAR) | 25.9 | Firm Table C 3 SAR mirlanne miss | |

| OYMC (Maintenance Cost) | £5,253,60 |
|------------------------------------|------------|
| OYMC (Energy) | £35,669.08 |
| OYMC (Decommissioning Cost) | £10,905.69 |
| | |
| CO2 Emissions over 30 Years Tonnes | 1,331,415 |

| FINAL CALCULATION FOR USE IN THE REPORT | | |
|--|--|--|
| OYMC (Maintenance Cost) = Proposed Maintenance Cost - Existing Maintenance Cost (where applicable) | 55,308.00 | |
| OYMC (Energy) = Proposed Energy | 235,669.08 | |
| OYMC (Decommisioning Costs). | 10,005.69 | |
| OYMC (Maintenance Cost) + OYMC (Energy) + OYMC (Decommissioning Cost) | 151.928.37 Input this value into SAR workshart "Cost Masser" Mairimmance PyC box | |
| CO2 Emissions over 30 Years = Proposed Emissions - Existing Emissions (where | 1,331,415 | |

OPEX Costs - Link C

Existing Annual Unit Operational Costs

| | Quantitity | 0 | 0 | 0 |
|-----------|--|-------|-------|-------|
| kem | Description | | | |
| 1 | Routine Maintenance | £0.00 | £0.00 | 20.00 |
| 2 | Scouting | £9.00 | £9.00 | £0.00 |
| 3 | Lamp Replacement (3 year cycle SON-T, N/A for LED) | £0.00 | £0.00 | £0.00 |
| 4 | Non-Routine Maintenance | £0.00 | £0.00 | £0.00 |
| 5 | Energy Consumpton | £0.00 | £0.00 | 20.00 |
| 6 | TM (20% of Total Opex cost prior to TM) | £0.00 | £0.00 | 20.00 |
| Total Ope | x cost prior to TM | £0.00 | £0.00 | 20.00 |
| Total Ope | x Cost (Per Unit) | £0.00 | £0.00 | 00.03 |
| Total Ope | x Cost | £0.00 | £0.00 | £0.00 |

Annual Energy Costs

| | System Wattage | 0 | 0 | 0 |
|-------------------------|--------------------------------|--------|--------|--------|
| | Price per KWh (pence) | 0.13 | 0.13 | 0.13 |
| Figure from Sheet 1. | Burning Hours (70/35 PECU) | 4,100 | 4,100 | 4,100 |
| Energy | Present Day Annual Energy Cost | £0.00 | £0.00 | £0.00 |
| Costs/ | Energy Component | 3.4473 | 3.4473 | 3.4473 |
| P | OYMC (Energy) | £0.00 | 60.00 | £0.00 |
| | CO2 Emissions | | | |
| | 0.544kg Per Kwh | 0 | 0 | 0 |
| | CO2 Emissions over 20 Venus to | 0 | | |

| OYMC (Maintenance Cost) | £0.00 |
|------------------------------------|-------|
| OYMC (Energy) | £0.00 |
| | |
| CO2 Emissions over 30 Years Tonnes | 0 |

Proposed Annual Unit Operational Costs

| | | Type A | Type B | Type C | Type D | Type E | Type F | Type G | Type H | Type I |
|----------|---|---|---|--|--|--------|--------|--------|--------|--------|
| | Quantitity | 1994 A | nype D | 49 | 0 | 0 | 0 | 0 | 0 | 0 |
| Item | Description | 12M Road Lighting Column with a Twin Bracket Arm incorporating LED Luminaires (21.00klum) | 12M Road Lighting Column with a Twin Bracket Arm incorporating LED Luminaires (17.00klum) | 10M Road Lighting Column with a Single Post Top incorporating LED Luminaires (15.00klum) | 10M Road Lighting Column with a Single Post Top incorporating LED Luminaires (10.00klum) | 0 | 0 | 0 | 0 | ō |
| 1 | Routine Maintenance | £17.00 | £17.00 | £17.00 | £17.00 | £17.00 | £17.00 | £17.00 | £17.00 | £17.00 |
| 2 | Scouting (N/A for CMS) | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 |
| 3 | Ongoing Luminaire Costs (Driver replacement (at 15yrs), CMS service charges, etc.) | £5.00 | £5.00 | £5.00 | £5.00 | £5.00 | £5.00 | £5.00 | £5.00 | £5.00 |
| 4 | Non-Routine Maintenance | £0.00 | 00.03 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | 20.00 |
| 5 | Energy Consumpton | £0.00 | 00.03 | £0.00 | 20.00 | £0.00 | £0.00 | £0.00 | £0.00 | 60.00 |
| 6 | TM (20% of Total Opex cost prior to TM) | £4.40 | £4.40 | £4.40 | £4.40 | £4.40 | £4.40 | £4.40 | £4.40 | £4.40 |
| Total Op | oex cost prior to TM | £22.00 | £22.00 | £22.00 | £22.00 | £22.00 | £22.00 | £22.00 | £22.00 | £22.00 |
| Total Op | bex Cost (Per Unit) | £26.40 | £26.40 | £26.40 | £26.40 | £26.40 | £26.40 | £26.40 | £26.40 | £26.40 |
| Total Op | nex Cost | £0.00 | 20.00 | £1,293.60 | £0.00 | £0.00 | £0.00 | £0.00 | £0.00 | 20.00 |

| System Wattage | 242 | 198 | 85 | 56 | 0 | 0 | 0 | 0 | 0 |
|--------------------------------|---------|---------|-------------|--------|--------|--------|--------|--------|--------|
| Price per KWh (pence) | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 | 0.13 |
| Burning Hours (20/20 PECU) | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 | 4,000 |
| Present Day Annual Energy Cost | £125.84 | £101.92 | £44.20 | £29.12 | £0.00 | £0.00 | 00.03 | £0.00 | 20.00 |
| Energy Component | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 | 3.4473 |
| OYMC (Energy) | 60.00 | £0.00 | £7,466.16 | 60.00 | £0.00 | 20.00 | €0.00 | 60.00 | 20.00 |
| | | | | | | | | | |
| CO2 Emissions | | | | | | | | | |
| 0.544kg Per Kwh | 0 | 0 | 2,266 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | 278.688.480 | | | | | | |

| CU2 Emissions over 30 Years kg | 0 | - 0 | 278,688,480 | 0 | - 0 | 0 | - 0 | - |
|--|------------|-----|-------------|---|-----|---|-----|---|
| Decomissioning Costs | | | | | | | | |
| Decommissioning Cost (= 20% of Total Capital Cost) | £68,891.55 | L | | | | | | |

| £1,293,60 |
|-----------|
| £7,466.16 |
| £2,659.91 |
| |
| 278,688 |
| |

| AAL. | CALCULATION FOR USE IN THE REPORT | | |
|------|--|------------|--|
| | OYMC (Maintenance Cost) = Proposed Maintenance Cost - Existing Maintenance Cost (where applicable) | £1,293.60 | |
| | OYMC (Energy) = Proposed Energy | £7,466.16 | |
| | OYMC (Decommisionina Costs) | £2,659.91 | |
| | OYMC (Maintenance Cost) + OYMC (Energy) + OYMC (Decommissioning Cost) | £11.419.67 | Imput this value into SAR exchalment "Cost Masser" Maintenance PRC box |
| | CO2 Emissions over 30 Years — Pronocarl Emissions - Existing Emissions (where | 278,688 | |

Appendix C

SCHEME APPRAISAL REPORTS

(SAR 2017A)



A1 A2E Link A Commitment of Works Expenditure Standard SAR TITLE WORKSHEET

Page: 1

| SAR nai | me: A1 A2E Link A Cor | nmitment of Works Exp | penditure Standard SAR | | |
|-------------------|--------------------------------|--------------------------|---------------------------------|--------------------|---------------------------------|
| | | | _ | | |
| HE Area / DBI | FO: Area 14 | | SAR file name: | 14A1A2ELinkA_020 |)718.xlsm |
| | | | _ | | |
| Trunk Road numb | ber: A1 | | Short name: | A2E Link A | |
| | | | | N.B. Do not in | clude Road Number in Short Name |
| Full t | itle: A1 Alnwick to Elling | nham | | | |
| i dii t | ido. 711 7 di i Wiok to Elling | | | | |
| | . | | | | • . |
| | Start Point of | | | End P | |
| | Easting (6 digits) | Northing (6 digits) | <u> </u> | Easting (6 digits) | Northing (6 digits) |
| Location OS | GR: | | | | |
| | | | | | |
| Does the schem | e involve Compulsory F | Purchase or Highways A | Act Orders? No ▼ | | |
| | | | | | |
| Scheme sta | age: Commitment of Works | Expenditure | Scheme category: | Safety | ▼ |
| | -9 - | | 3, 1 | | |
| Scheme cost ran | 000: >£100V | | SAR type: | Standard | 1 CVD |
| Scrienie cost ran | ige. ZETOOK | | SAR type. | Standart | JOAN |
| Total cost | to HE for hudgetary nu | rnoses (current prices i | including non-recoverable VAT): | £913, | 356 |
| 10141 0031 | to the for budgetary pu | iposes (current prices i | nerading her recoverable VAT). | 2910, | 330 |
| Agent's Scheme R | of : | | Current PIN: TBC | | Previous PINs: |
| Agent's Scheme N | .ег | | Julient Pilv. TBC | | Flevious Filas. |
| Comple | eted / Amended by | | Checked by | | Approved by |
| | Kelly Smith | Name: | Stephen Halliday | Name: | Chris Atkins |
| | mith2@wsp.com | | stephen.halliday@wsp.com | Email: | chris.atkins@wsp.com |
| | 02/07/2018 | Date: | 02/07/2018 | Date: | 02/07/2018 |
| Date. | 02/01/2010 | Date. | 02/07/2018 | Date. | 02/01/2010 |
| | | | HE Project Manager | | |
| | | Name: | TIE I Toject Manager | | |
| | | Email: | | | |
| | | Liliali. | | | |

Page: 2



A1 A2E Link A Commitment of Works Expenditure Standard SAR SCHEME DETAILS WORKSHEET

N.B. Excessively long comments on this and / or other pages should instead be entered in a separate document file or files and referenced in the Attachments page. New A1 scheme (widening) requires consideration for the potential requirement for road lighting in accordance with TA49/07 Problem to be addressed: (Brief reasons for carrying out the scheme) Complete a scheme appraisal report (SAR) to determine the Benefit Cost Ration (BCR) of road lighting for the applicable link / links of the A1 Proposed solution: (Brief description of the proposed scheme) Other solutions considered: None (State 'None' if there are none - do not leave blank) Expected outcomes: If BCR is less than 1 then the HE may consider not providing road lighting for the applicable link / links of the A1 (Results considered probable given analyses conducted) Month Year Expected Date of Opening: Oct - Dec 2022 **Assessment Period** Justification for Assessment Period: Road lighting assessed over 30 year period as per TA49/07 30 ▼ years More Information **History and Programme Dates** Data Entry Completed SAR Completed Additional Comments Conception: Start of Public Consultation: Preferred Solution Decision **Draft Order Publication**: Intermediate: Commitment of Works Expenditure: 05/04/2018 Commencement of Operation:

N.B. 'Data Entry Completed' indicates the date in which the person filling in the SAR reached the point where no more user data was required. 'SAR Completed' indicates the date when others filled in all additional approvals information.



A1 A2E Link A Commitment of Works Expenditure Standard SAR TRAFFIC & ACCIDENTS WORKSHEET

Page: 3

| Details of the Key Trunk Road in the Scheme | Details | of the | Key | Trunk | Road | in | the | Scheme |
|---|----------------|--------|-----|--------------|------|----|-----|---------------|
|---|----------------|--------|-----|--------------|------|----|-----|---------------|

| Road type: | All-Purpose | ▼ | AADT (vehicles): | 30,000 | Two-way | • |
|--------------|---------------|---|------------------|--------|---------|---|
| | | | | | 1 | |
| Road width: | D2 | ▼ | Percentage HGVs: | 10% | | |
| | | | | | | |
| Speed limit: | 50mph or more | ▼ | Year of AADT: | 2015 ▼ | | |

Predicted Traffic Growth Between Opening Year and Final Assessment Year

Traffic Growth should relate to all vehicle types combined and for those time periods (e.g. weekday peak period, 12-hour or daily) in which monetised benefits are received. Where more than one link receives monetised benefits, growth should be the flow-weighted average growth on those links.

| 30% | • |
|------|---|
| ,,,, | |

(State 'None' if there are none do not leave blank)

Source of traffic growth forecasts: SAR6.5 User Notes and DFT paper 'Road Traffic Forecasts 2015' https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/411471/road-trafficforecasts-2015.pdf

Reported Injury Accident Information

Geographic area covered:

Alnwick to Ellingham

| | 12-month | | | Accidents | | | | Casu | alties | |
|----------|-------------|-------|---------|-----------|-------|---|-------|---------|--------|-------|
| | period from | Fatal | Serious | Slight | TOTAL | • | Fatal | Serious | Slight | TOTAL |
| | 01/01/2012 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2013 | 0 | 2 | 1 | 3 | | 0 | 1 | 5 | 6 |
| | 01/01/2014 | 1 | 0 | 0 | 1 | | 1 | 0 | 2 | 3 |
| | 01/01/2015 | 1 | 0 | 0 | 1 | | 1 | 1 | 0 | 2 |
| | 01/01/2016 | 0 | 0 | 1 | 1 | | 0 | 0 | 2 | 2 |
| TOTAL: | 5 | 2 | 2 | 2 | 6 | | 2 | 2 | 9 | 13 |
| AVERAGE: | per annum | 0.4 | 0.4 | 0.4 | 1.2 | | 0.4 | 0.4 | 1.8 | 2.6 |

Severity Index: 66.7%

| Additional information (e.g. overal | 1 |
|-------------------------------------|---|
| ccident rate, national comparison) | : |



A1 A2E Link A Commitment of Works Expenditure Standard SAR

COSTS MASTER INPUT WORKSHEET

N.B. The term "Estimate Price Year" in each of Parts A - D relates to the year to which the prices entered relate - i.e. the price base - rather than the current year.

