

## 7.9 Project Assurance

KCC have provided a section 151 letter which is given as Appendix F.

## 7.10 Scheme Monitoring

KCC are committed to monitoring, evaluating and reporting the scheme post-opening.

The current data for travel times, via ANPR, through the network can be repeated post-opening. If required, KCC could also undertake 'moving observer' surveys.

In addition pre-opening data for Accidents and Air Quality is available and can also be repeated post-opening.

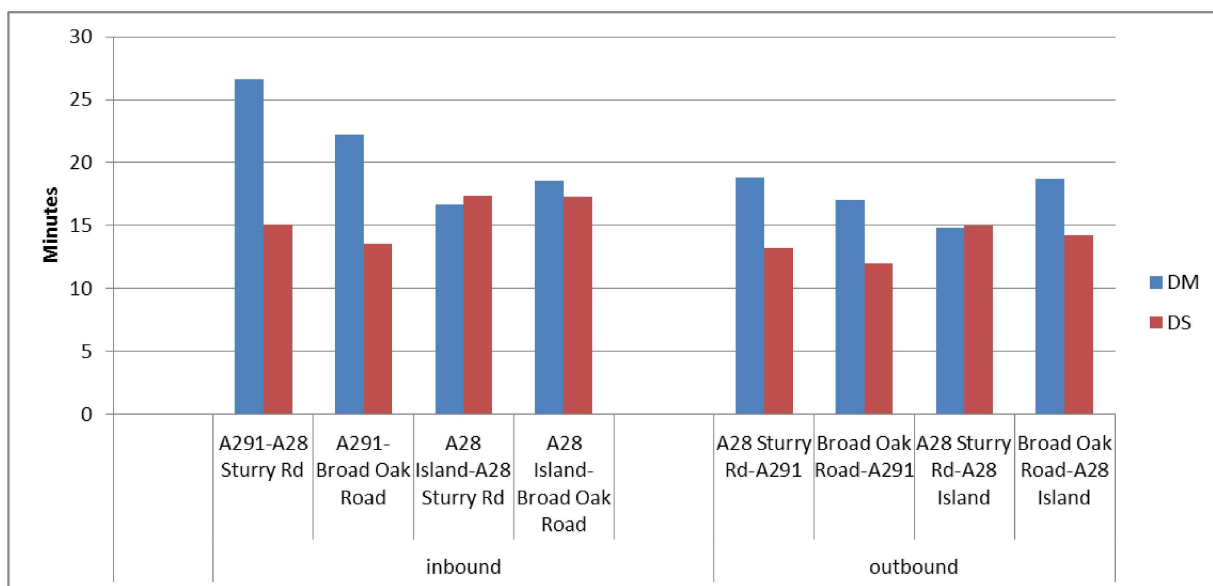
A congestion relief scheme it would be appropriate to compare traffic flows so that the changes in delay are put into context. A repeat of the ANPR survey would provide this.

**Table 7-2** shows the scheme monitoring plan.

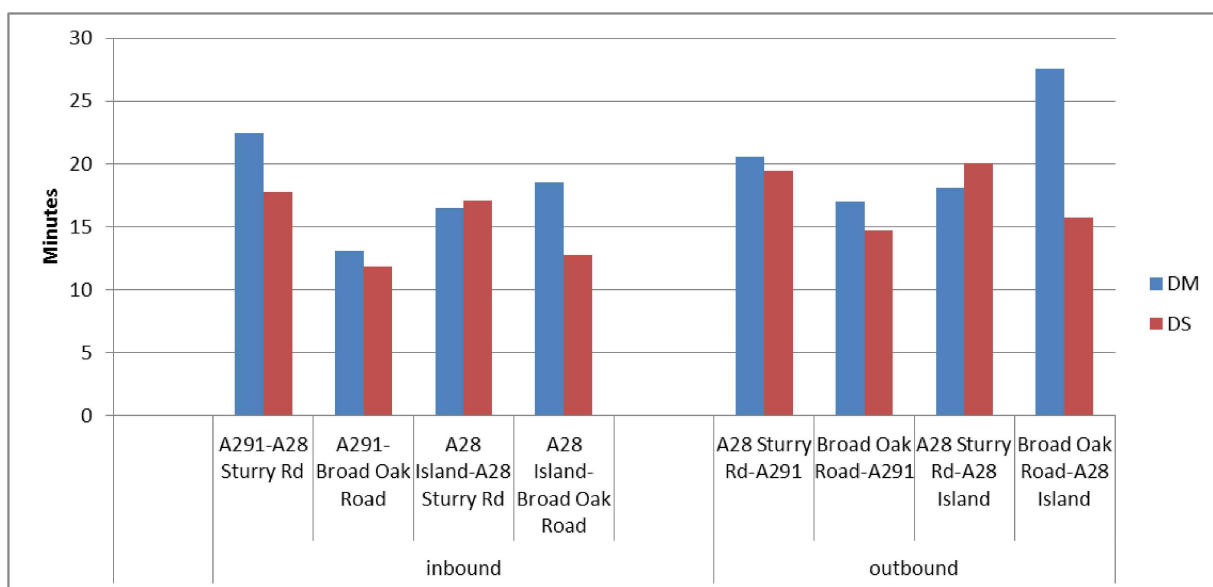
The acceptability will be judged on the predictions supporting the economic case and on delivering the scheme objectives. The expected improvements in junction operation are shown as **Figure 7-6** and **Figure 7-7**.

