

Table 15: INSET Stage B Scores

Rank	Scheme	Transport Benefits	Wider Economic Benefits	Environment	Social Impacts (Quality of Life)	Alignment with Objectives	Deliverability
1	6B	Very Good	Very Good	Very Poor	Very Good	Very Good	Good
2	1A	Very Good	Good	Poor	Very Good	Good	Good
3	4B	Very Good	Good	Very Poor	Good	Good	Very Good
4	4A	Very Good	Very Good	Very Poor	Neutral	Good	Very Good
5	2A	Very Good	Good	Very Poor	Good	Good	Good
6	1B	Very Good	Good	Poor	Very Good	Good	Very Poor
7	4E	Very Good	Good	Very Poor	Good	Good	Good
8	5A	Very Good	Good	Very Poor	Very Good	Good	Very Poor
9	4C	Very Good	Good	Very Poor	Neutral	Very Good	Very Good
10	6A	Good	Good	Very Poor	Good	Good	Very Good
11	7	Very Good	Very Good	Very Poor	Very Good	Good	Very Poor
12	Do nothing	Neutral	Neutral	Neutral	Neutral	Reasonably Good	Very Good
13	8	Very Good	Good	Very Poor	Very Good	Good	Very Poor
14	5	Good	Reasonably Good	Very Poor	Poor	Good	Very Good
15	4D	Good	Reasonably Good	Very Poor	Poor	Good	Very Good
16	2B	Very Good	Good	Very Poor	Good	Good	Very Poor

Option 6B

- 6.3.24 Option 6B was appraised as being the best performing option at INSET Stage B. The scheme scored ‘very good’ in its ability to deliver transport benefits. The introduction of east-facing slip roads provides a strategic connection directly to the A126 without the need to route through the A1306 or B186 to get to and from the Lakeside Basin. As well as leading to shorter journey times for longer distance trips, this will reduce traffic and congestion on the local road network and at the Stifford interchange potentially making local journeys quicker.
- 6.3.25 By providing new slip roads onto the A13 from the B186 rather than the A126, this option avoids the Brickbarn Wood ancient woodland. Less traffic on the local roads will generally lead to an improvement in air quality. However, there is a potential impact on the receptors within the AQMA near the A13 that reduces the score. Reduced traffic on the local roads suggests that Option 6B is likely to have a positive impact on social indicators such as safety, severance and journey quality.
- 6.3.26 Despite constraints associated with land use and ownership, specifically the sports ground, coach park and travellers’ site to the north of the A1306, and land within the Essex Arena site, it is not considered that these are insurmountable in delivering the scheme. If this option can be designed to provide improved access to the potential development at Essex Arena it will mitigate for the existing planning constraints associated with the site. The option will require several new structures, although these are not thought to be particularly complex in nature.
- 6.3.27 Figure 36 shows the proposed schematic for option 6B.