| | | 5 ii | | |
|--|--|---|---|---------------------------------------|
| A. Works Costs | Estimate Price Year: 2017 | | OPI factor to 2010: price growth factor: | 0.9017 1.0337 |
| | Estilliate Pilce feat. | | cost growth factor: | 1.0000 |
| 1. Series 100 – Preliminaries (temporary ac | commodation, traffic management) | | | |
| 2. Series 200 – Site Clearance | | | | |
| 3. Series 300 – Fencing | 10 1-7 | | | |
| Series 400 – Safety Fences, Barriers and Series 500 – Drainage | Guardraiis | | | _ |
| 6. Series 600 – Earthworks | | | | |
| 7. Series 600 – Earthworks (landscaping) | | | | |
| 8. Series 700 – Pavements | | | | |
| 9. Series 1100 – Kerbs and Footways | | | | |
| 10. Series 1200 - Traffic Signs (including signs) | | | | |
| 11. Series 1300 to 1500 – Lighting, Electrica | | | £788,79 | 1.50 |
| 12. Series 1600 to 2500 – Structures (included to 2500 – Structures) | | | | |
| Series 2700 – Statutory Undertakers We Series 2700 – Noise Insulation Works | orks | | | - |
| 15. Series 2700 – Accommodation Works | | | | |
| 16. Series 3000 - Landscape and Ecology | - | | | |
| 17. Technology Renewal Costs 15 Years Af | fter Construction: £ | Disc'd to Constr'n Year: | | |
| 18. Other Costs - Specify: | | | | |
| Total Works Costs (sum of items A.1 - A. | .18) discounted to Construction Year | | £788,791.50 | (a) |
| ` | • | • | | |
| Ad Brancostica and Supervision Contr | | | | |
| A1. Preparation and Supervision Costs | Estimate Price Year: 2017 | | | |
| | Lounate File real. ZUT | | | |
| 1. Preparation Def | ault Costs: OR User-Specific | ed Costs: O | £17,072 | 2.07 |
| | ault Costs: OR User-Specifie | | £42,680 | |
| Total Preparation and Supervision Costs | • | | £59,752.24 | (a1) |
| | | | | · · · · · · · · · · · · · · · · · · · |
| B Land Casta | | | | |
| B. Land Costs | Estimate Price Year: Choose | | GDPI: | 0.00 |
| | Estimate Price Year: Choose | | GDPI: | 0.00 |
| HE Valuer's estimate of cost of land acqu | uisition | | | |
| Estimate of Part 1 compensation | ionori | | | |
| 3. HE Valuer's estimate of rehousing costs | | | | |
| HE Valuer's estimate of resaleable land r | | | | |
| Total Land Costs (sum of items B.1 - B.4 | 4) | | £0.00 | (b) |
| | | | | |
| C. Other Costs | | | | |
| | Estimate Price Year: Choose | | GDPI: | 0.00 |
| | | | | |
| Public Transport Subsidies | | | | |
| 2. Local Government Investment Contribution | ons | | | |
| 3. Other – Specify: Total Other Costs (sum of items C.1 - C.) | 3) | | £0.00 | (c) |
| Total office Cooks (cam of items of it | -1 | | 20.00 | (0) |
| | | | | |
| D. Contributions | Fatingto Diba Vasar St. | | CDDI | 0.00 |
| | Estimate Price Year: Choose ▼ | | GDPI: | 0.00 |
| SU Betterment; Deferment or renewal, et | c | | | |
| Developer Contributions | | | | |
| 3. Other – Specify | | | | |
| Total Contributions (sum of items D.1 - I | 0.3) | | £0.00 | (d) |
| | | | | |
| E. Scheme Costs for Budgeting Purpose | es . | | | |
| | ▼ | | | |
| | | | | |
| | Does the scheme have a Risk Assessment? | Without Risk Assessment | | |
| 1. Risk Allowance | 2000 and contained a man recognition : | THE PART PROPERTY OF THE PARTY | | |
| | ean Risk Allowance in Works Costs price year prices (£): | | | |
| | | | | |
| 2. Non-Recoverable VAT | Percentage of cost for which VAT is not recoverable: | % Mc | ore Information | |
| ZSII NOOVOIADIO VAI | . S. Seritago di cost foi willon VAT IS Hot recoverable. | | - C IIII OI III ALI OII | |
| | | | | |
| | Construction Year | Construction Year p | | 1.1186 |
| 3. Construction Year (mid-po | oint of construction period if period is longer than one year): | Construction Year of Construction Year GI | | 1.0000 0.8332 |
| | ionger tran one year). | Construction real Gl | 21 1 I I I I I I I I I I I I I I I I I I | 0.0332 |
| | TOTAL Scheme Implementation Costs in Construct | ion Year Prices —— | | |
| 4. Scheme Costs | (including Risk, Non-Recoverable VAT and | | £913,356 | |
| <u> </u> | Communication of the communica | =:==, | | |
| | | | | |
| F. Present Value of Costs (PVC) | | | | |
| | | | | |
| | | | | |
| | Additional annual average | | | |
| Change in Maintenance Costs main | tenance and renewal costs in Works 44,624 | More Information | | |
| | Costs price-year prices (£): | | | |
| | | | | |
| 2. Scheme PVC | TOTAL PVC in 2010 Market Prices, Dis | counted to 2010- | £1,469,780 | |
| L. CO.IOIIIO I VO | I C.AL I VO III 2010 Walket Filces, Dis | | £1, 7 03,700 | |



A1 A2E Link A Commitment of Works Expenditure Standard SAR PUBLIC ACCOUNTS WORKSHEET

Page: 8

| Local Government Funding | TOTAL £ | | NB: |
|--|-----------|------------------------|---|
| Investment costs: | 0 | (a) | Costs appear as positive numbers, while increases in revenues and 'Developer and Other Contributions' appear as negative numbers. |
| Central Government Funding: Transport | | | 2. Costs over whole Assessment Period in 2010 |
| Operating costs: | 849,459 | (b) | market prices discounted to 2010. |
| Investment costs: | 620,320 | (c) | 3. Unless the scheme affects grants and subsidies or |
| Developer and other contributions: | 0 | (d) | government revenues other than fuel tax, this table is |
| Net Impact: | 1,469,780 | (e) = (b) + (c) + (d) | sufficient. In all other cases please refer to the ACO. |
| | | | |
| Control Covernment Francisco Non Transport | | | |
| Central Government Funding: Non-Transport Indirect Tax Revenues: | 0 | (f) (from 'TEE' works | heet - Standard SARs only) |
| mandet rax revenues. | 0 | (I) (IIOIII TEE WORKS | neet - Standard SANS Only) |
| | | | |
| TOTALS | | | |
| Broad Transport Budget: | 1,469,780 | (g) = (a) + (e) = Pres | sent Value of Costs (PVC) |
| | | 1 | |
| Wider Public Finances: | 0 | (h) = (f) = Indirect T | ax Revenues |
| | | | |
| | | \neg | |
| Assessment Score (PVC): | 1.470M | | |
| | | | |
| | | | |
| Key Points: N/A | | | |
| (Any special considerations or | | | |
| simplifications; state 'None' if there are | | | |
| none - do not leave blank) | | | |
| | | | |



A1 A2E Link A Commitment of Works Expenditure Standard SAR

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NON-WEBTAG VM WORKSHEET

PART A: ROADWORKER SAFETY

N.B. This impact is relevant to improvement schemes which are expected to reduce or increase accidents involving roadworkers or the potential for such accidents.

| | ROAD | WORKER RISK EXPOS | URE | | |
|-------------|-----------------------------|--------------------------|---------------------|-------------------|----------------|
| Risk Level | Without Scheme (Person-Hrs) | With Scheme (Person-Hrs) | Change (Person-Hrs) | Risk Weighting | Assessment |
| High Risk | | | 0 | 3 | 0 |
| Medium Risk | | | 0 | 2 | 0 |
| Low Risk | | | 0 | 1 | 0 |
| | | | | Assessment Score: | Not Applicable |

Risk exposure values should be entered for the whole assessment period in relation to maintenance activities that will be change as a result of the scheme ie changes in how highway elements are to be maintained, or changes in the elements to be maintained. The risk exposure values entered for each risk category will represent the sum of the hours spent on all highway elements where the scheme affects the maintenance of more than one element.

| Explanation for changes to risk exposure: (Do not leave blank if Assessment Score is non-zero) | |
|--|-----|
| VM Points: | N/A |

PART B: EQUALITY ACT COMPLIANCE

N.B. This impact is relevant to improvement schemes which improve or reduce compliance with the requirements of the Equality Act 2010. It does not apply to new highway features which have been designed to be EA compliant *e.g.* a new pedestrian crossing.

| Assessment Score: | Choose | Assessment Score Definitions |
|-------------------------------------|--------|------------------------------|
| | | |
| Justification for Assessment Score: | | |
| (Do not leave blank if Assessment | | |
| Score is non-Neutral) | | |
| | | |
| | | |
| VM Points: | N/A | |



A1 A2E Link A Commitment of Works Expenditure Standard SAR

WEBTAG APPRAISABLE VM WORKSHEET

COSTS SUMMARY FOR SCHEME:

Scheme Costs (PVC): £ 1,469,780

RESULTS SUMMARY FOR WEBTAG SCHEME IMPACTS:

| IMPACT | | Assessment Score (PVB or Qualitative) | | BCR (PVB ÷ PVC) | | VM Points | |
|---|-----|---------------------------------------|------|--------------------|------------|----------------|------|
| ECONOMY: TEE (Business Users) | | Not Applicable | | Not Applicable | | Not Applicable | |
| FOONIONAV. Paliability (Pusiness Hears) | DDV | Neutral | | Not Applicable | | 0.00 | |
| ECONOMY: Reliability (Business Users) — | IRV | Slight Beneficial | | Not Applicable | | 0.00 | |
| ECONOMY: Regeneration | | Not Applicable | | Not Applicable | | Not Applicable | |
| ECONOMY: Wider Impacts | | Not Applicable | | Not Applicable | | Not Applicable | |
| | | • | | • | Sub-Total: | 0.00 | |
| | | | | | _ | _ | |
| ENVIRONMENT: Noise | | Not Applicable | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Air Quality | | Not Applicable | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Greenhouse Gases | | Not Applicable | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Landscape | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Townscape | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Heritage of Historic Resources | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Biodiversity | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Water Environment | | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| | | | 1.00 | | Sub-Total: | Not Applicable | 0 |

| | | | | Sub-Total: | 0.00 | |
|--|-----|-------------------|----------------|------------|----------------|---|
| SOCIETY: Option Values | | Not Applicable | Not Applicable | | Not Applicable | |
| SOCIETY: Severance | | Not Applicable | Not Applicable | | Not Applicable | · |
| SOCIETY: Affordability | | Not Applicable | Not Applicable | | Not Applicable | |
| SOCIETY: Access to Services | | Not Applicable | Not Applicable | | Not Applicable | |
| SOCIETY: Security | | Not Applicable | Not Applicable | | Not Applicable | |
| SOCIETY: Accidents | • | £41,069 | 0.03 | | 0.00 | |
| SOCIETY: Journey Quality | | Not Applicable | Not Applicable | | Not Applicable | |
| SOCIETY: Physical Activity | | Not Applicable | Not Applicable | | Not Applicable | |
| SOCIETY: Reliability (Commuting and Other Users) | IRV | Slight Beneficial | Not Applicable | | 0.00 | |
| Reliability (Commuting and | DDV | Neutral | Not Applicable | | 0.00 | |
| SOCIETY: TEE (Commuting and Other Use | rs) | Not Applicable | Not Applicable | | Not Applicable | |

1.00 0.00

| | | | Sub-Total: | Not Applicable | |
|--|----------------|----------------|------------|----------------|--|
| PUBLIC ACCOUNTS: Wider Public Finances | Not Applicable | Not Applicable | | Not Applicable | |
| | | | | | |

RESULTS SUMMARY FOR NON-WEBTAG SCHEME IMPACTS:

| | IMPACT | Assessment Score | BCR | | VM Points | |
|------------|-------------------------|------------------|----------------|------------|----------------|--|
| NON-WEBTAG | Roadworker Safety | Not Applicable | Not Applicable | | Not Applicable | |
| NON-WEBTAG | Equality Act Compliance | Not Applicable | Not Applicable | | Not Applicable | |
| | | | | Sub-Total: | Not Applicable | |

RESULTS SUMMARY FOR ALL SCHEME IMPACTS:

| | | | Total PVB | Total BCR | Total VM Points | |
|---|-----|-----------------------------|----------------|----------------|-----------------|--|
| J | S | WebTAG Impacts: Monetised | £41,069 | 0.03 | 0.0 | |
| | PAG | WebTAG Impacts: Unmonetised | Not Applicable | Not Applicable | 0.0 | |
| | N L | Non-WebTAG Impacts | Not Applicable | Not Applicable | Not Applicable | |
| | Ā | TOTAL FOR SCHEME | £41,069 | 0.03 | 0.0 | |

A1 A2E Link A Commitment of Works Expenditure Standard SAR SOCIETY: Accidents

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| | SOCIETY: Accidents |
|--|---|
| Return to 'Standard Impact Assess' Worksheet | Scheme Title: A1 Alnwick to Ellingham |
| Worksheet | Scheme Stage: Commitment of Works Expenditure Date: 02/07/2018 |
| | For advice and guidance on completing this worksheet, please refer to WebTag Unit A4.1 - WebTAG: TAG unit A4-1 social impact appraisal, November 2014 - Publications - GOV.UK |
| | Complete white cells only |
| Help | |
| User Notes | PART A |

| Predicted number of personal injury accidents saved in Opening Year: (If the scheme results in a predicted increase in Accident rates, enter as a NEGATIVE value) | 0.02 | |
|---|-----------------|-----------|
| | | |
| Time of day of accident savings: | Night Time only | - |
| (N.D. Channe "Night Time only "for a house offertion and identi- | | minuted) |

| Number of Personal Injury Accidents (PIAs) saved in Opening Year: (a | | | saved in Opening Year: (a) | 0.02 | accidents |
|--|------------------------------|---|---|---------|------------------------------------|
| Opening Year 2022 | Road Type Rural Dual AP | Time of Day Night Time only | Average cost of an accident in (b) Opening Year: | 141,456 | £ / Year |
| | Annual ac | cident benefits in Op | ening Year: (a) × (b) = (c) | 2,829 | £ / Year |
| Road Type Rural Dual AP | Assessment Period (years) | Traffic Growth Over Assessment Period 30% | Accident benefits capitalisation factor (d) (from Table C.5): | 21.935 | |
| Accident be | enefits over Assessment Per | iod discounted to Op | ening Year: (c) × (d) = (e) | 62,058 | £ in 2010 price |
| | Discount factor | from Opening Year to 2 | 2010 (from Table C.3a): (f) | 0.662 | |
| A | ccident benefits over Assess | ment Period discoun | ited to 2010: (e) × (f) = (g) | 41,069 | £ in 2010 price discounted to 2 |
| Dand Time | Accessed Davied (1999) | Traffic Growth over | Accident numbers | 00.700 | |
| Road Type Rural Dual AP | Assessment Period (years) | Assessment Period 30% | capitalisation factor (h) (from Table C.5): | 26.729 | |
| | Number of accidents | s saved over Assessn | nent Period: (a) × (h) = (i) | 1 | accidents |

PART B

N.B. If COBA has been used, data entered into the top row of the table below Has COBA analysis been undertaken? O Yes • No should be copied from the COBA output.

| | Nu | ımber of Casualties Save | ed | Number of Personal Injury | |
|--|-------|--------------------------|--------|------------------------------|-----------------------|
| | Fatal | Serious | Slight | Accidents (PIAs) Saved | discounted to 2010 |
| Accident impact over Assessment Period (j): | | | | 1 | £41,069 |
| Accident impact during construction (k): | | | | | |
| Accident impact during future maintenance (I): | | | | | |
| Total accident impact $[(m) = (j) + (k) + (l)]:$ | | | | 1 | £41,069 |

| If either row (k) or row (l) or both are omitted | l, an appropriate Key Points entry must be made. |
|--|--|
|--|--|

| Assessment Score: | PVB = £0.041M |
|--|-------------------------|
| | |
| Metrics: | 1 accidents saved. |
| | |
| Key Points: (Explanation for results - do not leave blank) | One night-time fatality |
| (Explanation for results - | |
| do not leave blank) | |
| | |



