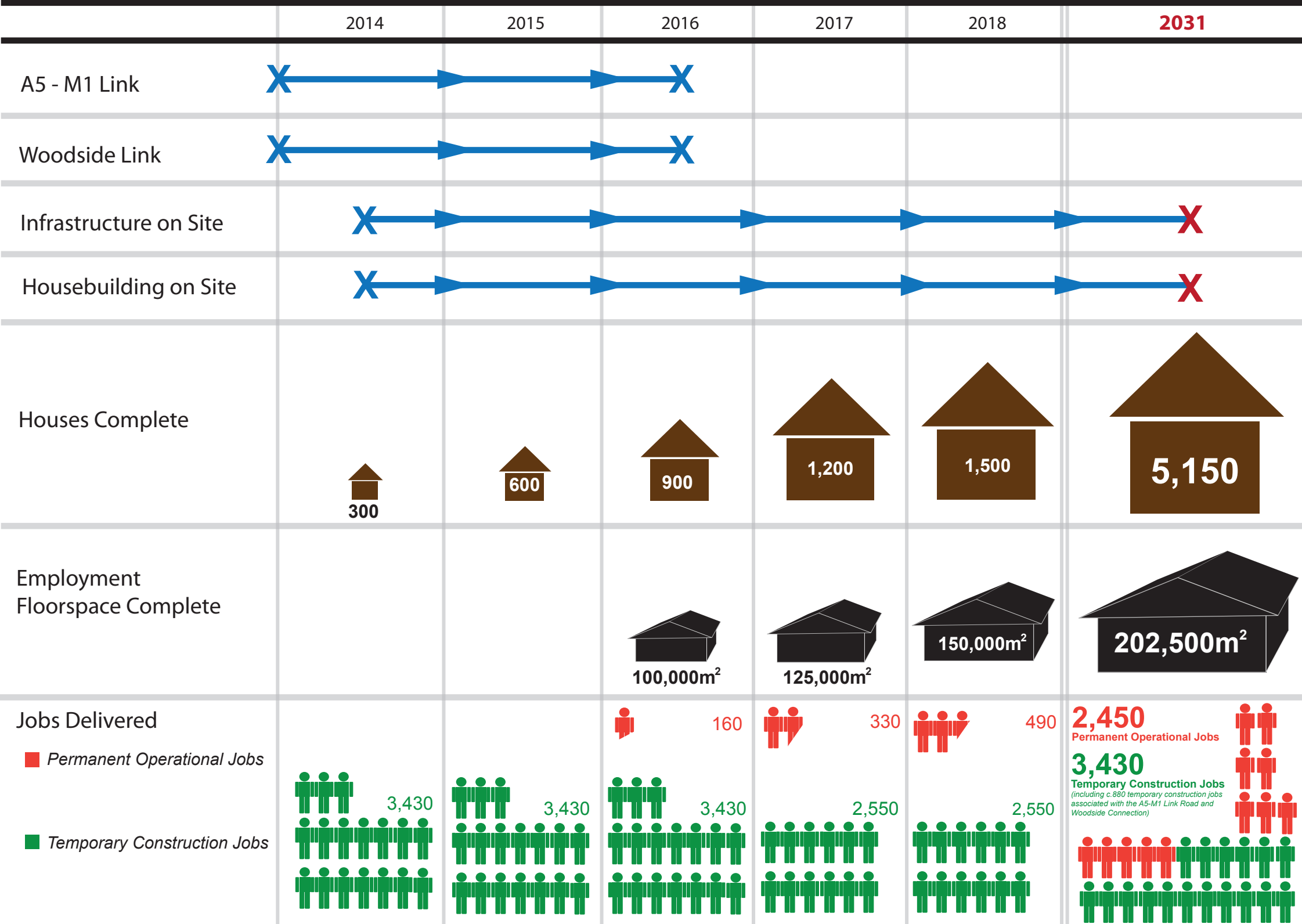


HRN1 - Key Deliverables 2014 - 2031



Footnotes:

- 1.) Homes delivered are based on an rounded annual delivery of 300 homes over the 17 year period from 2014 to 2031
- 2.) Permanent Operational Jobs have been calculated by dividing the anticipated total number of Permanent Operational Jobs once the scheme is complete over a 15 year period from 2016
- 3.) Temporary Construction Jobs includes c.880 Temporary Construction Jobs as a result of the A5-M1 Link and Woodside Connection and a further 2,550 Temporary Construction Jobs associated with the delivery of HRN1 and are a maximum

WOODSIDE LINK - PROJECT RISK REGISTER

Ident #	Program me Task Affected	Risk Type	Description	Risk Score			Most Likely (Before)				Most Likely (After)				Possible actions to Limit Risk
				Likelihood (1-4)	Impact (1-4)	Risk Score (1-16)	Direct Cost (£k)	Project Delay (Months)	Probability %	Risk Cost	Direct Cost (£k)	Project Delay (Months)	Probability %	Risk Cost	
GENERAL															
10001	ALL	Plan	Change in Key Staff (Employer)	2	2	4	0	1	50	30	0	0.25	50	8	Succession planning and knowledge sharing to reduce impact
10002	ALL	Plan	Change in Key Staff (Consultant)	2	3	6	20	1	20	16	20	0.5	20	10	Good knowledge sharing to reduce impact
10003	ALL	Plan	Change in Key Staff (Developer)	2	2	4	0	1	50	30	0	0.5	50	15	Succession planning to reduce impact
10014	ALL	Plan	Legislation Changes	2	4	8	110	6	5	24	110	3	5	15	Monitor legislation changes
10101	ALL	Fund	Increase in Construction Cost Indices	2	4	8	1500	0	10	150	1500	0	10	150	None
10102	ALL	Fund	Lack of DfT / External funding (by one year)	1	2	2	0	12	5	36	0	12	5	36	Delay until funding certain
10103	ALL	Fund	Loss of developer funding (by one year)	1	2	2	0	12	10	72	0	12	10	72	Delay until funding certain
10104	ALL	Fund	Loss of LA funding (by one year)	2	2	4	0	12	15	108	0	12	15	108	Delay until funding certain
SPECIFIC															
10011	42	Plan	Environmental Statement Not Accepted	1	3	3	60	3	15	36	60	3	5	12	Early discussions with PINS
10013	68	Plan	High Court Challenge	1	3	3	50	6	10	41	50	6	10	41	None
	76	Plan	Land ownership problem	2	3	6	20	12	20	148	20	1	10	8	Ensure all land registered and CPO correct
10023	77	Site	Environmental issue - protected species	2	3	6	30	6	40	516	30	4	10	87	Thorough survey at design stage
10024	80	Site	Environmental issue - reptiles	2	3	6	30	4	40	348	30	4	5	44	Thorough survey at design stage
10021	83	Site	Archaeology Find	2	4	8	150	4	20	198	150	4	20	198	More trial trenches, but could delay project
	86	Site	Error in Development Consent Order	2	2	4	50	6	20	262	50	6	5	66	Additional legal resource to check documents
	86	Site	Error in Compulsory Purchase Order	2	2	4	20	3	20	130	20	3	5	33	Additional legal resource to check documents
	86	Site	Accommodation works	1	1	1	20	0	10	2	20	0	10	2	Extensive liaison
10022	86	Site	Environmental issue - knotweed etc	2	3	6	30	4	40	348	30	4	10	87	Thorough survey
10025	86	Site	Environmental issue - protected fauna	2	3	6	30	4	40	348	30	4	10	87	Thorough survey, clearance of farm, scrub, trees etc. at correct time
10025	86	Site	Environmental issue - protected flora	2	3	6	30	4	40	348	30	4	10	87	Thorough survey, clearance of scrub, trees etc. at correct time
10031	86	Site	Environmental protests	2	2	4	60	1	20	54	60	1	5	14	Work with environmental pressure groups
	87	Site	HV overhead Electricity Pylon in way	1	4	4	1000	9	25	723	1000	9	5	145	Try to avoid in design or relocate pylons
	87	Site	Delay by UKPN moving HV overhead lines	1	4	4	0	6	25	315	0	3	10	63	Structure contract to minimise abortive costs / downtime
	87	Site	Poor ground conditions - import bulk fill	1	2	2	150	1	10	36	150	0.5	5	13	Additional site investigation
	87	Site	Poor ground conditions - Change foundations	2	2	4	40	1	20	50	40	0.5	10	15	Specific location Site investigation
	87	Site	Poor ground conditions - import capping	1	2	2	40	1	10	25	40	0.5	5	7	Additional site investigation
	87	Site	Poor ground conditions - Groundwater level	1		0	40	1	5	13	40	0.5	5	7	Additional site investigation
	87	Site	Flooding of brook	2	1	2	10	0.5	30	35	10	0.5	30	35	Pass risk to contractor??
	87	Site	Delay in EA approval to brook diversion	2	2	4	10	3	30	192	10	3	10	64	Agree all details with EA prior to siteworks
	87	Site	No discharge point agreed	2	2	4	0	3	30	189	0	3	10	63	Agree all details with EA prior to siteworks
	87	Site	Adverse weather conditions (cold / wet)	4	1	4	0	1	75	158	0	1	60	126	Programme weather critical items to best times
	87	Site	Access to site - Road Network	1	1	1	0	1	10	21	0	1	5	11	Ensure land take and streetworks is part of application
	87	Plan	Junction 11A not available in time	4	1	4	0	3	50	90	0	0.5	10	3	Don't let site contract until 11A under construction
	87	Site	Unexpected SU service	1	3	3	100	1	10	31	100	1	5	16	Trial holes for services