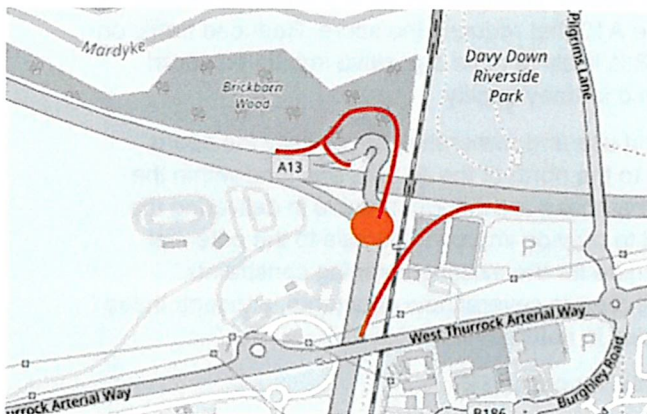
Figure 36: Option 6B



Option 1A

- 6.3.28 Option 1A scored the second highest in Stage B INSET appraisal. As this option provides direct access from the A13 to the A126 without interacting with any existing roads, it is anticipated that it will result in the highest level of benefit in improving local and strategic road connectivity. It is also expected to remove the most traffic from local roads and therefore reduce congestion. These transport benefits enable additional road capacity to be released which allows Thurrock to mitigate for future growth.
- 6.3.29 The redistribution of traffic away from local roads will provide social and environmental benefits such as reducing severance and accidents, whilst also improving air quality through AQMAs. However, Option 1A cuts through a proportion of Brickbarn Wood and therefore scores poorly against the environmental themes.
- 6.3.30 In terms of deliverability, the option is technically quite complex to implement, due to the necessary closure of the A13 and the need to build a large new bridge over the rail line.
- 6.3.31 Figure 37 shows the proposed schematic for option 1A.

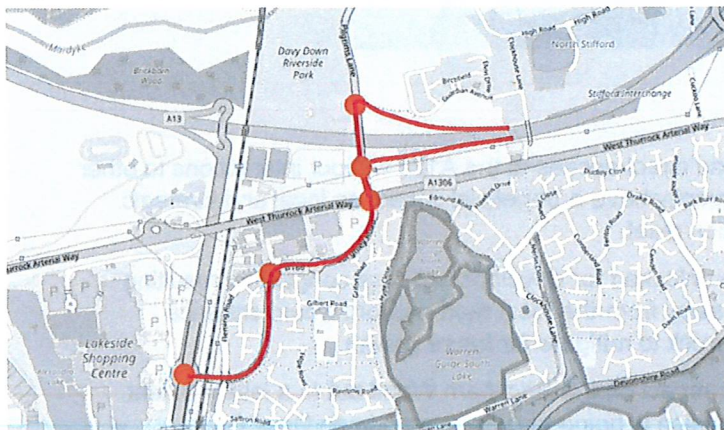
Figure 37: Option 1A



Option 4B

- 6.3.32 Option 4B provides east-facing slip roads in the same manner as Option 6B. However, instead of providing a new direct route to the A126, the option seeks to improve the B186 with selected widening and junction improvements.
- 6.3.33 Through avoiding the need to travel through the Stifford interchange and the A1306, the option is predicted to have some impact on strategic and local connectivity as well as congestion alleviation. At the same time, improved local connectivity may also improve by increased capacity on the B186 which can then be used to accommodate future growth.
- 6.3.34 This option avoids the ancient woodland but impacts the air quality score due to location of the AQMA near the A13. Option 4B is also expected to lessen the number of accidents and improve severance, minimising the social implications.
- 6.3.35 Whilst the scheme aligns with policy and scheme objectives, the option is not expected to enable a substantial amount of population and economic growth.
- 6.3.36 The deliverability aspect of the scoring was very positive due to the lower costs and relative ease of implementing the scheme in comparison to 1A.
- 6.3.37 Figure 38 shows the proposed schematic for option 4B.

