

Assessment of Effects – Operational Stage

Introduction

The effects of the development have been assessed using 4 Do Something (With Project for Assessment) Scenarios.

Each with “Project for Assessment” Scenario (PfA) has been compared against the corresponding baseline.

The Project for Assessment comparisons are set out in **Table 8.5**.

**Table 8.5: Assessment Scenarios Compared within the Transport and Access ES Chapter
Project for Assessment (JPA1.1 only)**

Comparison Ref	Baseline (Do Minimum)	Project for Assessment (Do Something 1)
1a	2032 Do Minimum	2032 Do Something 1 (JPA1.1 only) Without M62 Access Solution
1b	2032 Do Minimum	2032 Do Something 1 (JPA1.1 only) With M62 Access Solution
2a	2039 Do Minimum	2039 Do Something 1 (JPA1.1 only) Without M62 Access Solution
2b	2039 Do Minimum	2039 Do Something 1 (JPA1.1 only) With M62 Access Solution

The cumulative assessments have also been carried out for 4 Do Something scenarios. The cumulative assessments include the Project for Assessment, and the traffic associated with JPA1.2.

The cumulative comparisons are set out in **Table 8.6**.

**Table 8.6: Assessment Scenarios Compared within the Transport and Access ES Chapter
Cumulative Assessment (JPA1.1 & JPA1.2)**

Comparison Ref	Baseline (Do Minimum)	Cumulative Assessment (Do Something 3)
3a	2032 Do Minimum	2032 Do Something 3 (JPA1.1 & 1.2) Without M62 Access Solution
3b	2032 Do Minimum	2032 Do Something 3 (JPA1.1 & 1.2) With M62 Access Solution
4a	2039 Do Minimum	2039 Do Something 3 (JPA1.1 & 1.2) Without M62 Access Solution
4b	2039 Do Minimum	2039 Do Something 3 (JPA1.1 & 1.2) With M62 Access Solution

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The comparisons have been carried out for quantitatively assessing the following significance of effects:

- Increases in severance
- Increases in driver delay
- Increases in NMU delay
- Reductions in NMU amenity
- Increase in fear and intimidation

The ES also qualitatively assesses the significance of effects of:

- Increases in accidents and reduction in safety
- Increased demand on Public Transport

Quantitative Assessments of the Significance of Effects

The “Links for Assessment” have been subject quantitative assessments of the increases in severance, increases in driver delay, increases in NMU delay, reductions in NMU amenity & increase in fear and intimidation. The results of those assessments are provided as follows:

- Comparison 1a: See **Appendix 8.6**
- Comparison 1b: See **Appendix 8.7**
- Comparison 2a: See **Appendix 8.8**
- Comparison 2b: See **Appendix 8.9**
- Comparison 3a: See **Appendix 8.10**
- Comparison 3b: See **Appendix 8.11**
- Comparison 4a: See **Appendix 8.12**
- Comparison 4b: See **Appendix 8.13**
- Overview of Moderate and Major Significant Effects, See **Appendix 8.14**

Information to inform qualitative assessment of the Significance of Effects.

For the accident analysis, data has been obtained from CrashMap, see **Appendix 8.15**.

For the Public Transport analysis, data has been obtained from the TfGM Transport Framework Document.