The scheme does not directly affect travel to, from, or within a regeneration area and therefore does not result in an increase in vehicle-kilometres. The increase in economic benefits for commuters and other users was calculated in accordance with the DfT’s TUBA software version 1.1.3 which includes the latest economic parameters presented in WebTAG database (November 2016).


### Social

The proposed scheme is not predicted to have any adverse effects on any Statutory Listed Buildings or Monuments in England (PLBU), and it is predicted that terrestrial invertebrates would experience a moderate beneficial effect in various locations.

### Wider Impacts

The NDR A47-A140 involves introducing a new dual-carriageway to areas currently accessible by small, rural roads with poor visibility, perimeterisation, emergency facilities, etc. This would improve these aspects of security. The more fluid movement of traffic will also provide associated benefits of less crime and improved housing facilities. Its organisation impacts have been assessed as neutral.

The decision to locate the proposed NDR between the existing A47 and A140 is to maintain the viability of the existing roads and to provide for the anticipated long-term growth in traffic demand. Traffic generation along the NDR is predicted to be low due to its limited access points. However, it is predicted that the scheme would improve these aspects of security. The more fluid movement of traffic will also provide associated benefits of less crime and improved housing facilities. Its organisation impacts have been assessed as neutral.

### Environmental

The assessment predicts a minor negative impact on road traffic. As a result of the increased traffic volume, the level of vehicle-driven noise would increase along the road. The increase in economic benefits for commuters and other users was calculated in accordance with the DfT’s TUBA software version 1.1.3 which includes the latest economic parameters presented in WebTAG database (November 2016).