

## Appendix 2 – Highways England Analytical Assurance Statement

M20 Junction 10a Improvement - Request Construction phase budget			
Analytical Assurance Statement: 3rd Line of Defence			
Appropriateness	Compliance	Uncertainty	Fit for purpose
Green	Amber	Amber	Amber
<u>Role</u>	<u>Name</u>	<u>Role</u>	<u>Name</u>
Project Lead	Tom Selby	Assurer	Peter Grant
Analysis Owner	Jon Forni		
<p>The traffic appraisal to support the scheme development was based on an local traffic model of Ashford and the M20 corridor. This model was updated using recent trip data and validated in the key areas for scheme effects to be assessed. Due to uncertainties and the degree to which developments may be dependent on the new junction, the economic case carries some risk and therefore there is some scope for challenge to the analysis. The main concerns relate to how the dependent development traffic affects the road network and the level of transport external costs. These effects on the network have been examined and network modifications have been made to ensure that any changes due to slight changes in the network operations, which can be addressed by minor adjustments, are removed from the analysis. However, the work has been carried out by experienced consultants; quality assurance has been provided by the consultants' standard procedures and has been subject to overview by the Highways England Appraisal Certifying Officer. Overall, while it is considered that the appraisal is proportional and adequate for the scheme under consideration the assurance around the production of the analysis supporting the current business case is <b>Amber</b> due to the quality of the traffic model for forecasting and subsequent economic assessment.</p> <p>The project cost estimates have been prepared in accordance with standard Highways England commercial processes and are appropriate at this stage of the scheme assessment. (The assurance is therefore considered to be <b>Green</b>.)</p> <p>In respect of the environmental aspects of the scheme, the overall assurance was considered to be adequate. At the time that the Stage 3 appraisal was undertaken, separate environmental analytical assurance text was not required to be provided. It may be considered that the QA process and the certainty for the reported result has an <b>Amber</b> assurance level.</p> <p>There is scope for challenge in the following areas:</p> <p>The forecast traffic growth from local developments.  The extent of dependency of local developments on the implementation of the scheme and its effect of the economic appraisal.  The treatment of transport external costs generated by the dependent development.</p> <p>Overall the assurance around the production of the analysis supporting the business case is <b>Amber</b>.</p>			