A1 A2E Link B Commitment of Works Expenditure Standard SAR TITLE WORKSHEET

Page: 1

| SAR name: A1 A2E Link B C | commitment of Works Exp | enditure Standard SAR | | |
|---|-----------------------------|--------------------------------|--------------------|--------------------------------|
| | | - | | |
| HE Area / DBFO: Area 14 | ▼ | SAR file name: | 14A1A2ELinkB_020 | 718.xlsm |
| | | _ | | |
| Trunk Road number: A1 | | Short name: | A2E Link B | |
| | | | N.B. Do not inc | lude Road Number in Short Name |
| Full title: A1 Alnwick to El | lingham | | | |
| r dir tide. 711 7till Wick to El | Ingriain | | | |
| | | | | _ |
| | t or Mid-Point | | End Po | |
| Easting (6 digits) | Northing (6 digits) | <u> </u> | Easting (6 digits) | Northing (6 digits) |
| Location OSGR: | | | | |
| | | | | |
| Does the scheme involve Compulsor | y Purchase or Highways A | Act Orders? No ▼ | | |
| | | | | |
| Scheme stage: Commitment of Wo | rks Expenditure | Scheme category: | Safety | _ |
| Contains stage. | io Experience | Continue category. | Janety | |
| Cabana and manage (100) | | CAD to a ci | Ctondord | CAD |
| Scheme cost range: SAR type: Standard SAR | | | | SAR |
| Total cost to UE for budgetons | numacca (aurrent prices i | notuding non recoverable VAT | 04.005 | 240 |
| Total cost to HE for budgetary | purposes (current prices il | ncluding non-recoverable VAT): | £1,635, | 312 |
| | | . 200 | | 5 . 50. |
| Agent's Scheme Ref.: | | urrent PIN: TBC | | Previous PINs: |
| | | | | |
| Completed / Amended by | ¬ \ | Checked by | N | Approved by |
| Name: Kelly Smith | Name: | Stephen Halliday | Name: | Chris Atkins |
| Email: <u>kelly.smith2@wsp.com</u> | | stephen.halliday@wsp.com | Email: | chris.atkins@wsp.com |
| Date: 02/07/20189 | Date: | 02/07/2018 Date | | 02/07/2018 |
| | | | | |
| | | HE Project Manager | | |
| | Name: | | | |
| | Email: | | | |

Page: 2



A1 A2E Link B Commitment of Works Expenditure Standard SAR SCHEME DETAILS WORKSHEET

| | SCHEME DETAILS WORKSHEET |
|----------------------------------|---|
| | n this and / or other pages should instead be entered in a separate document file or files and referenced in the Attachments page. |
| Problem to be addressed: New A | 11 scheme (widening) requires consideration for the potential requirement for road lighting in accordance with TA49/07 |
| (Brief reasons for carrying | |
| out the scheme) | |
| , | |
| Proposed solution: Complete | lete a scheme appraisal report (SAR) to determine the Benefit Cost Ration (BCR) of road lighting for the aplplicable link / links of the A1 |
| (Brief description of the | |
| proposed scheme) | |
| | |
| Other solutions considered: None | |
| (State 'None' if there are | |
| none - do not leave blank) | |
| | |
| | s is less than 1 then the HE may consider not providing road lighting for the applicable link / links of the A1 |
| (Results considered probable | |
| given analyses conducted) | |
| Expected Date of Opening: Oct - | Month Year Dec ▼ 2022 ▼ |
| Assessment Period Just | ification for Assessment Period: |
| | lighting assessed over 30 year period as per TA49/07 |
| 7.5 | |
| More Information | |
| History and Programme Dates | Data Entry Completed SAR Completed Additional Comments |
| Concer | |
| Start of Public Consulta | ation: |
| Preferred Solution Deci | sion: |
| Draft Order Publica | ation: |
| Intermed | diate: |
| Commitment of Works Expend | iture: 05/04/2018 |
| Commencement of Opera | ation: |

N.B. 'Data Entry Completed' indicates the date in which the person filling in the SAR reached the point where no more user data was required. 'SAR Completed' indicates the date when others filled in all additional approvals information.



A1 A2E Link B Commitment of Works Expenditure Standard SAR TRAFFIC & ACCIDENTS WORKSHEET

Page: 3

| Road type: | All-Purpose | ▼ | AADT (vehicles): | 30,000 | Two-way | • |
|--------------|---------------|----------|------------------|--------|---------|---|
| | | | | | 1 | |
| Road width: | D2 | ▼ | Percentage HGVs: | 10% | | |
| 0 11: 11 | | | V (AADT | | 1 | |
| Speed limit: | 50mph or more | <u> </u> | Year of AADT: | 2015 | | |

Predicted Traffic Growth Between Opening Year and Final Assessment Year

Traffic Growth should relate to all vehicle types combined and for those time periods (e.g. weekday peak period, 12-hour or daily) in which monetised benefits are received. Where more than one link receives monetised benefits, growth should be the flow-weighted average growth on those links.

| 30% | • |
|-----|---|
| | |

(State 'None' if there are none do not leave blank)

Source of traffic growth forecasts: SAR6.5 User Notes and DFT paper 'Road Traffic Forecasts 2015' https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/411471/road-trafficforecasts-2015.pdf

Reported Injury Accident Information

Geographic area covered:

Alnwick to Ellingham

| | 12-month | , | Accid | dents | | | | Casu | alties | |
|----------|-------------|-------|---------|--------|-------|---|-------|---------|--------|-------|
| | period from | Fatal | Serious | Slight | TOTAL | • | Fatal | Serious | Slight | TOTAL |
| | 01/01/2012 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2013 | 0 | 1 | 0 | 1 | | 0 | 2 | 0 | 2 |
| | 01/01/2014 | 0 | 0 | 1 | 1 | | 0 | 0 | 2 | 2 |
| | 01/01/2015 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2016 | 0 | 1 | 0 | 1 | | 0 | 2 | 2 | 4 |
| TOTAL: | 5 | 0 | 2 | 1 | 3 | | 0 | 4 | 4 | 8 |
| AVERAGE: | per annum | 0.0 | 0.4 | 0.2 | 0.6 | | 0.0 | 0.8 | 0.8 | 1.6 |

66.7% Severity Index:

| Additional information (e.g. overall | |
|--------------------------------------|--|
| accident rate, national comparison): | |



A1 A2E Link B Commitment of Works Expenditure Standard SAR

COSTS MASTER INPUT WORKSHEET

N.B. The term "Estimate Price Year" in each of Parts A - D relates to the year to which the prices entered relate - i.e. the price base - rather than the current year.

| A. Works Costs | Estimate Price Year: 2017 | | OPI factor to 2010: rice growth factor: | 0.9017 1.0337 |
|---|--|--------------------------|--|------------------|
| | Estimate Price Year: 2017 | | cost growth factor: | 1.0000 |
| 1. Series 100 – Preliminaries (temporary | accommodation, traffic management) | | g | |
| 2. Series 200 - Site Clearance | | | | |
| 3. Series 300 – Fencing | 10 | | | |
| Series 400 – Safety Fences, Barriers a Series 500 – Drainage | and Guardralis | | | _ |
| 6. Series 600 – Earthworks | | | | |
| 7. Series 600 – Earthworks (<i>landscaping</i> | () | | | |
| 8. Series 700 – Pavements | | | | |
| 9. Series 1100 - Kerbs and Footways | | | | |
| 10. Series 1200 - Traffic Signs (including | | | | |
| 11. Series 1300 to 1500 – Lighting, Elect | | | £1,412,2 | 86.75 |
| Series 1600 to 2500 – Structures (inc Series 2700 – Statutory Undertakers | | | | |
| 14. Series 2700 – Noise Insulation Works | | | | |
| 15. Series 2700 – Accommodation Works | | | | |
| 16. Series 3000 - Landscape and Ecolog | Jy | | | |
| 17. Technology Renewal Costs 15 Years | After Construction: £ | Disc'd to Constr'n Year: | | |
| 18. Other Costs - Specify: | | | | |
| Total Works Costs (sum of items A.1 - | - A.18) discounted to Construction Year | | £1,412,286.75 | (a) |
| | | | | |
| A1. Preparation and Supervision Cost | S | | | |
| | Estimate Price Year: 2017 | | | |
| | | | | |
| · | Default Costs: OR User-Specifie | | £30,56 | |
| | Default Costs: ● OR User-Specifie | ed Costs: U | £76,41 | |
| Total Preparation and Supervision Co | sts (sum of items A1.1 - A1.2) | | £106,983.02 | (a1) |
| | | | | |
| B. Land Costs | | | | |
| | Estimate Price Year: Choose | | GDPI: | 0.00 |
| | | | | |
| HE Valuer's estimate of cost of land action | equisition | | | |
| 2. Estimate of Part 1 compensation | to. | | | |
| HE Valuer's estimate of rehousing cos HE Valuer's estimate of resaleable lan | | | | |
| Total Land Costs (sum of items B.1 - I | | | £0.00 | (b) |
| | | | | |
| 0.00 | | | | |
| C. Other Costs | Estimate Price Year: Choose | | GDPI: | 0.00 |
| | Estimate Frice Tear. Choose | | ODI I. | 0.00 |
| Public Transport Subsidies | | | | |
| 2. Local Government Investment Contrib | utions | | | |
| 3. Other – Specify: | | | 20.00 | () |
| Total Other Costs (sum of items C.1 - | (3) | | £0.00 | (c) |
| | | | | |
| D. Contributions | | | | |
| | Estimate Price Year: Choose | | GDPI: | 0.00 |
| SU Betterment; Deferment or renewal, | oto | | | |
| Developer Contributions | eic | | | |
| 3. Other – Specify | | | | |
| Total Contributions (sum of items D.1 | - D.3) | | £0.00 | (d) |
| | | | | |
| E. Scheme Costs for Budgeting Purpo | oses | | | |
| | ▼ | | | |
| | | | | |
| | Does the scheme have a Risk Assessment ? | Without Risk Assessment | | |
| 1. Risk Allowance | - | | | |
| | Mean Risk Allowance in Works Costs price year prices (£): | | | |
| | | | | |
| 2. Non-Recoverable VAT | Percentage of cost for which VAT is not recoverable: | % Mc | re Information | |
| | | | | |
| | Construction Year | Construction Year p | rice growth factor: | 1.1186 |
| 3. Construction Year (mid | d-point of construction period if period is 2021 | Construction Year | | 1.0000 |
| , | longer than one year): | Construction Year GI | | 0.8332 |
| | | | | |
| 4. Scheme Costs | TOTAL Scheme Implementation Costs in Construct | | £1,635,312 | |
| | (including Risk, Non-Recoverable VAT and | Optimism Bias) | | |
| | | | | |
| F. Present Value of Costs (PVC) | | | | |
| The second value of costs (FVC) | | | | |
| | | | | |
| | Additional annual | | | |
| Change in Maintenance Costs ma | Additional annual average aintenance and renewal costs in Works 51,828 | More Information | | |
| Change in Maintenance Costs The | Costs price-year prices (£): | | | |
| | · · · · · · · · · · · · · · · · · · · | | | |
| 2 Sahama DVC | TOTAL DVC in 2040 Manhat Driver Driver | and the 2040. | 00.007.010 | |
| 2. Scheme PVC | TOTAL PVC in 2010 Market Prices, Dis | counted to 2010: | £2,097,240 | |



A1 A2E Link B Commitment of Works Expenditure Standard SAR PUBLIC ACCOUNTS WORKSHEET

Page: 8

| Local Government Funding | TOTAL £ | | NB: |
|--|-----------|------------------------|---|
| Investment costs: | 0 | (a) | Costs appear as positive numbers, while increases in revenues and 'Developer and Other Contributions' appear as negative numbers. |
| Central Government Funding: Transport | | | 2. Costs over whole Assessment Period in 2010 |
| Operating costs: | 986,592 | (b) | market prices discounted to 2010. |
| Investment costs: | 1,110,649 | (c) | 3. Unless the scheme affects grants and subsidies or |
| Developer and other contributions: | 0 | (d) | government revenues other than fuel tax, this table is |
| Net Impact: | 2,097,240 | (e) = (b) + (c) + (d) | sufficient. In all other cases please refer to the ACO. |
| | | | |
| Control Covernment Fundings Non Transport | | | |
| Central Government Funding: Non-Transport Indirect Tax Revenues: | 0 | (f) (from 'TEE' works | sheet - Standard SARs only) |
| manoc rax revenues. | | (1) (110111 122 Works | moot otandard of the only j |
| TOTALS | | | |
| Broad Transport Budget: | 2,097,240 | (g) = (a) + (e) = Pres | sent Value of Costs (PVC) |
| | | | |
| Wider Public Finances: | 0 | (h) = (f) = Indirect T | ax Revenues |
| | | | |
| | | \neg | |
| Assessment Score (PVC): | £2.097M | | |
| | | | |
| | | | |
| Key Points: N/A | | | |
| (Any special considerations or | | | |
| simplifications; state 'None' if there are | | | |
| none - do not leave blank) | | | |
| | | | |



A1 A2E Link B Commitment of Works Expenditure Standard SAR

Page: 12

NON-WEBTAG VM WORKSHEET

PART A: ROADWORKER SAFETY

N.B. This impact is relevant to improvement schemes which are expected to reduce or increase accidents involving roadworkers or the potential for such accidents.

| | ROAD | | | | |
|-------------|-----------------------------|--------------------------|---------------------|-------------------|----------------|
| Risk Level | Without Scheme (Person-Hrs) | With Scheme (Person-Hrs) | Change (Person-Hrs) | Risk Weighting | Assessment |
| High Risk | | | 0 | 3 | 0 |
| Medium Risk | | | 0 | 2 | 0 |
| Low Risk | | | 0 | 1 | 0 |
| | | | | Assessment Score: | Not Applicable |

Risk exposure values should be entered for the whole assessment period in relation to maintenance activities that will be change as a result of the scheme ie changes in how highway elements are to be maintained, or changes in the elements to be maintained. The risk exposure values entered for each risk category will represent the sum of the hours spent on all highway elements where the scheme affects the maintenance of more than one element.

| Explanation for changes to risk exposure: (Do not leave blank if Assessment Score is non-zero) | |
|---|-----|
| VM Points: | N/A |

PART B: EQUALITY ACT COMPLIANCE

N.B. This impact is relevant to improvement schemes which improve or reduce compliance with the requirements of the Equality Act 2010. It does not apply to new highway features which have been designed to be EA compliant *e.g.* a new pedestrian crossing.

| Assessment Score: 0 | :hoose | Assessment Score Definitions |
|-------------------------------------|--------|------------------------------|
| | | |
| Justification for Assessment Score: | | |
| (Do not leave blank if Assessment | | |
| Score is non-Neutral) | | |
| VM Points: | N/A | |



Not Applicable

0.00

Sub-Total:

Sub-Total:



A1 A2E Link B Commitment of Works Expenditure Standard SAR

WEBTAG APPRAISABLE VM WORKSHEET

COSTS SUMMARY FOR SCHEME:

Scheme Costs (PVC): £ 2,097,240

RESULTS SUMMARY FOR WEBTAG SCHEME IMPACTS:

| IMPACT | | Assessment Score (PVB or Qualitative) | | BCR (PVB ÷ PVC) | | VM Points | |
|---|---|---------------------------------------|----------------|--------------------|----------------|----------------|------|
| ECONOMY: TEE (Business Users) | ECONOMY: TEE (Business Users) | | | Not Applicable | | Not Applicable | |
| FOONION PARTIE (P. diagonalismo) | DDV | Neutral | | Not Applicable | | 0.00 | |
| ECONOMY: Reliability (Business Users) — | IRV | Neutral | | Not Applicable | | 0.00 | |
| ECONOMY: Regeneration | | Not Applicable | | Not Applicable | | Not Applicable | |
| ECONOMY: Wider Impacts | | Not Applicable | | Not Applicable | | Not Applicable | |
| | | | • | • | Sub-Total: | 0.00 | |
| | | | | | | A 7 7 | |
| ENVIRONMENT: Noise | ENVIRONMENT: Noise | | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Air Quality | | Not Applicable | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Greenhouse Gases | | Not Applicable | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Landscape | ENVIRONMENT: Landscape | | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Townscape | ENVIRONMENT: Townscape | | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Heritage of Historic Resources | ENVIRONMENT: Heritage of Historic Resources | | | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Biodiversity | ENVIRONMENT: Biodiversity | | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Water Environment | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 | |

| | | (| 0.00 | |
|---------------------------------------|--|---------|----------------|----------------|
| SOCIETY: TEE (Commuting and Other Use | SOCIETY: TEE (Commuting and Other Users) | | Not Applicable | Not Applicable |
| SOCIETY: Reliability (Commuting and | DDV | Neutral | Not Applicable | 0.00 |
| SOCIETY Other Users) | IRV | Neutral | Not Applicable | 0.00 |
| SOCIETY: Physical Activity | SOCIETY: Physical Activity | | Not Applicable | Not Applicable |
| SOCIETY: Journey Quality | SOCIETY: Journey Quality | | Not Applicable | Not Applicable |
| SOCIETY: Accidents | SOCIETY: Accidents | | 0.00 | 0.00 |
| SOCIETY: Security | SOCIETY: Security | | Not Applicable | Not Applicable |
| SOCIETY: Access to Services | SOCIETY: Access to Services | | Not Applicable | Not Applicable |
| SOCIETY: Affordability | SOCIETY: Affordability | | Not Applicable | Not Applicable |
| SOCIETY: Severance | SOCIETY: Severance | | Not Applicable | Not Applicable |
| SOCIETY: Option Values | SOCIETY: Option Values | | Not Applicable | Not Applicable |