Appraisal Summary Table

Date produced: 21 Feb 2013

Contact:

Name of scheme:	Woodside Link, Houghton Regis	Name	John Brown
Description of scheme:	3.3km of new road running North Eastwards from the junction of Park Road North, Poynters Road and Porz Avenue in Houghton Regis to join the proposed M1 Junction 11A (between existing junctions 11 and 12) which will be constructed as part of the A5-M1 Link being promoted by the Highways Agency.	Organisation	Central Beds C
		Role	Promoter

	Impacts	Summary of key impacts	Assessment				
			Quantitative			Qualitative	Monetary £(NPV)
Economy	Business users & transport providers	Will provide a direct access to the M1 and the rest of the strategic network via Junction 11a from the Woodside Industrial Area in Houghton Regis and other industrial areas in Dunstable and result in savings in travel time and vehicle operating costs. By helping to remove traffic from the centre of Dunstable and Houghton Regis it will decrease the congestion which currently affects the reliability of bus services.	Value of journey time changes(£)			Large beneficial	
			Net journey time changes (£)				
			0 to 2min	2 to 5min	> 5min		
		Reliability impact on Business users	The construction of the link will shorten journey times for commercial vehicles and will also improve the reliability of trips to and from large areas of business and industrial premises.				Large beneficial
	Regeneration	The Link will provide access to a new development site proposed for the area to the West of the M1 and in particular a proposed logistics / distribution centre - part of the Houghton Regis North development. The development overall is predicted to provide over 2,000 net new jobs to the area. [SOURCE - Outline Planning Application for Houghton Regis North Development]. By improving access to Dunstable by removing congestion it should assist in attracting more visitors to the town centre.				Moderate Beneficial	
	Wider Impacts	The scheme should provide improved access to Houghton Regis and Dunstable.				Moderate Beneficial	
Environmental	Noise	There will be significant increase in noise for residents at the Southern end of the route where it passes through a narrow corridor to access the existing network, without mitigation, but this would be compensated by a reduction in noise levels in the centre of the urban areas from where the traffic is being removed. There would also be an increase in noise for users of the informal recreational area through which the Link passes. [SOURCE - Stage 2 Environmental Assessment]				Moderate beneficial	
	Air Quality	There will be some increase in pollutant levels for resident at the Southern end of the scheme but changes would not be significant and levels would be within air quality objectives. There would be a beneficial effect on the AQMA that has been defined for central Dunstable and the A505 corridor. [SOURCE - Stage 2 Environmental Assessment]				Moderate Beneficial	
	Greenhouse gases		Change in non-traded carbon over 60y (CO2e)				
			Change in traded carbon over 60y (CO2e)				
	Landscape	The Link will cross an area of arable farmland in the North and an area of scrubland in the South. In the North it will impinge on the landscape but it will eventually be in the centre of the Houghton Regis Development and will be an inherent part of this new urban environment. The landscape will be enhanced by the removal of two lines of electricity pylons that currently traverse the area in which the Link will be built. [SOURCE - Stage 2 Environmental Assessment]				Slight adverse	