**Table 7-2 – Scheme Monitoring, Evaluation and Benefits Realisation Plan**

Expected Benefit	Measure	Owner	Outcome/impacts	Review timescale	Review Method
Travel-time improvement	Journey-time	KCC		One and five year post-opening	Repeat ANPR / queue surveys
New housing	Completions	CCC	Delivery of local plan		On-going Housing monitoring
Accidents	KSI	KCC			On-going Accident Monitoring
Air Quality	Nitrogen Dioxide	CCC			On-going measurements
n/a	Traffic Flows	KCC		One and five year post-opening	Repeat ANPR survey



**Figure 7-6 Expected benefits (AM)**



**Figure 7-7 Expected benefits (PM)**

## **8 Conclusions and Recommendations**

### **8.1 Conclusions**

The scheme provides an affordable and deliverable scheme that can overcome the existing problem of congestion in the Sturry area caused by variety of factors including the level crossing and the A28/A291 junction. It will also provide sufficient network to deliver the 4,500 houses in the north-east quadrant of Canterbury, an important quantum in delivering the Canterbury Local Plan.

The scheme is worthwhile from a 'value for money' standpoint. It is worthwhile noting that there is a significant developer contribution, and a high value infrastructure project is being delivered with a 'minimal' ask to public finances.

### **8.2 Recommended Next Steps**

The development and delivery of the scheme should be approved and should proceed. Elements of the business case can be updated as required.

### **8.3 Value for Money Statement**

The 'value for money' statement in this report suggests a 'high' value for money. This should be revisited if scheme costs escalate, or significant environmental factors become apparent.

### **8.4 Funding Recommendation**

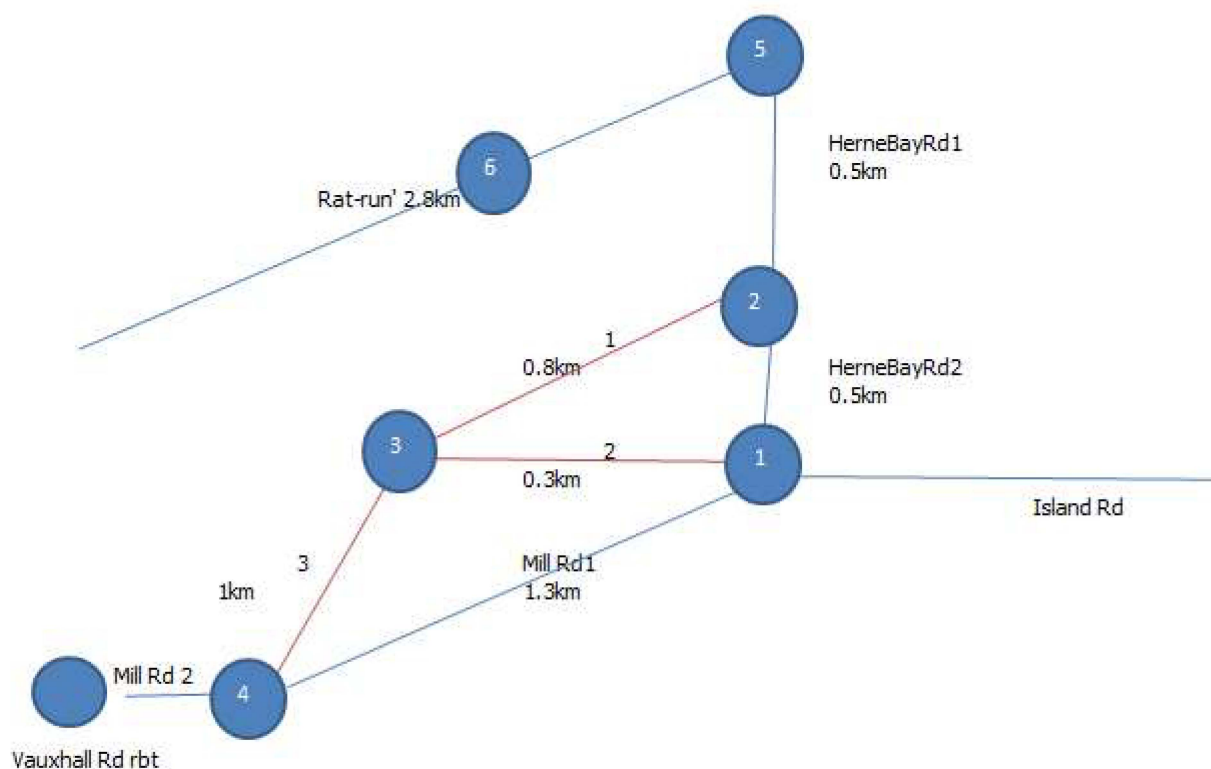
The £5.9m funding requirement from SELEP should be released to KCC.