1.00

| | | ··· | Sub-Total: | Not Applicable | |
|--|----------------|----------------|------------|----------------|--|
| PUBLIC ACCOUNTS: Wider Public Finances | Not Applicable | Not Applicable | | Not Applicable | |
| | | | | | |

RESULTS SUMMARY FOR NON-WEBTAG SCHEME IMPACTS:

| | IMPACT | Assessment Score | BCR | | VM Points | |
|------------|-------------------------|------------------|----------------|------------|----------------|--|
| NON-WEBTAG | Roadworker Safety | Not Applicable | Not Applicable | | Not Applicable | |
| NON-WEBTAG | Equality Act Compliance | Not Applicable | Not Applicable | | Not Applicable | |
| | | | | Sub-Total: | Not Applicable | |

RESULTS SUMMARY FOR ALL SCHEME IMPACTS:

| | | | Total PVB | Total BCR | Total VM Points | |
|---|-----|-----------------------------|----------------|----------------|-----------------|--|
| J | S | WebTAG Impacts: Monetised | £0 | 0.00 | 0.0 | |
| | PAG | WebTAG Impacts: Unmonetised | Not Applicable | Not Applicable | 0.0 | |
| | N I | Non-WebTAG Impacts | Not Applicable | Not Applicable | Not Applicable | |
| | Ā | TOTAL FOR SCHEME | £0 | 0.00 | 0.0 | |



A1 A2E Link B Commitment of Works Expenditure Standard SAR

SOCIETY: Accidents

| | SOCIETY: Accidents |
|--|---|
| Return to 'Standard Impact Assess' Worksheet | Scheme Title: A1 Alnwick to Ellingham Scheme Stage: Commitment of Works Expenditure Date: 02/07/20189 |
| Print Preview This Worksheet | For advice and guidance on completing this worksheet, please refer to WebTag Unit A4.1 - WebTAG: TAG unit A4-1 social impact appraisal, November 2014 - Publications - GOV.UK |
| | Complete white cells only |
| Help User Notes | PART A |

| Predicted number of personal injury accidents saved in Opening Year: (If the scheme results in a predicted increase in Accident rates, enter as a NEGATIVE value) | 0 | |
|---|-------------------|---------|
| | | |
| Time of day of accident savings: | Night Time only | ~ |
| (N.B. Choose "Night Time only" for schemes affecting accidents | s specifically at | night.) |

| accidents | 0 | Number of Personal Injury Accidents (<i>PIAs</i>) saved in Opening Year: (a) | | | | | |
|----------------------------------|---------|--|--|----------------------------|----------------------------|--|--|
| £ / Year | 141,456 | Average cost of an accident in (b) Opening Year: | Time of Day Night Time only | Road Type Rural Dual AP | Opening Year 2022 | | |
| £ / Year | 0 | ening Year: (a) × (b) = (c) | cident benefits in Ope | Annual ac | | | |
| | 21.935 | Accident benefits capitalisation factor (d) | Traffic Growth Over Assessment Period | Assessment Period (years) | Road Type Rural Dual AP | | |
| £ in 2010 price | 0 | | Rural Dual AP 30 30% (from Table C.5): Accident benefits over Assessment Period discounted to Opening Year: (c) × (d) = (e) | | | | |
| | 0.662 | 2010 (from Table C.3a): (f) | from Opening Year to 2 | Discount factor | | | |
| £ in 2010 price discounted to | 0 | Accident benefits over Assessment Period discounted to 2010: (e) × (f) = (g) | | | | | |
| | 26.729 | Accident numbers capitalisation factor (h) (from Table C.5): | Traffic Growth over Assessment Period 30% | Assessment Period (years) | Road Type Rural Dual AP | | |
| | | \ | 2270 | - 55 | | | |

PART B

| Has COBA analysis been undertaken? | O Voc | ■ No | N.B. If COBA has been used, data entered into the top row of the table below |
|--------------------------------------|------------|--|--|
| rias COBA alialysis been undertaken? | O res • No | should be copied from the COBA output. | |

| | Nι | Number of Casualties Saved | | | £ Benefits in 2010 prices, |
|--|-------|----------------------------|--------|---------------------------|----------------------------|
| | Fatal | Serious | Slight | Accidents (PIAs) Saved | discounted to 2010 |
| Accident impact over Assessment Period (j): | | | | 0 | £0 |
| Accident impact during construction (k): | | | | | |
| Accident impact during future maintenance (I): | | | | | |
| Total accident impact [(m) = (j) + (k) + (l)]: | | | | 0 | £0 |

If either row (k) or row (l) or both are omitted, an appropriate Key Points entry must be made.

| Assessment Score: | PVB = £0.000M | | | |
|--|--------------------|--|--|--|
| Metrics: | 0 accidents saved. | | | |
| Key Points: (Explanation for results - do not leave blank) | N/A | | | |



A1 A2E Link C Commitment of Works Expenditure Standard SAR TITLE WORKSHEET

Page: 1

| SAR name: A1 A2E Link C Commit | ment of Works Exp | enditure Standard | SAR | | | |
|---|----------------------|--------------------------|------------------|-------------------------|-----------------------------|------------|
| HE Area / DBFO: Area 14 | ~ | SA | AR file name: 14 | A1A2ELinkC_020 |)718.xlsm | |
| Trunk Road number: A1 | | | Short name: A2 | | clude Road Number in | Short Name |
| Full title: A1 Alnwick to Ellinghan | า | | | | , | |
| Start Point or Mi Easting (6 digits) Nor Location OSGR: Does the scheme involve Compulsory Purch | thing (6 digits) | ct Orders? No | | End Peasting (6 digits) | oint Northing (6 digits) | |
| Scheme stage: Commitment of Works Exper | nditure 🔻 | Sche | me category: Saf | ety | ~ | |
| Scheme cost range: >£100K | | | SAR type: | Standard | SAR | |
| Total cost to HE for budgetary purpos | es (current prices i | ncluding non-recov | rerable VAT): | £398,8 | 354 | |
| Agent's Scheme Ref.: | C | urrent PIN: | TBC | | Previous PINs: | |
| Completed / Amended by Name: Kelly Smith | Name: | Checked b Chris Atkin | | Name: | Approv Stephen | |
| Email: <u>kelly.smith2@wsp.com</u> Date: 03/05/2018 | Email: Date: | chris.atkins@ws | | Email: Date: | stephen.hallida | , |
| | Name: Email: | HE Project Mar | nager | | | |



A1 A2E Link C Commitment of Works Expenditure Standard SAR SCHEME DETAILS WORKSHEET

| ys A1 | 1 A2E Link C Commitment of Works Expenditure Standard SAR | Page: 2 |
|---|---|---------|
| | SCHEME DETAILS WORKSHEET | |
| N.B. Excessively long comme | ents on this and / or other pages should instead be entered in a separate document file or files and referenced in the Attachments μ | oage. |
| roblem to be addressed: | New A1 scheme (widening) requires consideration for the potential requirement for road lighting in accordance with TA49/07 | |
| Brief reasons for carrying out the scheme) | | |
| Proposed solution: (Brief description of the | Complete a scheme appraisal report (SAR) to determine the Benefit Cost Ration (BCR) of road lighting for the aplplicable link / links of the A1 | |
| proposed scheme) | | |
| ner solutions considered: (<i>State 'None' if there are</i> | | |
| one - do not leave blank) | | |
| Expected outcomes: ults considered probable ven analyses conducted) | | |
| pected Date of Opening: | Month Year Oct - Dec ▼ 2022 ▼ | |

| Problem to be addressed: New A1 so (Brief reasons for carrying out the scheme) | cheme (widening) requires consideration for the potential requirement for road lighting in accordance with TA49/07 |
|---|--|
| Proposed solution: Complete (Brief description of the | a scheme appraisal report (SAR) to determine the Benefit Cost Ration (BCR) of road lighting for the aplplicable link / links of the A1 |
| proposed scheme) | |
| Other solutions considered: None (State 'None' if there are | |
| none - do not leave blank) | |
| Expected outcomes: f BCR is (Results considered probable given analyses conducted) | ess than 1 then the HE may consider not providing road lighting for the applicable link / links of the A1 |
| Expected Date of Opening: Oct - De | Month c ▼ 2022 ation for Assessment Period: |
| 30 ▼ years More Information | ing assessed over 30 year period as per TA49/07 |
| History and Programme Dates | Data Entry Completed SAR Completed Additional Comments |
| Conception | on: |
| Start of Public Consultation | |
| Preferred Solution Decision | on: |
| Draft Order Publication | |
| Intermedia | |
| Commitment of Works Expenditu | |
| Commencement of Operation | |
| | N.B. 'Data Entry Completed' indicates the date in which the person filling in the SAR reached the point where no more user |

data was required. 'SAR Completed' indicates the date when others filled in all additional approvals information.



A1 A2E Link C Commitment of Works Expenditure Standard SAR TRAFFIC & ACCIDENTS WORKSHEET

Page: 3

| Details of the Key Trunk Road in the Schen |
|--|
|--|

| Road type: All-Purpose | • | AADT (vehicles): 30,000 Two-way ▼ |
|----------------------------|---|-----------------------------------|
| Road width: D2 | • | Percentage HGVs: 10% |
| Speed limit: 50mph or more | • | Year of AADT: 2015 ▼ |

Predicted Traffic Growth Between Opening Year and Final Assessment Year

Traffic Growth should relate to all vehicle types combined and for those time periods (e.g. weekday peak period, 12-hour or daily) in which monetised benefits are received. Where more than one link receives monetised benefits, growth should be the flow-weighted average growth on those links.

| 30% | • |
|-----|---|
| | |

(State 'None' if there are none do not leave blank)

Source of traffic growth forecasts: SAR6.5 User Notes and DFT paper 'Road Traffic Forecasts 2015' https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/411471/road-trafficforecasts-2015.pdf

Reported Injury Accident Information

Geographic area covered:

Alnwick to Ellingham

| | 12-month | | Accid | dents | | | | Casu | alties | |
|----------|-------------|-------|---------|--------|-------|---|-------|---------|--------|-------|
| | period from | Fatal | Serious | Slight | TOTAL | • | Fatal | Serious | Slight | TOTAL |
| | 01/01/2012 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2013 | 0 | 1 | 1 | 2 | | 0 | 2 | 1 | 3 |
| | 01/01/2014 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 01/01/2015 | 0 | 0 | 1 | 1 | | 0 | 0 | 2 | 2 |
| | 01/01/2016 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| TOTAL: | 5 | 0 | 1 | 2 | 3 | | 0 | 2 | 3 | 5 |
| AVERAGE: | per annum | 0.0 | 0.2 | 0.4 | 0.6 | | 0.0 | 0.4 | 0.6 | 1.0 |

33.3% Severity Index:

| Additional information (e.g. overal | 1 |
|-------------------------------------|---|
| ccident rate, national comparison) | : |



A1 A2E Link C Commitment of Works Expenditure Standard SAR

COSTS MASTER INPUT WORKSHEET

N.B. The term "Estimate Price Year" in each of Parts A - D relates to the year to which the prices entered relate - i.e. the price base - rather than the current year.

| | | 5 ii | | |
|---|--|--|--|---------------------------------------|
| A. Works Costs | Estimate Price Year: 2017 ▼ | | OPI factor to 2010: rice growth factor: | 0.9017 1.0337 |
| | Estimate Price Year: 2017 | | cost growth factor: | 1.0000 |
| 1. Series 100 – Preliminaries (temporary | accommodation, traffic management) | | g | |
| 2. Series 200 – Site Clearance | | | | |
| 3. Series 300 – Fencing | 10 | | | |
| Series 400 – Safety Fences, Barriers a Series 500 – Drainage | nd Guardraiis | | | |
| 6. Series 600 – Earthworks | | | | |
| 7. Series 600 – Earthworks (landscaping) | | | | |
| 8. Series 700 – Pavements | | | | |
| 9. Series 1100 – Kerbs and Footways | | | | |
| 10. Series 1200 - Traffic Signs (including | | | | |
| 11. Series 1300 to 1500 – Lighting, Electr | | | £344,45 | 7.75 |
| 12. Series 1600 to 2500 – Structures (inc 13. Series 2700 – Statutory Undertakers | | | | |
| 14. Series 2700 – Noise Insulation Works | | | | - |
| 15. Series 2700 – Accommodation Works | | | | |
| 16. Series 3000 - Landscape and Ecolog | у | | | |
| 17. Technology Renewal Costs 15 Years | After Construction: £ | Disc'd to Constr'n Year: | | |
| 18. Other Costs - Specify: | | | | |
| Total Works Costs (sum of items A.1 - | A.18) discounted to Construction Year | | £344,457.75 | (a) |
| | | | | |
| A1. Preparation and Supervision Costs | | | | |
| opa. aon and ouper vision ousts | Estimate Price Year: 2017 | | | |
| | | | | |
| · | efault Costs: OR User-Specific | | £7,455 | |
| | efault Costs: OR User-Specific | ed Costs: O | £18,638 | |
| Total Preparation and Supervision Cos | sts (sum of items A1.1 - A1.2) | | £26,093.23 | (a1) |
| | | | | |
| B. Land Costs | | | | |
| | Estimate Price Year: Choose | | GDPI: | 0.00 |
| | | | | |
| 1. HE Valuer's estimate of cost of land ac | quisition | | | |
| Estimate of Part 1 compensation | | | | |
| HE Valuer's estimate of rehousing cost HE Valuer's estimate of resaleable land | | | | |
| Total Land Costs (sum of items B.1 - E | | | £0.00 | (b) |
| (| | | | (-) |
| | | | | |
| C. Other Costs | Falishar Dian Vernige | | CDDI- | 0.00 |
| | Estimate Price Year: Choose | | GDPI: | 0.00 |
| Public Transport Subsidies | | | | |
| Local Government Investment Contribution | utions | | | |
| 3. Other – Specify: | | | | |
| Total Other Costs (sum of items C.1 - | C.3) | | £0.00 | (c) |
| | | | | |
| D. Contributions | | | | |
| | Estimate Price Year: Choose | | GDPI: | 0.00 |
| | | | | |
| SU Betterment; Deferment or renewal, Developer Contributions | etc | | | |
| Developer Contributions Other – Specify | | | | |
| Total Contributions (sum of items D.1 | - D.3) | | £0.00 | (d) |
| | | | | · · · · · · · · · · · · · · · · · · · |
| E. Scheme Costs for Budgeting Purpo | 202 | | | |
| L. Scheme Costs for Budgeting Purpo | 303 | | | |
| | | | | |
| | Doop the actions have Bill Access | Mark at Mile . | | |
| 1. Risk Allowance | Does the scheme have a Risk Assessment? | Without Risk Assessment | | |
| | Mean Risk Allowance in Works Costs price year prices (£): | | | |
| | | | | |
| 2. Non-Recoverable VAT | Percentage of coet for which VAT is not recovered | % Mc | ro Information | |
| Z. NOIT-NECOVERABLE VAI | Percentage of cost for which VAT is not recoverable: | | re Information | |
| | | | - | |
| 2 Construction Van | Construction Year | Construction Year p | | 1.1186 |
| 3. Construction Year (mid- | -point of construction period if period is 2021 longer than one year): | Construction Year of Construction Year GI | | 1.0000 0.8332 |
| | iongor trian one year j. | Constitution real Gi | 21 1 I I I I I I I I I I I I I I I I I I | 0.0002 |
| | TOTAL Scheme Implementation Costs in Construc | tion Year Prices | | |
| 4. Scheme Costs | (including Risk, Non-Recoverable VAT and | | £398,854 | _ |
| | · • • • • • • • • • • • • • • • • • • • | • | | |
| | | | | |
| F. Present Value of Costs (PVC) | | | | |
| | | | | |
| | | | | |
| | Additional annual average | | | |
| Change in Maintenance Costs ma | sintenance and renewal costs in Works 11,420 | More Information | | |
| | Costs price-year prices (£): | | | |
| | | | | |
| | | | | |