Figure 38: Option 4B

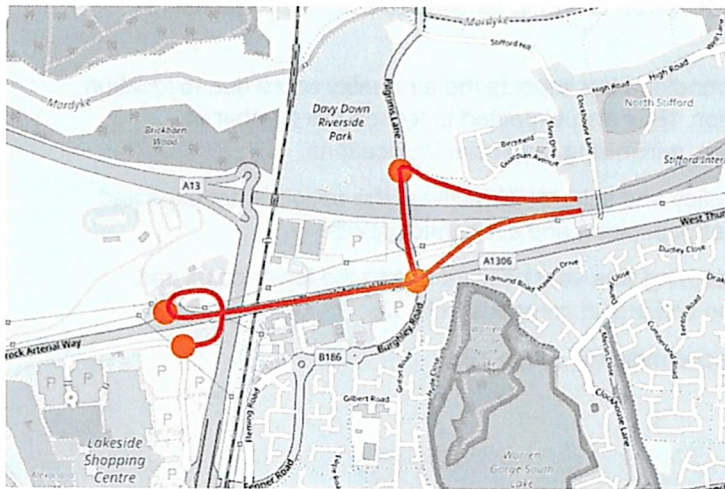


Option 4A

- 6.3.38 Option 4A provides east-facing slip roads in the same manner as Option 6B. However, instead of providing a new direct route to the A126, the option seeks to dual the carriageway and improve junctions along the A1306.
- 6.3.39 The option is expected to have some impact on improving local and strategic connectivity as well as alleviating congestion. Although the A13 east-facing slips are in place, traffic may still route via B186 Fenner Road to access INTU lakeside. Greater network capacity may also be established between the Lakeside shopping centre car parks and the West Thurrock Arterial Way. The scheme improves access to land enabling development whilst mitigating for forecast growth in the area.
- 6.3.40 The scheme bypasses the ancient woodland but is still has a very poor environmental score due to the impacts on AQMAs near the A13. Air quality overall, however, across the study area is not worsened by this option.

- 6.3.41 No extensive positive social implications are expected with option 4A, as the scheme is unlikely to reduce accidents or severance on the local network.
- 6.3.42 Option 4a scored very highly for deliverability due to relatively low cost and that it is technically not challenging to implement.
- 6.3.43 Figure 39 shows the proposed schematic for option 4A.

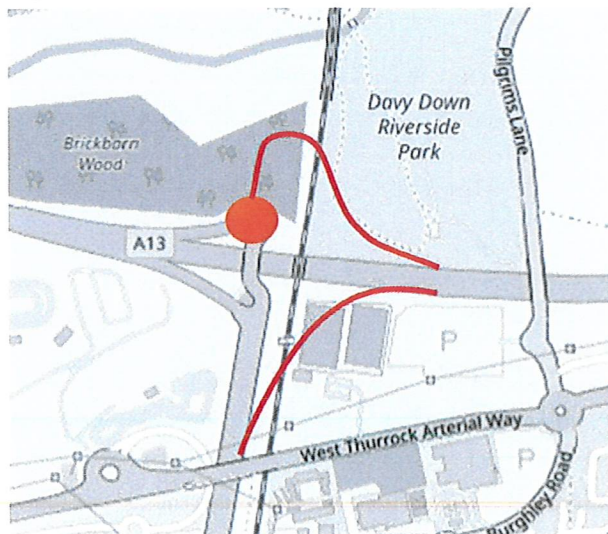
Figure 39: Option 4A



Option 2A

- 6.3.44 Option 2A provides an eastbound direct access to the A126 without interactions to other existing roads. This will subsequently have a beneficial impact on local and strategic connectivity along with congestion relief.
- 6.3.45 Whilst no additional land will be unlocked for development, less congestion resulting from the redistribution of traffic away from the local road network would enhance network capacity, enabling Thurrock to mitigate for future growth.
- 6.3.46 Environmentally, Option 2A will impact on the Brickbarn Wood but to a lesser extent than Option 1A. However, the option is going to greatly impede on Davy Down Riverside Park; open space heavily valued by the public. The AQMA covering the A13 will be impacted by Option 2A although there will be improvements in other areas.
- 6.3.47 The social implications of the scheme are positive with reductions in collisions and the level of severance expected.
- 6.3.48 Option 2A aligns with wider policy objectives and works to encourage population and economic growth. There are, however, concerns whether the option will encourage sustainable growth and contribute to improvements in physical and mental wellbeing.
- 6.3.49 Overall, Option 2A scores fairly well for deliverability as the scheme ranks medium for cost and is not hugely complicated to construct. Whilst most of the construction work could be completed off-line, two new structures do need to be built over the rail line which adds to the technical complexity of the project.
- 6.3.50 Figure 40 shows the proposed schematic for Option 2A.

Figure 40: Option 2A



Disregarded options

- 6.3.51 Prior to assigning scores for options 6B, 1A, 4B, 4A and 2A in INSET Stage C, it is important to detail why the remaining options assessed in INSET Stage B were not progressed. Table 16 shows the highway options disregarded before INSET Stage C.