## **Appendix A Scheme Drawing**

## **Appendix B Appraisal Summary Table**

## **Appendix C Accident plot**

## Appendix D COBALT results



### [Section 2.1] Link Accident Statistics

Link Name	without-Scheme			Total* Cost*	with-Scheme			Total* Cost*	Benefits			Total* Benefit*
	2015	2030	Total*		2015	2030	Total*		2015	2030	Total*	
HerneBayRd1	0.4	0.3	18.0	1,133.8	0.4	0.4	20.8	1,308.1	0.0	0.0	-2.8	-174.3
HerneBayRd2	0.4	0.3	18.0	1,133.8	0.2	0.1	4.6	297.0	0.2	0.2	13.5	836.9
MillRd1	1.8	1.4	83.6	5,255.8	1.1	0.4	26.4	1,702.7	0.6	1.0	57.2	3,553.0
MillRd2	0.6	0.5	30.5	1,918.8	0.7	0.6	33.3	2,094.5	0.0	0.0	-2.8	-175.7
IslandRd	0.8	0.6	37.6	2,366.2	0.8	0.6	37.6	2,366.2	0.0	0.0	0.0	0.0
LinkRd1	0.0	0.0	0.0	0.0	0.0	0.4	21.2	1,275.7	0.0	-0.4	-21.2	-1,275.7
LinkRd2	0.0	0.0	0.0	0.0	0.0	0.1	3.3	198.4	0.0	-0.1	-3.3	-198.4
LinkRd3	0.0	0.0	0.0	0.0	0.0	0.7	39.0	2,343.8	0.0	-0.7	-39.0	-2,343.8
RatRun	1.9	2.2	128.3	8,004.6	1.4	1.5	83.9	5,241.8	0.5	0.8	44.5	2,762.8
<b>Total</b>	<b>5.8</b>	<b>5.5</b>	<b>316.2</b>	<b>19,813.0</b>	<b>4.6</b>	<b>4.7</b>	<b>270.1</b>	<b>16,828.2</b>	<b>1.2</b>	<b>0.7</b>	<b>46.0</b>	<b>2,984.8</b>

Costs and benefits discounted to 2010 in multiples of a thousand pounds.

### [Section 2.2] Junction Accident Statistics

Junction Name	without-Scheme			Total* Cost*	with-Scheme			Total* Cost*	Benefits			Total* Benefit*
	2015	2030	Total*		2015	2030	Total*		2015	2030	Total*	
J1	1.8	2.0	120.6	5,856.4	0.9	0.0	2.9	196.4	0.9	2.0	117.8	5,660.0
J1DS	0.0	0.0	0.0	0.0	0.0	1.2	68.4	3,111.2	0.0	-1.2	-68.4	-3,111.2
J2	0.0	0.0	0.0	0.0	0.0	0.9	51.6	2,437.0	0.0	-0.9	-51.6	-2,437.0
J3	0.0	0.0	0.0	0.0	0.0	0.7	39.9	1,598.9	0.0	-0.7	-39.9	-1,598.9
J4	0.0	0.0	0.0	0.0	0.0	1.6	87.8	4,124.0	0.0	-1.6	-87.8	-4,124.0
LCsturry	0.8	0.9	52.4	2,550.1	0.7	0.5	30.5	1,498.0	0.2	0.4	21.9	1,052.2
J5	1.2	1.4	82.5	4,008.2	0.9	0.0	3.3	223.8	0.4	1.4	79.3	3,784.4
J5DS	0.7	0.7	39.4	1,921.2	0.9	1.2	68.0	3,294.5	-0.2	-0.5	-28.7	-1,373.4
LCBroadOak	0.4	0.5	28.6	1,388.2	0.3	0.4	23.5	1,142.1	0.1	0.1	5.1	246.1
J6	0.3	0.3	17.4	846.3	0.3	0.4	23.5	1,142.1	-0.1	-0.1	-6.1	-295.8
<b>Total</b>	<b>5.2</b>	<b>5.7</b>	<b>341.0</b>	<b>16,570.4</b>	<b>4.0</b>	<b>7.0</b>	<b>399.4</b>	<b>18,767.8</b>	<b>1.2</b>	<b>-1.2</b>	<b>-58.4</b>	<b>-2,197.4</b>

Costs and benefits discounted to 2010 in multiples of a thousand pounds.

## **Appendix E Construction cost breakdown**



## **Appendix F Section 151 Letter**

## **Appendix G Programme**

## **Appendix H Non-LGF Funding**

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## **Appendix I Developer Letters of Assurance**

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## **Appendix J Quantified Risk Assessment**