A1 A2E Link C Commitment of Works Expenditure Standard SAR PUBLIC ACCOUNTS WORKSHEET

Page: 8

| Local Government Funding | TOTAL £ | | NB: |
|--|---------|-------------------------|---|
| Investment costs: | 0 | (a) | Costs appear as positive numbers, while increases in revenues and 'Developer and Other Contributions' appear as negative numbers. |
| Central Government Funding: Transport | | | 2. Costs over whole Assessment Period in 2010 |
| Operating costs: | 217,382 | (b) | market prices discounted to 2010. |
| Investment costs: | 270,888 | (c) | 3. Unless the scheme affects grants and subsidies or |
| Developer and other contributions: | 0 | (d) | government revenues other than fuel tax, this table is |
| Net Impact: | 488,270 | (e) = (b) + (c) + (d) | sufficient. In all other cases please refer to the ACO. |
| | | | |
| Central Government Funding: Non-Transport | | | |
| Indirect Tax Revenues: | 0 | (f) (from 'TEE' works | heet - Standard SARs only) |
| _ | | | • • |
| TOTALS | | | |
| Broad Transport Budget: | 488,270 |](g) = (a) + (e) = Pres | sent Value of Costs (PVC) |
| Wider Public Finances: | 0 |](h) = (f) = Indirect T | ax Revenues |
| | | | |
| Accesses and Cooks (DVC) | . 40014 | 7 | |
| Assessment Score (PVC): |).488M | | |
| | | | |
| Key Points: N/A | | | |
| (Any special considerations or | | | |
| simplifications; state 'None' if there are | | | |
| none - do not leave blank) | | | |
| | | | |



A1 A2E Link C Commitment of Works Expenditure Standard SAR

Page: 12

NON-WEBTAG VM WORKSHEET

PART A: ROADWORKER SAFETY

N.B. This impact is relevant to improvement schemes which are expected to reduce or increase accidents involving roadworkers or the potential for such accidents.

| | ROAD | WORKER RISK EXPOS | URE | | |
|-------------|-----------------------------|--------------------------|---------------------|-------------------|----------------|
| Risk Level | Without Scheme (Person-Hrs) | With Scheme (Person-Hrs) | Change (Person-Hrs) | Risk Weighting | Assessment |
| High Risk | | | 0 | 3 | 0 |
| Medium Risk | | | 0 | 2 | 0 |
| Low Risk | | | 0 | 1 | 0 |
| | | | | Assessment Score: | Not Applicable |

Risk exposure values should be entered for the whole assessment period in relation to maintenance activities that will be change as a result of the scheme ie changes in how highway elements are to be maintained, or changes in the elements to be maintained. The risk exposure values entered for each risk category will represent the sum of the hours spent on all highway elements where the scheme affects the maintenance of more than one element.

| Explanation for changes to risk exposure: (Do not leave blank if Assessment Score is non-zero) | |
|--|-----|
| VM Points: | N/A |

PART B: EQUALITY ACT COMPLIANCE

N.B. This impact is relevant to improvement schemes which improve or reduce compliance with the requirements of the Equality Act 2010. It does not apply to new highway features which have been designed to be EA compliant *e.g.* a new pedestrian crossing.

| Assessment Score: | Choose | ▼ | Assessment Score Definitions |
|-------------------------------------|--------|---|------------------------------|
| | | | |
| Justification for Assessment Score: | | | |
| (Do not leave blank if Assessment | | | |
| Score is non-Neutral) | | | |
| | | | |
| | | | |
| VM Points: | N/A | | |



A1 A2E Link C Commitment of Works Expenditure Standard SAR

WEBTAG APPRAISABLE VM WORKSHEET

COSTS SUMMARY FOR SCHEME:

Scheme Costs (PVC): £ 488,270

RESULTS SUMMARY FOR WEBTAG SCHEME IMPACTS:

| IMPACT | | Assessment Score (PVB or Qualitative) | | BCR (PVB ÷ PVC) | | VM Points | |
|---|-----|---------------------------------------|---|--------------------|------------|----------------|--|
| ECONOMY: TEE (Business Users) | | Not Applicable | | Not Applicable | | Not Applicable | |
| ECONOMY: Reliability (Business Users) - | DDV | Neutral | | Not Applicable | | 0.00 | |
| ECONOMY: Reliability (business users) | IRV | Neutral | | Not Applicable | | 0.00 | |
| ECONOMY: Regeneration | | Not Applicable | | Not Applicable | | Not Applicable | |
| ECONOMY: Wider Impacts | | Not Applicable | | Not Applicable | | Not Applicable | |
| | | • | • | | Sub-Total: | 0.00 | |
| | | | | | | _ | |
| ENVIRONMENT: Noise | • | Not Applicable | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Air Quality | • | Not Applicable | | Not Applicable | | Not Applicable | |

| | | 1.00 | | Sub-Total: | Not Applicable | 0 |
|---|----------------|------|----------------|------------|----------------|------|
| ENVIRONMENT: Water Environment | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Biodiversity | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Heritage of Historic Resources | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Townscape | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Landscape | Not Applicable | 0.00 | Not Applicable | | Not Applicable | 5.00 |
| ENVIRONMENT: Greenhouse Gases | Not Applicable | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Air Quality | Not Applicable | | Not Applicable | | Not Applicable | |
| ENVIRONMENT: Noise | Not Applicable | | Not Applicable | | Not Applicable | |

oub-Total. Not Applicable

0.00

| | | | Sub- | Total: 0.00 | |
|--|-----|----------------|----------------|----------------|--|
| SOCIETY: Option Values | | Not Applicable | Not Applicable | Not Applicable | |
| SOCIETY: Severance | | Not Applicable | Not Applicable | Not Applicable | |
| SOCIETY: Affordability | | Not Applicable | Not Applicable | Not Applicable | |
| SOCIETY: Access to Services | | Not Applicable | Not Applicable | Not Applicable | |
| SOCIETY: Security | | Not Applicable | Not Applicable | Not Applicable | |
| SOCIETY: Accidents | | 03 | 0.00 | 0.00 | |
| SOCIETY: Journey Quality | | Not Applicable | Not Applicable | Not Applicable | |
| SOCIETY: Physical Activity | | Not Applicable | Not Applicable | Not Applicable | |
| SOCIETY: Reliability (Commuting and Other Users) | IRV | Neutral | Not Applicable | 0.00 | |
| Reliability (Commuting and | DDV | Neutral | Not Applicable | 0.00 | |
| SOCIETY: TEE (Commuting and Other Use | rs) | Not Applicable | Not Applicable | Not Applicable | |

| PUBLIC ACCOUNTS: Wider Public Finances | Not Applicable | Not Applicable | | Not Applicable | |
|--|----------------|----------------|------------|----------------|--|
| | | | Sub-Total: | Not Applicable | |

RESULTS SUMMARY FOR NON-WEBTAG SCHEME IMPACTS:

| | IMPACT | Assessment Score | BCR | | VM Points | |
|------------|-------------------------|------------------|----------------|------------|----------------|--|
| NON-WEBTAG | Roadworker Safety | Not Applicable | Not Applicable | | Not Applicable | |
| NON-WEBTAG | Equality Act Compliance | Not Applicable | Not Applicable | | Not Applicable | |
| | | | | Sub-Total: | Not Applicable | |

RESULTS SUMMARY FOR ALL SCHEME IMPACTS:

| | | Total PVB | Total BCR | Total VM Points | |
|----------|-----------------------------|----------------|----------------|-----------------|--|
| ی | WebTAG Impacts: Monetised | £0 | 0.00 | 0.0 | |
| PAC | WebTAG Impacts: Unmonetised | Not Applicable | Not Applicable | 0.0 | |
| <u>E</u> | Non-WebTAG Impacts | Not Applicable | Not Applicable | Not Applicable | |
| ¥ | TOTAL FOR SCHEME | £0 | 0.00 | 0.0 | |



A1 A2E Link C Commitment of Works Expenditure Standard SAR SOCIETY: Accidents

Page: 16

| | SOCIETY: Accidents |
|--|---|
| Return to 'Standard Impact Assess' Worksheet | Scheme Title: A1 Alnwick to Ellingham |
| Worksheet | Scheme Stage: Commitment of Works Expenditure Date: 02/07/2018 |
| | For advice and guidance on completing this worksheet, please refer to WebTag Unit A4.1 - WebTAG: TAG unit A4-1 social impact appraisal, November 2014 - Publications - GOV.UK |
| | Complete white cells only |
| Help | |
| User Notes | PART A |

| Predicted number of personal injury accidents saved in Opening Year: (If the scheme results in a predicted increase in Accident rates, enter as a NEGATIVE value) | 1 (1) | |
|---|-------------------|---------|
| | | |
| Time of day of accident savings: | Night Time only | - |
| (N.B. Choose "Night Time only" for schemes affecting accidents | s specifically at | night.) |

| | 0 | saved in Opening Year: (a) | ijury Accidents (<i>PIAs</i>) : | Number of Personal Ir | |
|----------------|---------|---|---|------------------------------|----------------------------|
| £ / Year | 141,456 | Average cost of an accident in (b) Opening Year: | Time of Day Night Time only | Road Type Rural Dual AP | Opening Year 2022 |
| £ / Year | 0 | ening Year: (a) × (b) = (c) | cident benefits in Op | Annual ac | |
| | 21.935 | Accident benefits capitalisation factor (d) (from Table C.5): | Traffic Growth Over Assessment Period 30% | Assessment Period (years) | Road Type Rural Dual AP |
| | | | | | |
| £ in 2010 pri | 0 | ening Year: (c) × (d) = (e) | od discounted to Op | enefits over Assessment Peri | Accident be |
| £ in 2010 prid | 0.662 | ening Year: (c) × (d) = (e) 2010 (from Table C.3a): (f) | | | Accident be |
| £ in 2010 prid | | 2010 (from Table C.3a): (f) | from Opening Year to 2 | | |
| £ in 2010 prid | 0.662 | 2010 (from Table C.3a): (f) | from Opening Year to 2 | Discount factor | |

PART B

| Has COBA analysis been undertaken? | O Yes • No | N.B. If COBA has been used, data entered into the top row of the table belo |
|------------------------------------|------------|---|
| Has COBA analysis been undertaken? | | • NO |

| | Nι | Number of Personal Injury | £ Benefits in 2010 prices, | | |
|--|-------|------------------------------|----------------------------|---------------------------|-----------------------|
| | Fatal | Serious | Slight | Accidents (PIAs) Saved | discounted to 2010 |
| Accident impact over Assessment Period (j): | | | | 0 | £0 |
| Accident impact during construction (k): | | | | | |
| Accident impact during future maintenance (I): | | | | | |
| Total accident impact [(m) = (j) + (k) + (l)]: | | | | 0 | £0 |

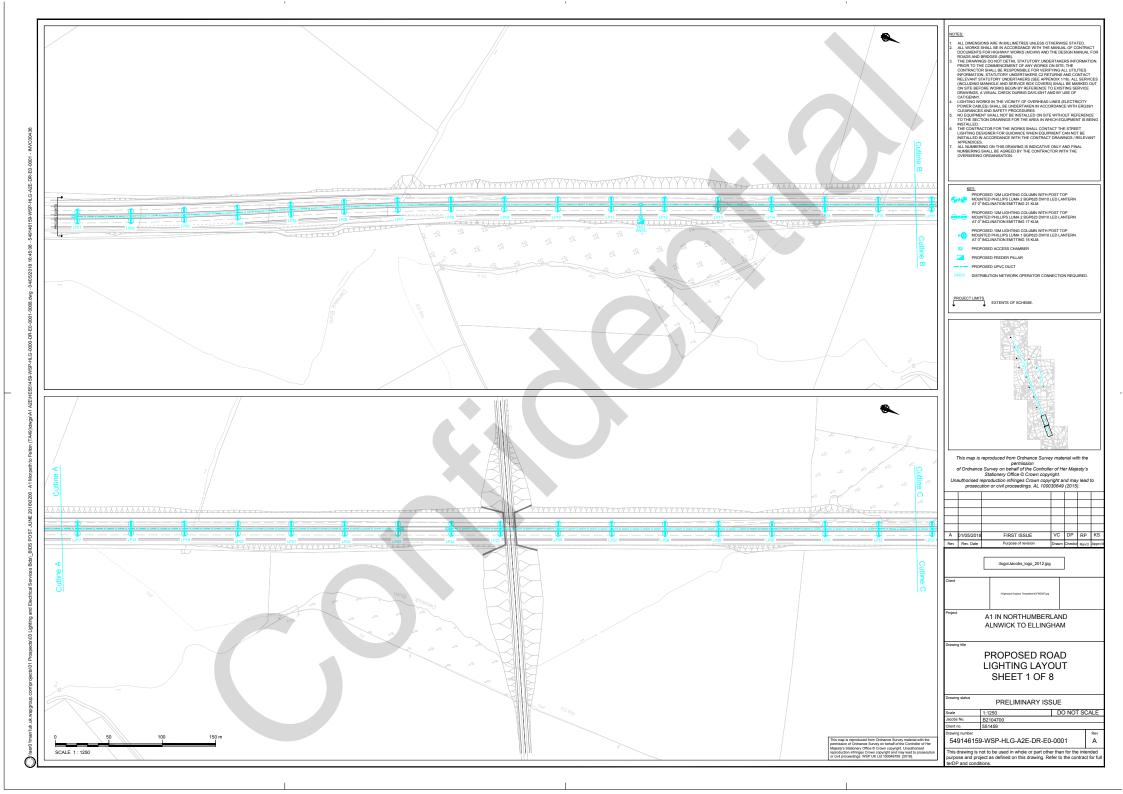
If either row (k) or row (I) or both are omitted, an appropriate Key Points entry must be made.