	Townscape	The Link will have no impact on the current townscape of the Dunstable / Houghton Regis conurbation and will be integrated into the townscape of the new development. It will have indirect effects on the townscape of Dunstable and Houghton Regis as a result of the removal of vehicles (particularly HGVs). The scheme includes the burying of electric cables which are currently carried on two lines of pylons through the area. [SOURCE - Stage 2 Environmental Assessment]				Neutral	
	Heritage of Historic resources	The link has no significant impact on the historic heritage. [SOURCE - Stage 2 Environmental Assessment]				Neutral	
Biodiversity	There will be some loss of low level vegetation and some species habitats but there are no populations of endangered species in the area. [SOURCE - Stage 2 Environmental Assessment]				Slight adverse		

Social	Water Environment	The Link crosses the floodplain of the Houghton Brook which is a designated Main River but the Link will be constructed to cope with a 1 in 100 year flooding event. [SOURCE - Stage 2 Environmental Assessment]		Slight adverse		
	Commuting and Other users	As well as providing a more direct access to the Woodside Industrial Area the Link will also benefit commuters by car who will have a more direct route to the strategic highway network via Junction 11A of the M1.	Value of journey time changes(£)		Large beneficial	
			Net journey time changes (£)			
			0 to 2min	2 to 5min		
	Reliability impact on Commuting and Other users	The reduction in lorry traffic in the urban area will also benefits those commuters who travel by bus as their journeys will be more reliable.		Large beneficial		
	Physical activity	A cycleway and footway form part of the design of the Link and will enable walkers and cyclists to access the network of formal and informal paths which cross the landscape around the route of the road. A cycleway will specifically connect to National Cycle Network Route 6 to the South of the Link		Moderate beneficial		
	Journey quality	Owing to the lack of congestion compared to the alternative routes the journey quality of many of the trips using the Link will be comparatively improved.		Slight beneficial		
	Accidents	No information				
	Security					
	Access to services	Improved connection to local amenities		Moderate beneficial		
Affordability	The Houghton Regis North Development is currently the subject of an outline planning application to Central Bedfordshire Council and as this is developed through Area Masterplans a series of Section 106 agreements will be put in place to fund the infrastructure requirements. These will become available as the various areas of the development are built out. In the absence of sufficient funds being made available via this process, the Council has allocated £42million within its capital programme to underwrite the scheme, with the expectation that there will be substantial external contributions that can be recovered in later years.					
Severance	The Link will sever some existing footpaths across the landscape but these will be restored as part of the scheme with some informal ones becoming more formalised. The Link will increase the feeling of severance between the urban areas of Houghton Regis and Lewsey Farm (Luton) [SOURCE - Stage 2 Environmental Assessment]		Slight adverse			
Option values						
Public Accounts	Cost to Broad Transport Budget					
	Indirect Tax Revenues					