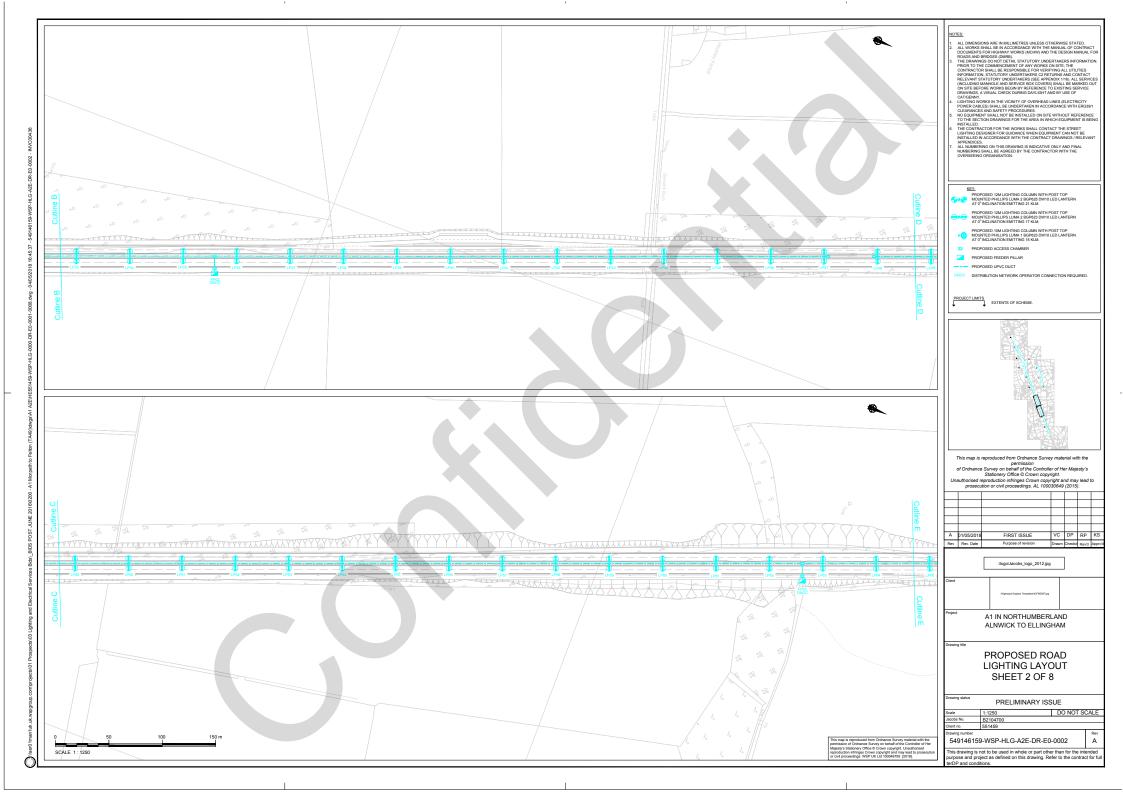
| Assessment Score: | PVB = £0.000M |
|--|--------------------|
| Metrics: | 0 accidents saved. |
| Key Points: (Explanation for results - do not leave blank) | N/A |

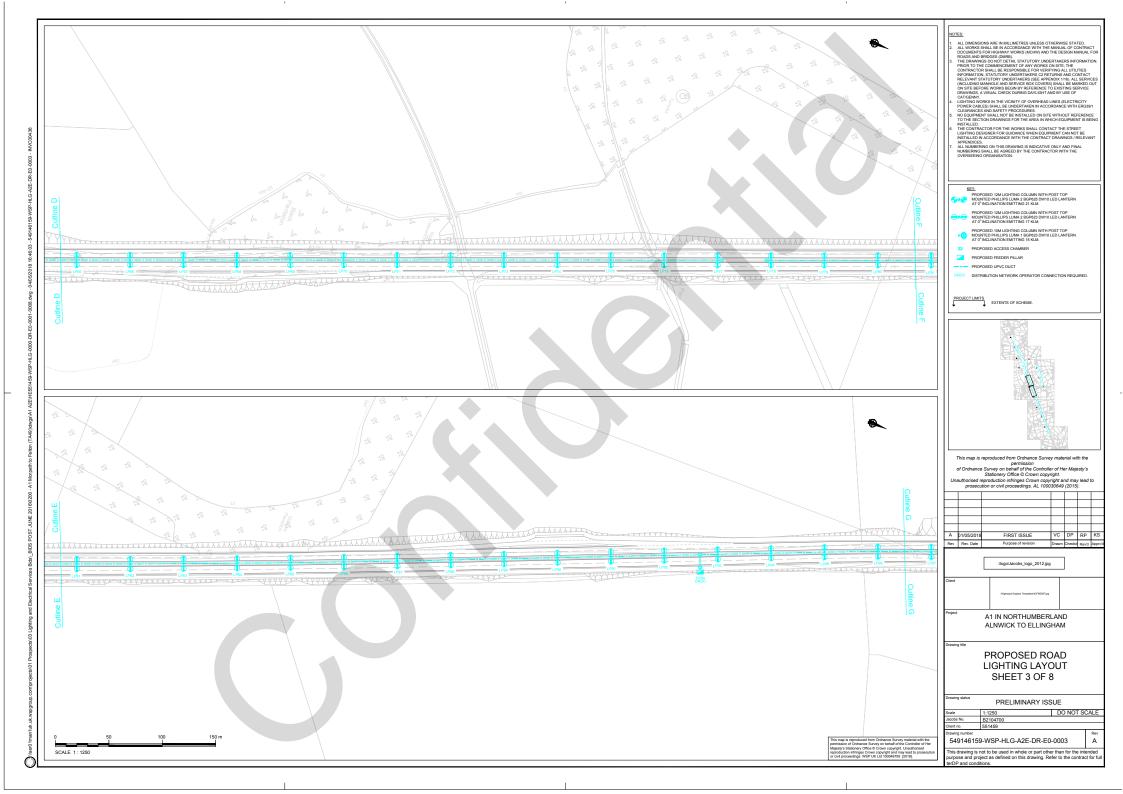
Appendix D

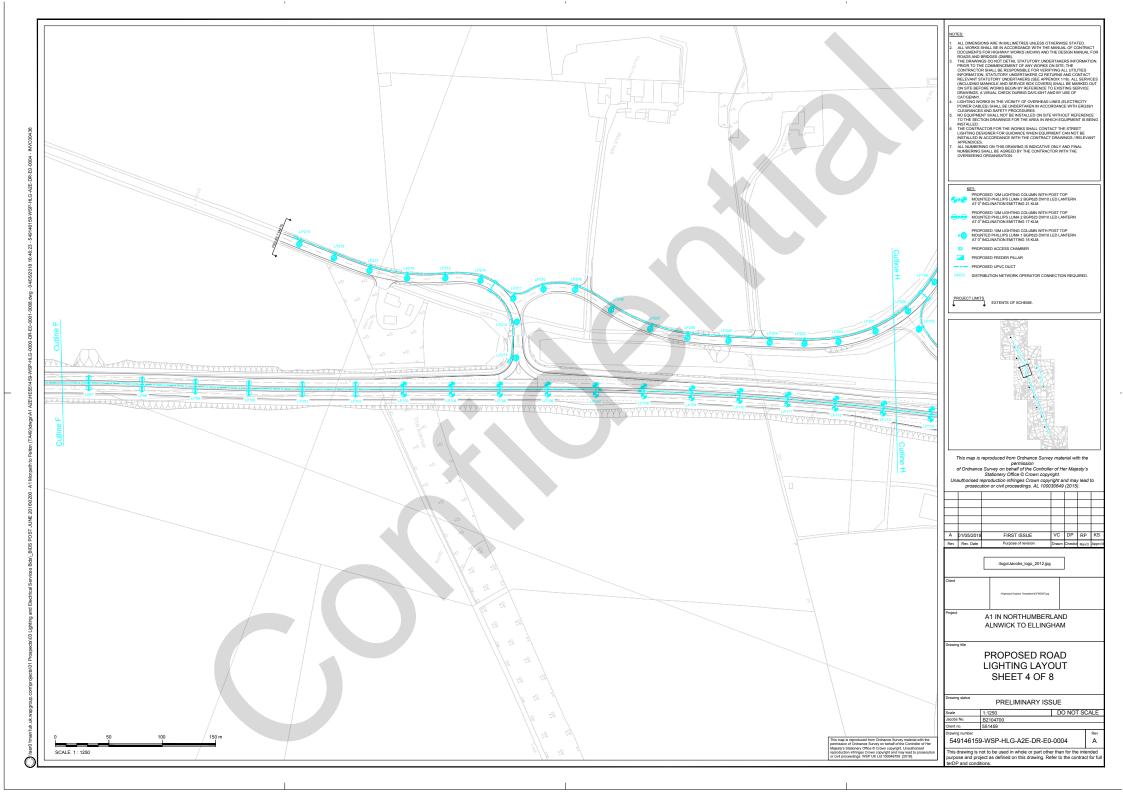
SCHEME DRAWINGS

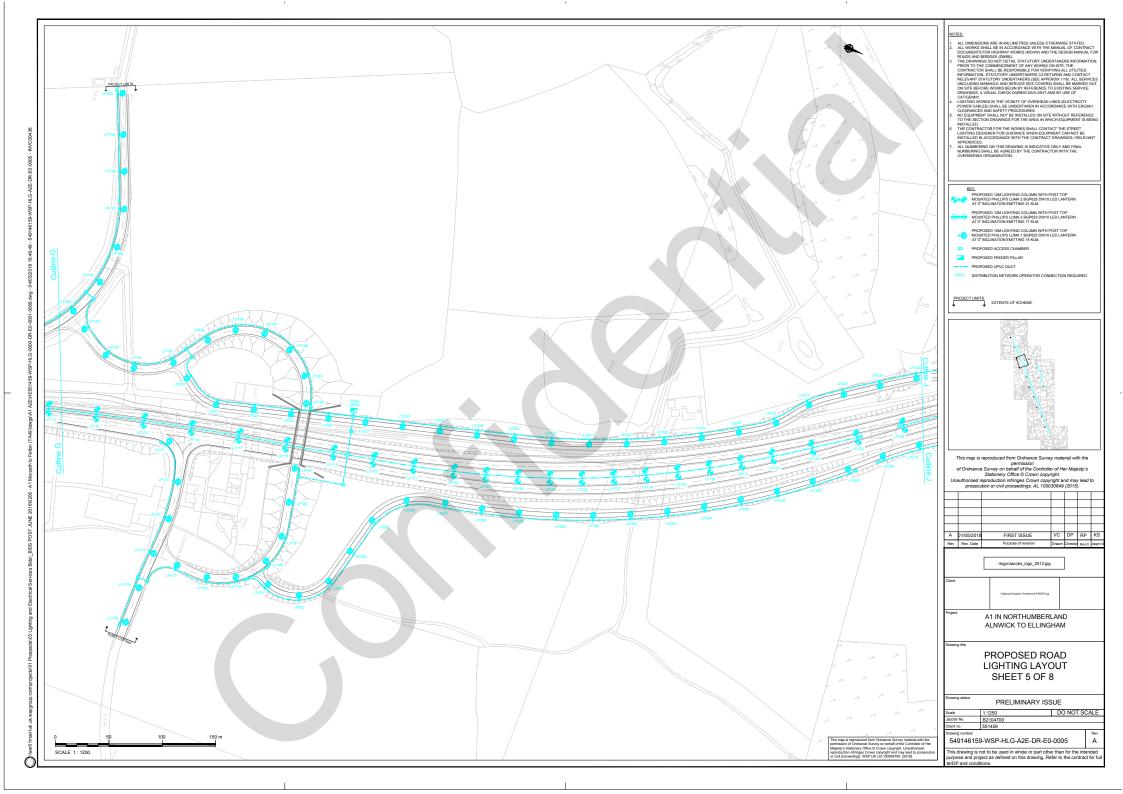


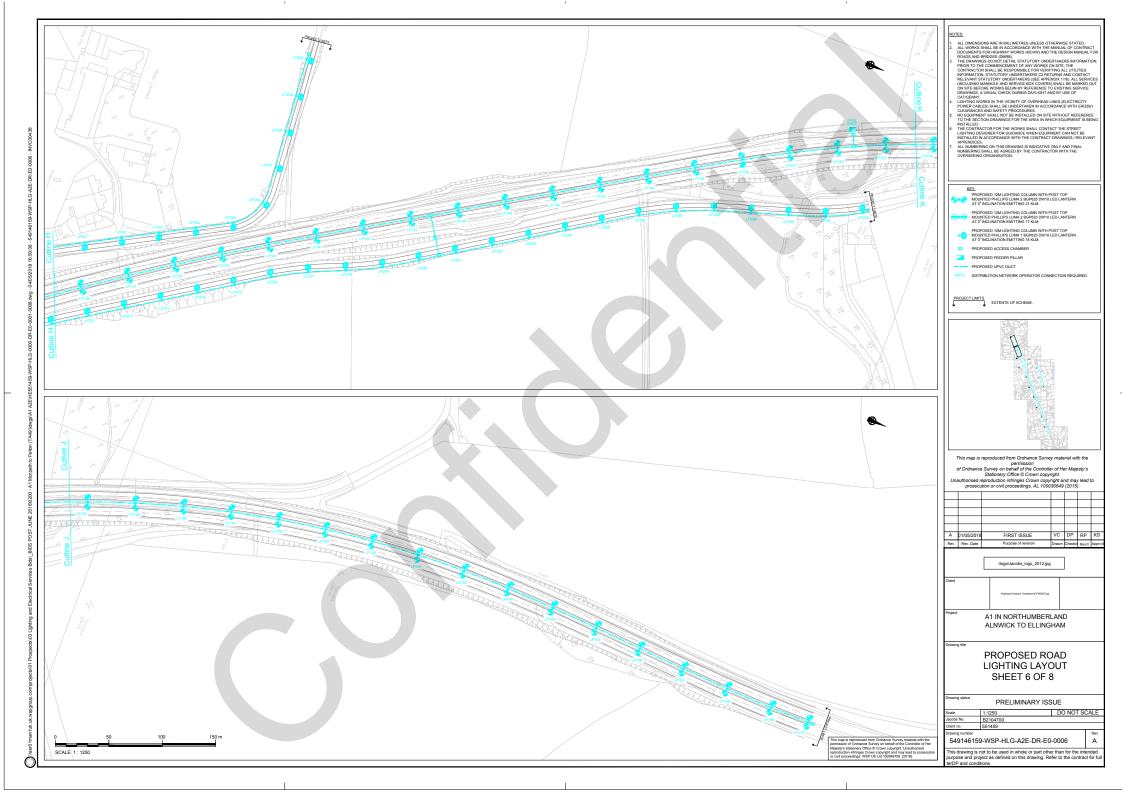


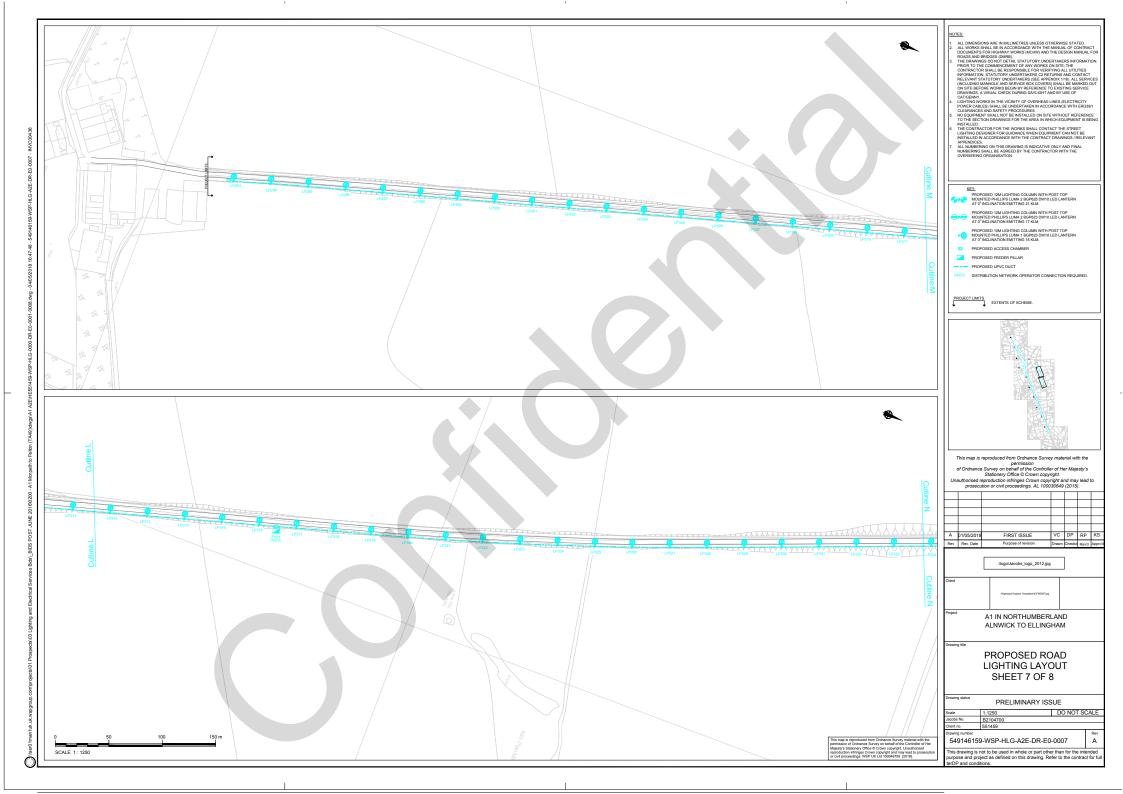


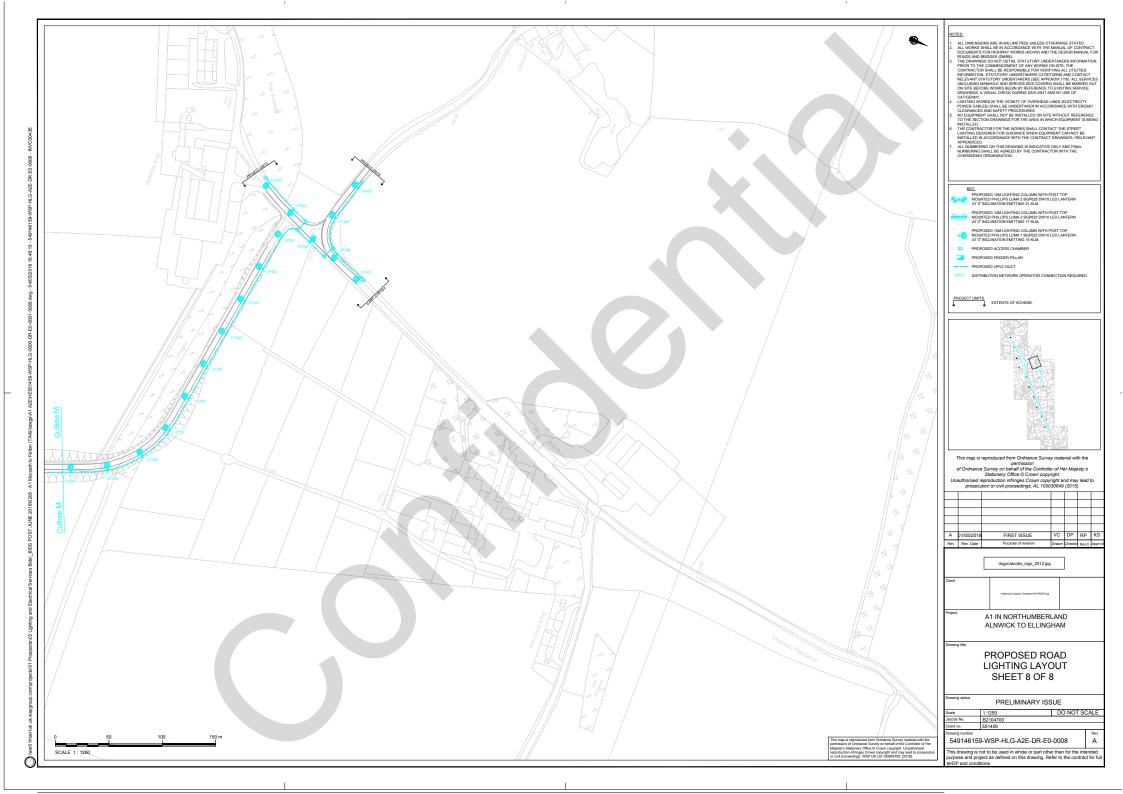












Appendix E

ROAD SAFETY ENGINEERS REPORT



A1 IN NORTHUMBERLAND

ALNWICK TO ELLINGHAM

Road Safety Engineer's Briefing Report

CONFIDENTIAL

MAY 2018

A1 IN NORTHUMBERLAND ALNWICK TO ELLINGHAM

Highways England

Road Safety Engineer's Report Confidential

Project no: 70044137-K34 Date: MAY 2018

WSP 62-64 Hills Road Cambridge CB2 1LA

www.wsp.com

QUALITY MANAGEMENT

| ISSUE/REVISION | FIRST ISSUE | REVISION 1 | REVISION 2 | REVISION 3 |
|----------------|---|------------|------------|------------|
| Remarks | | | | |
| Date | 01/05/18 | | | |
| Prepared by | Lyn Turner | | | |
| Signature | | | * | |
| Checked by | Neil Jones | | | |
| Signature | | | | |
| Authorised by | Axel Kappeler | | | |
| Signature | | | | |
| Project number | 70044137-K34 | | | |
| Report number | RSE - 01 | | | |
| File reference | \\GBCMG100FIL01\cmp01shared\\TS Safety\Road Safety Reviews\North East RIP Schemes\A1iN - lighting assessment\A1iN A2E\A1iN A2E Road Safety Engineers Report May 18 | | | |

PRODUCTION TEAM

CLIENT

Principal Engineer Lighting & Energy Solutions Kelly Smith MSc BEng(Hons) AMCIBSE MSLL AMILP

WSP

Principal Consultant Lyn Turner

Senior Consultant Neil Jones

Associate Director Axel Kappeler

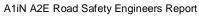


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APPENDICES

APPENDIX A COLLISION DATA

APPENDIX A-1 COLLISION DATA



1 EXECUTIVE SUMMARY

WSP ITS Safety team have been approached to produce a Road Safety Engineer's Report in accordance with DMRB TA49/07 'Appraisal of new and replacement lighting on the strategic motorway and all-purpose trunk road network' in conjunction with the upgrading of the A1 between Alnwick and Ellingham.

The objective of the Road Safety Engineer's Report is to ascertain if street lighting is required on the A1 between Alnwick and Ellingham which is being upgraded from single to dual carriageway including the construction of new grade-separated junctions.

On this section of carriageway in the previous 5 years (2012 to 2016 inclusive) there have been 12 collisions in total consisting of 2 fatal, 5 serious and 5 slight collisions. This resulted in 26 casualties made up of 2 fatalities, 8 serious injury and 16 slight injury casualties.

Only one collision has occurred during the hours of darkness (with no street lighting) which was a fatal collision in 2014.

For the section of existing single carriageway within the scheme extents, the data analysis demonstrates that this section of the A1 is currently below the national averages for dark collisions, no street lighting present. However the severity of the collisions that have occurred, (58%) is above the national average killed and seriously injured (KSI) figure of 24%.

With the intention of the scheme to upgrade the A1 from single carriageway to dual carriageway with the majority of the new construction on the existing line of the carriageway, through rationalisation from IAN167/12, this may remove 33% (4 collisions) of the current single carriageway collisions.

TA49/07 assumes a collision saving of 10% on all purpose dual carriageway and motorway due to the addition of road lighting.

Looking at TA40/07 assuming this link is categorised as 'Darkness Personal Injury Collision (PIC) Saving on a New Link' the predicted PIC saving should be calculated by multiplying the number of opening year darkness PICs by the appropriate percentage A from Table 1, in this case 10%. Thus giving a 0.02 PIC saving per year.

In my opinion as a Road Safety Engineer qualified to HD19 Audit Team Leader, seeing as the route is to be upgraded to a new dual carriageway which will be of a higher standard than the existing single carriageway with many highway hazards such as at-grade junctions and associated queuing removed, and by looking at the evidence of the historic collisions, I do not believe that at this time street lighting is required and I conclude that on the mainline the numbers of dark collisions should not increase by more than the 10% as stated in TA49/07. However, the use of items listed below and regular maintenance of the route will also help in the reduction of collisions on the new route.

With regards to the new grade separated junction, these could be more complex. It is widely known that compact junctions have a collision record due to the tight nature of the radii, leading to loss of control collisions, with the most vulnerable vehicle type powered two wheelers. However, other vehicles are susceptible also to loss of control type incidents.

By upgrading the B6347 junction to grade separated junctions, from the historical collision data it can be seen that 2 collisions have been removed through rationalisation as they occurred at the B6347 junction by right-turning manoeuvres. Associated queueing collisions and those collisions occurred at farm accesses which are to be closed will also be saved.

Ideally the B6347 junction should be assessed on a junction by junction basis using the GD04 assessment or COBALT tool or the comparison of like for like junctions and STATS19 collision data to analyse against.

In the absence of the above measures, it cannot be categorically advised to not provide street lighting on the junctions, however, there are other methods in which to highlight the junctions to the motorists during the hours of darkness or inclement weather. These can include the use of:

- · 'Intelligent' style road studs to pre-light the route
- Use of a white lining system that included the reflective beading
- Reflectors on the vehicle restraint system (VRS) or painting it black & white.

All the above measure are effective in reducing collisions during the hours of darkness in addition to their known benefits in daylight conditions.

The use of bike guard on the VRS will further improve safety for powered two wheelers.

2 PROJECT BACKGROUND

2.1 BACKGROUND

WSP ITS Safety team have been approached to produce a Road Safety Engineer's Report in accordance with DMRB TA49/07 'Appraisal of new and replacement lighting on the strategic motorway and all-purpose trunk road network'.

2.2 OBJECTIVES

The objective of the Road Safety Engineer's Report is to ascertain if street lighting is required on the A1 between Alnwick and Ellingham which is being upgraded from single to dual carriageway including the construction of new grade-separated junctions.

2.3 SITE DESCRIPTION

Alnwick to Ellingham (A2E) is an 8.5km (5.3 miles) rural single carriageway section from the Alnwick bypass dual carriageway to the Brownieside dual carriageway just south of Ellingham. Alnwick is situated 27.8km (17.3 miles) north of Morpeth and 42.8km (26.6miles) south of Berwick. This section of the A1 is a rural single carriageway trunk road, subject to the national speed limit.

The cross section of the road is relatively consistent throughout this section; with hard strips and verges. The majority of the geometry over the length of Section B is to design standards; however, some elements fall short of current design standards.

The Alnwick to Ellingham (A2E) Section of the A1 is positioned entirely on the existing A1 and has four at-grade major-minor road junctions, with many additional private and farm accesses. Two of the junctions are accommodated with full standard ghost island T-junctions with right turning provision. Major settlements served by this section of the A1 include South Charlton to the West and Christon Bank to the East, both via the B6347.



3 PERSONAL INJURY COLLISION (PIC) ANALYSIS

3.1 BACKGROUND INFORMATION

STATS19 data has been used in this report which has been sourced from the Highways England Area 14 collision database.

The database is held in a excel spreadsheet format and includes all the routes in Area 14 with data ranging from 1994 to 2016.

For the A2E project, data has been extracted from the collision database based on ordnance survey grid references for the scheme, which are as follows:

- Alnwick 419717;615250
- Ellingham 416992, 622671

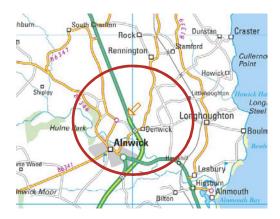
Road Casualties Great Britain 2016 has been used as a comparison document.

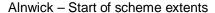


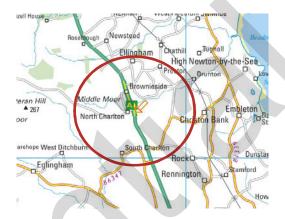
3.2 GENERAL ANALYSIS

Personal Injury Collision data for the Alnwick to Ellington section of the A1 has been sourced from the Area 14 collision database spreadsheet, as described above.

The extents of the collision data extends from Alnwick to Ellingham.







Ellingham - End of scheme extents

The report used collision data between 01/01/2012 and 31/12/2016 which was considered to be acceptable for the purposes of this report as the full STATS19 data reports were available for detailed analysis. The data has been used to produce the analysis in the following pages.

During this time period there were 12 collisions in total consisting of 2 fatal, 5 serious and 5 slight collisions. This resulted in 26 casualties made up of 2 fatalities, 8 serious injury and 16 slight injury casualties.

Table 3-1 Number of collisions per calendar year

| | 2012 | 2013 | 2014 | 2015 | 2016 | 5 Year Total |
|---------|------|------|------|------|------|-----------------|
| Fatal | 0 | 0 | 1 | 1 | 0 | 2 |
| Serious | 0 | 4 | 0 | 0 | 1 | 5 |
| Slight | 0 | 2 | 1 | 1 | 1 | 5 |
| Total | 0 | 6 | 2 | 2 | 2 | 12 |

Three of the six collisions that occurred in 2013 happened during the month of August. One attributed to illness, one to loss of control and the final one to a rear end shunt collision.

Table 3-2 Number of casualties per calendar year

| | | 2012 | 2013 | 2014 | 2015 | 2016 | 5 Year Total |
|---|---------|------|------|------|------|------|-----------------|
| | Fatal | 0 | 0 | 1 | 1 | 0 | 2 |
| 4 | Serious | 0 | 5 | 0 | 1 | 2 | 8 |
| | Slight | 0 | 6 | 4 | 2 | 4 | 16 |
| | Total | 0 | 11 | 5 | 4 | 6 | 26 |

Table 3-3 Total number of collisions per month

| Date range | Total | average collisions per month |
|------------|-------|------------------------------------|
| 2012 | 0 | 0.00 |
| 2013 | 6 | 0.50 |
| 2014 | 2 | 0.17 |
| 2015 | 2 | 0.17 |
| 2016 | 2 | 0.17 |
| Total | 12 | |

From Table 3-4 it can been seen that this data set is significantly lower than the national average of 18% for Dark collisions where street lighting is not present.

From the collision data set, the statistics can be compared to Road Casualties Great Britain 2016 (RCGB16) to see how the route is performing against national targets.

Table 3-4 Comparison of complete data set to National Averages

| | 2012 | 2013 | 2014 | 2015 | 2016 | 5 Year Total | National Average |
|-------------------------------------|------|------|------|------|------|-----------------|---------------------|
| Collision Severity Ratio | 0% | 67% | 50% | 50% | 50% | 58% | 24% |
| Collisions occurring | 0 | 2 | 0 | 0 | 0 | 2 | 200/ |
| on a wet road surface | 0% | 33% | 0% | 0% | 0% | 17% | 32% |
| Total Collisions | 0 | 0 | 1 | 0 | 0 | 1 | 27% |
| during the hours of darkness | 0% | 0% | 50% | 0% | 0% | 8% | 2170 |
| Dark Collisions: Street Lighting | 0 | 0 | 0 | 0 | 0 | 0 | 7% |
| present | 0% | 0% | 0% | 0% | 0% | 0% | 1 70 |
| Dark Collisions: No | 0 | 0 | 1 | 0 | 0 | 1 | 400/ |
| Street Lighting Present | 0% | 0% | 50% | 0% | 0% | 8% | 18% |

The high KSI rate can be linked to collisions were vehicles have crossed the carriageway or swerved into the opposite carriageway – these collision types will be remove with the proposed works. However care should be taken with small datasets which can lead to over inflated percentages.

One collision occurred in the hours of darkness with no street lighting present in the 5 year dataset.

4 ASSUMPTIONS MADE

4.1 RATIONALISATION OF COLLISION STATISTICS

Within the Interim Advice Note 167/12 Revision 1 Guidance for the Removal of Road Lighting the standard states that "The PIC's (Personal Injury Collisions) must be rationalised to exclude anywhere driver gross negligence (DGN) was a significant contributory factor. These include:-

- · Intoxicated drivers. (drink or drugs)
- · Suicides and attempted suicides.
- Excessive speeding (more than 50% over the speed limit)"

However, given that the scheme that is the subject of this report is upgrading a single carriageway to a dual carriageway, the author has further excluded any collisions that will be impossible within the new scheme, these include:

- · All collision that have occurred at a T or staggered junction joining the mainline
- · All collisions on the single carriageway that have resulted in head on collisions
- · All collisions on the single carriageway involving U turns
- · All collision occurring at the merge from dual to single or single to dual

5

RATIONALISED COLLISION DATA

5.1 SINGLE CARRIAGEWAY COLLISIONS

By rationalising the collisions using the method described above, 4 collisions have been removed, 3 that occurred at T or staggered junctions and one due to excess speeding (STATS19 contributory factor 306) leaving 8 collisions to be analysed further.

Table 5-1 Number of collisions per calendar year after rationalisation

| | 2012 | 2013 | 2014 | 2015 | 2016 | 5 Year Total |
|---------|------|------|------|------|------|-----------------|
| Fatal | 0 | 0 | 1 | 0 | 0 | 1 |
| Serious | 0 | 3 | 0 | 0 | 0 | 3 |
| Slight | 0 | 2 | 0 | 1 | 1 | 4 |
| Total | 0 | 5 | 1 | 1 | 1 | 8 |

Of these 8 collisions the following contributory factors can be assigned.

- Loss of control 5 collisions (one involved illness) 62.5%
- Rear end shunts 2 collisions 25%
- Fatigue 1 collision 12.5%

Table 5-2 Number of collisions per lighting conditions

| Date range | Daylight | Dark No lights | Total |
|------------|----------|-------------------|-------|
| 2012 | 0 | | 0 |
| 2013 | 5 | | 5 |
| 2014 | | 1 | 1 |
| 2015 | 1 | | 1 |
| 2016 | 1 | | 1 |
| Total | 7 | 1 | 8 |

The collision which occurred during the hours of darkness can be attributed to loss of control on 11 December 2014 at 0701 in fine weather conditions, no road surface details are available, however the STATS19 recorded slippery road due to weather.

When comparing these to RCGB15 which has an average of 18% for Dark no lighting collisions, it can be seen that the scheme extents are lower than average at 12.5%

5.2 COLLISIONS OCCURRING AT JUNCTIONS

EXISTING SINGLE CARRIAGEWAY

Looking at the at-grade junctions on the A1 that are currently present, it appears that many are farm tracks that lead off the A1, with only one junction at the B6347 which is currently a T-Junction with right turning bays on the A1. Three collisions have occurred at junctions on the A1, one at the farm access for Heckley Fence, Alnwick and two at the B6347 Junction.

It appears that all farm accesses are to be closed and the B6347 changing to a grade separated junction.

B6347 JUNCTION

Two collisions have occurred at this location in the 5 year period of this study, both of the collisions occurred during daylight hours in fine weather conditions. Following the rationalisation both collisions have been removed.



6

PREDICTED PIC SAVINGS

Design Manual for Roads and Bridges TA49/07 gives a formula for predicting collision savings. The standard talks about the proportion of darkness collisions on all types of strategic roads is on average 28% of the total collisions occurring during the hours of daylight and darkness, however, this figure was sought from Road Casualties Great Britain 2004. Looking at Road Casualties Great Britain 2016, this figure has decreased to 27%.

Within TA49/07 section 4, table 1 gives a generalised indication of the darkness PIC savings due to road lighting on links, suitable for appraisal.

For an all-purpose dual carriageway a figure of 10% is noted.

The new route is being constructed on the existing alignment but dual carriageway is replacing the single carriageway. All of the scheme extent is currently unlit.

The standard makes reference to darkness savings on a new link which refers to Volume 13, COBA which has since been withdrawn. The standard also makes reference to darkness savings on an existing unlit link. Both refer to the calculation of the number of opening year darkness collisions multiplied by the 10% figure which will give the predicted collision saving.

| | Total |
|--|-------|
| Total Number of Rationalised collisions (5 Years) | 8 |
| Total During Darkness | 1 |
| Collisions in darkness per annum (actual) | 0.2 |
| Predicted PIC saving = no. of opening year darkness collisions x 10% | 0.02 |



7

CONCLUSION

TA49/07 assumes a collision saving of 10% on all purpose dual carriageway and motorway due to the addition of road lighting.

Looking at TA40/07 assuming this link is categorised as 'Darkness PIC Saving on a New Link' the predicted PIC saving should be calculated by multiplying the number of opening year darkness PICs by the appropriate percentage A from Table 1, in this case 10%. Thus giving a 0.02 PIC saving per year.

In my opinion as a Road Safety Engineer qualified to HD19 Audit Team Leader, seeing as the route is to be upgraded to a new dual carriageway which will be of a higher standard than the existing single carriageway with many highway hazards such as at-grade junctions and associated queuing removed, and by looking at the evidence of the historic collisions, I do not believe that at this time street lighting is required and I conclude that on the mainline the numbers of dark collisions should not increase by more than the 10% as stated in TA49/07. However, the use of items listed below and regular maintenance of the route will also help in the reduction of collisions on the new route.

With regards to the new grade separated junction, these could be more complex. It is widely known that compact junctions have a collision record due to the tight nature of the radii, leading to loss of control collisions, with the most vulnerable vehicle type powered two wheelers. However, other vehicles are susceptible also to loss of control type incidents.

By upgrading the B6347 junction to grade separated junctions, from the historical collision data it can be seen that 2 collisions have been removed through rationalisation as they occurred at the B6347 junction by right-turning manoeuvres. Associated queueing collisions and those collisions occurred at farm accesses which are to be closed will also be saved.

Ideally the B6347 junction should be assessed on a junction by junction basis using the GD04 assessment or COBALT tool or the comparison of like for like junctions and STATS19 collision data to analyse against.

In the absence of the above measures, it cannot be categorically advised to not provide street lighting on the junctions, however, there are other methods in which to highlight the junctions to the motorists during the hours of darkness or inclement weather. These can include the use of:

- · 'intelligent' style road studs to pre-light the route
- Use of a white lining system that included the reflective beading
- Reflectors on the vehicle restraint system (VRS) or painting it black & white.

All the above measure are effective in reducing collisions during the hours of darkness in addition to their known benefits in daylight conditions.

The use of bike guard on the VRS will further improve safety for powered two wheelers.

Appendix A

COLLISION DATA

APPENDIX A-1

COLLISION DATA



| Reference Number | Severity | No. of | No. of | Date | Time | Road | Junction Detail | Lighting Conditions | Weather Conditions | Grid Ref: | Grid Ref: Northing | Location | Description | Cont. Factor | | |
|---------------------|----------|----------|------------|------------|--------|---------|--------------------|------------------------|-----------------------|--------------|-----------------------|--|---|------------------------------------|--------------------|---|
| Number | | Vehicles | Casualties | | (24hr) | Surface | Detail | Conditions | Conditions | Easting | Northing | | | 1 | 2 | 3 |
| 0122013 | 2 | 2 | 4 | 07/03/2013 | 1718 | 1 | 3 | 1 | 1 | 418948 | 617294 | A1 J/W Heckley Fence Alnwick | V1 Trav. N/W on A1 Drifts into Southbound Lane, Colliding with V2 Trav. S/E on A1, Front of V1 Colliding with O/S of V2, Vehicles Leave Carriageway to N/S | Driver using mobile phone | Swerve d | |
| 0424913 | 2 | 1 | 1 | 11/08/2013 | 1433 | 1 | 0 | 1 | 1 | 418984 | 617148 | A1 App. 2 Miles North of Denwick | V1 Trav. N/W on A1, for Reasons to Be Established V1 left Road to N/S, Colliding with Road Sign | Illness | | |
| 0432713 | 2 | 2 | 2 | 19/08/2013 | 1520 | 1 | 0 | 1 | 1 | 417890 | 620057 | A1 0.567M South of South Charlton | Vehs Trav. S on A1, for Reasons Yet to Be Established V1 Has Collided with V2, V2 Crosses into Northbound Carriageway, Leaving Carriageway to O/S down Embankment | Failed to look properly | loss of control | |

| Reference | Severity | , No. of Vehicles | No. of | Date | Time | Road | Junction Detail | Lighting | Weather | Grid Ref: | Grid Ref: | Location | Description | Cont. Factor | | | |
|-----------|----------|----------------------|------------|------------|--------|---------|--------------------|------------|------------|--------------|-----------|---|---|---|-------------------|---------------------------|--|
| Number | deventy | Vehicles | Casualties | Date | (24hr) | Surface | Detail | Conditions | Conditions | Easting | Northing | Location | Bestription | 1 | 2 | 3 | |
| 0462613 | 3 | 3 | 1 | 21/08/2013 | 0920 | 1 | 0 | 1 | 1 | 417025 | 622019 | A1 App. 1 Mile N J/W B5347, Charlton Mires | Vehs Trav. S/E on A1, V3 Stops Due to Stationary Traffic Ahead, V2 Stops Behind V3, V1 Fails to Stop Colliding with Rear of V2, Pushing V2 Forward into Rear of V3 | Failed to look properly | | | |
| 0580213 | 3 | 1 | 1 | 25/10/2013 | 1449 | 2 | 0 | 1 | 1 | 419566 | 615632 | A1 1 Mile N J/W B1340 Offslip, Denwick | V1 Trav. N/W on A1, F/N/S of V1 to Close to Edge of Carriageway, V1 Drops into Gravel Causing Driver to Lose Control, V1 Spins into O/S Carriageway, Leaves to O/S, Colliding with Sign and Barrier, then Rebounds onto Carriageway | Failed to look properly | slippery road | | |
| 0700813 | 2 | 2 | 2 | 16/12/2013 | 1101 | 2 | 0 | 1 | 1 | 417389 | 621375 | A1 App. 0.5 Miles N of J/W B6347, Charlton Mires | Vehs Trav. S/E on A1, V1 Trav. Behind V2, V2 Braked Due to Vehicle Ahead, V1 Failed to Stop, Colliding with Rear of V2 | Careless , reckless or in a hurry | sudden braking | sudd en braki ng | |

| Reference | Savaritu | No. of Vehicles | No. of | Dete | Time (24hr) | Road | | Lighting Conditions | Weather | Grid Ref: | Grid Ref: Northing | Location | Description | Cont. Factor | | |
|-----------|----------|--------------------|------------|------------|----------------|---------|---|------------------------|------------|--------------|-----------------------|-----------------------------------|--|----------------------------------|-----------------------------------|---|
| Number | Severity | | Casualties | Date | | Surface | | | Conditions | Easting | | | | 1 | 2 | 3 |
| 0305814 | 3 | 3 | 2 | 30/05/2014 | 1114 | | 3 | 1 | 1 | 417711 | 620601 | A1 J/W B6347 CHARLTON MIRES | V2 TRAV. S/E ON A1 APP. J/W B6347, V1 TRAV. N/E ON A1 TURNS RIGHT TOWARDS B6347 INTO PATH OF V2, FRONT OF V1 COLLIDES WITH F/O/S OF V2 V2 LEAVES CARRIAGEWAY TO N/S, COLLIDES WITH ROAD SIGN, THEN COLLIDES WITH F/O/S OF V3, V3 STATIONARY ON B6347 WAITING TO ENTER A1 | Poor turn or manoeu vre | failed to look properl y | |

| Reference | | No. of | No. of | 2.0 | Time | Road | Junction | Lighting Conditions | Weather Conditions | Grid Ref: | Grid Ref: | | | Cont. Factor | | | |
|-----------|----------|----------|------------|------------|--------|---------|----------|------------------------|-----------------------|--------------|-----------|--|--|---------------------------------|---|--|--|
| Number | Severity | Vehicles | Casualties | Date | (24hr) | Surface | Detail | Conditions | Conditions | Easting | Northing | Location | Description | 1 | 2 | 3 | |
| 0746214 | 1 | 3 | 3 | 11/12/2014 | 0701 | | 0 | 6 | | 419578 | 615615 | A1 APP. 1/2 MILE N OF DENWICK OFFSLIP, ALNWICK | V1 TRAV. N/W ON A1, V2&3 TRAV. S/E ON A1, FOR REASONS NOT YET KNOWN V1 VEERS INTO SOUTHBOUND LANE, COLLIDING WITH FRONT OF V2, V2 LEAVES CARRIAGEWAY TO N/S, COMING TO A STOP ON N/S VERGE, V1 THEN COLLIDES HEAD ON WITH V3 | sudden braking | loss of control | slipp ery road | |
| 0085915 | 1 | 3 | 2 | 06/02/2015 | 0825 | | 0 | 1 | 1 | 418422 | 618705 | A1 75M NORTH J/W ROCK SOUTH FARM COTTAGES, SOUTH CHARLTON | V1&3 TRAV. S/E ON A1, V2 TRAV. NW ON A1, V1 TRAVELLING AT EXCESS SPEED, OVERTAKES V3, V1 COLLIDES WITH V2, V2 LEAVES CARRIAGEWAY TO N/S AND OVERTURNS | Exceedi ng speed limit | careles s reckles s or in a hurry | failed to judge other perso n spee d or path | |

| Reference | Savanitu | No. of | No. of | Date | Time | Road | Junction | Lighting | Weather | Grid Ref: | Grid Ref: | Location | Description | Cont. Factor | | |
|-----------|----------|----------|------------|------------|--------|---------|----------|------------|------------|--------------|-----------|---|--|-------------------------------|---|---|
| Number | Severity | Vehicles | Casualties | Date | (24hr) | Surface | Detail | Conditions | Conditions | Easting | Northing | | | 1 | 2 | 3 |
| 0270015 | 3 | 1 | 2 | 27/04/2015 | 1509 | | 0 | 1 | 1 | 417630 | 620913 | A1 APP. 300M N OF J/W B6347, CHARLTON MIRES | V1 TRAV. N/W ON A1 NEGOTIATING LEFT HAND BEND, DRIVER DISTRACTED, V1 CONTINUES STRAIGHT AHEAD, LEAVING CARRIAGEWAY TO O/S | distractio n in vehicle | | |
| P127716 | 3 | 2 | 2 | 19/02/2016 | 1640 | | 0 | 1 | 1 | 419480 | 615885 | A1 1 MILE NW OF DENWICK | V1 TRAV. N/W ON A1, V2 TRAV. S/E ON A1, DRIVER OF V1 SUFFERS A MICRO SLEEP CAUSING V1 TO ENTER OPPOSITE CARRIAGEWAY, COLLIDING WITH O/S OF V2 | fatigue | | |

| Reference | Savarity | No. of | No. of | Date | Time | Road | Junction | Lighting Conditions | Weather | Grid Ref: | Grid Ref: | Location | Description | Cont. Factor | | | |
|-----------|----------|----------|------------|------------|--------|---------|----------|------------------------|------------|--------------|-----------|----------|--|-------------------------------|---|---|--|
| Number | Severity | Vehicles | Casualties | Date | (24hr) | Surface | Detail | Conditions | Conditions | Easting | Northing | | | 1 | 2 | 3 | |
| 0050825 | 2 | 2 | 4 | 12/03/2016 | 1251 | | 3 | 1 | 1 | 417721 | 620553 | A1 B6347 | Vehicle 2 driven north on A1. Vehicle 1 driven south on A1. Driver vehicle 1 makes right turn from A1 onto B6347 South Charlton junction across the path of vehicle 2 giving driver no chance to avoid collision. Front near side of vehicle 2 collides with near side of vehicles extensively damaged. Driver vehicle 1 sustains serious internal injuries. | Failed to look properly | | | |



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