

INTERIM ADVICE NOTE 39/01

DMRB VOLUME 12, Section 1, Part 1

Post Opening Project Appraisal (POPE)

For all Highways Agency projects, the requirements of Volume 12, (The Traffic Appraisal Manual), Section 1 Part 1, Chapter 16 of the Design Manual for Roads and Bridges, have been replaced by Highways Agency Procedures Note entitled “*Post Opening Project Appraisal*” (POPE).

BEFORE & AFTER MONITORING

1. INTRODUCTION

- 1.1 This Procedure Note deals with the monitoring of the predicted and actual effects of new road schemes. It covers two aspects of before and after monitoring; Post Opening Evaluation of Projects (POPE) and Traffic Impact Studies (TIS). ***POPE is mandatory for all Targeted Programme of Improvement (TPI) projects. It will also be used to evaluate larger LNMs where the Appraisal Certifying Officer (ACO) has stated in the approval minute at tender stage that such monitoring will be required.*** For the purpose of the rest of this Note, the word 'projects' refers to either of these types of project. At present, communications projects are not included.
- 1.2 The Highways Agency has operated a system of "Scheme Forecast Monitoring" of trunk road projects that were in the Roads Programme (now TPI), which compares the traffic flows resulting from the implementation of each project with those predicted during its preparation. This system is being expanded to include journey time and accident data and renamed ***Post Opening Project Evaluation (POPE)***. This Procedure Note defines the procedure, together with the actions required, and who within the Highways Agency or its consultants is responsible for each action. It replaces the arrangements set out in DMRB 12.1.1 Chapter 16, which should be ignored.
- 1.3 It also deals with "before and after studies", which compare the traffic flows resulting from the implementation of each project with those found just before the opening of a project. These are known as ***Traffic Impact Studies (TIS)*** but are not part of the POPE process, (see paragraphs 4.2 and 4.3).
- 1.4 Figure 1 outlines the process to be adopted for the collection and processing of the data for POPE. It shows which actions fall to the scheme consultant and project sponsor and which to the term consultant for POPE employed to manage the collection and analysis of the before and after monitoring information. The POPE term consultant is managed and funded by TSE/TAME. The original of all MON1 forms and associated data should be passed to the Appraisal Certifying Officer (ACO) in the Highways Agency TAME unit within QS/TSE division, who will ensure that they are archived by the POPE consultant. Data collection and form completion for the later forms will be arranged for TAME by the POPE consultants and archived by them.
- 1.5 Project Sponsors are responsible for ensuring that three mandatory actions are undertaken:
- a MON1 form is completed (paragraphs 2.1 to 2.4), data submitted for archiving, and an Action Plan created at OPR stage (paragraphs 2.5). This replaces the previous TAM16.1 form;
 - notifying the Appraisal Certifying Officer of the likely date of start of works 4 months in advance and advising on the extent to which the works will be built on-line (paragraph 3.1);
 - notifying the ACO of the likely date of opening to traffic at least four months in advance (para 4.1)

Completion of the MON1 forms, archiving on CD and creating the Action Plan (paragraphs 2.1 to 2.9) are the responsibility of the project designers. TAME will be responsible for the management and funding of surveys, both before and after opening, together with data analysis.

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2. SCHEME FORECAST DATA

- 2.1 To ensure that the maximum benefit is obtained from the monitoring system, it is essential that the assumptions implicit in the forecasts of the scheme effects are catalogued in a uniform manner. Form MON1 (Annex A) must be used for this purpose. ***The completion of these forms is a mandatory part of the appraisal of all projects.***
- 2.2 For all schemes reaching Order Publication Report (OPR) stage, a MON1 form must be completed and submitted once ACO approval for the OPR stage has been given.
- 2.3 ***The responsibility for completing the form lies with the Scheme Consultant and the Project Sponsor must ensure that this requirement is met.*** All parts of the form must be completed and supplemented with additional information. The additional information must be submitted on CD ROM in electronic form if possible, (preferably Word or Excel) where appropriate and paper copies only used where an electronic version is not available. The information should include at least the following :-
- Order Publication Report;
 - Appraisal Summary Table and relevant worksheets;
 - Environmental Statement;
 - Traffic Survey Report;
 - Local Model Validation, Forecasting and Economic Assessment Reports;
 - Computer files from traffic model, economic assessment and design programs (eg SATURN, TUBA and/or ARCADY files);
 - Plans of the proposed schemes (preferably 1:2500 in CAD form); and
 - Any other documents which provide relevant background to the appraisal assumptions, methods and results.
- 2.4 ***At OPR stage, the scheme consultant must create, in liaison with the ACO, an Action Plan nominating the number and locations of sites affected by the scheme on which “Before” and “After” traffic data are to be obtained and the dates and duration of collection*** (this will include the scheme itself). In reaching the decision as to which sites and types of data to include in this exercise, it is important that sufficient data are collected for all locations where significant changes are predicted.
- 2.5 Prior to the start of the construction works, the scheme consultant is required to review the details contained in the MON1 form and, in consultation with the ACO, decide whether a revised MON1 form should be submitted. A revised MON1 form is predominantly intended to record changes which have taken place since the OPR forecast were undertaken and which may help identify potential sources of differences between the “After” results and the OPR forecasts. If a revised MON1 is submitted, a new CD with the revised versions of any of the data listed in paragraph 2.3 above is also required.
- 2.6 The data to be collected will normally include the following:
- Automatic and Manual Traffic Counts;
 - Journey times; and
 - Accident numbers.
- 2.7 The results of POPE are affected by the quality of the data collected and, in particular, the number of days over which they are collected. For example, automatic traffic counts over a period of 10 or more weekdays are normally considerably more robust than a single weekday manual traffic count.

- 2.8 If possible, traffic data collection should be undertaken during a neutral month, ie during either April, May, June, September or October. The choice of month will depend both on the time period of the traffic model used and the date of opening. Where the removal of heavy goods vehicles from a community was a feature of the proposal, it is recommended that the counts should include 12 hour (7am to 7pm) classified counts. Journey time surveys should cover peak (am and pm) and off-peak periods.
- 2.9 All traffic data collection must comply with the requirements of DMRB Volume 12, Section 6 and, for journey time measurements, DMRB Volume 13, Section 5 Chapter 10
- 2.10 Before construction, the ACO may designate some projects as potential candidates for more detailed studies. In this case, the ACO may arrange for other monitoring, such as delays during construction, to be carried out by the POPE consultant but keeping the project sponsor informed.

3. THE 'BEFORE' DATA

- 3.1 ***The Project Sponsor is responsible for providing the ACO a minimum of four months' notice of the date of the proposed start of construction.*** The sponsor must also inform the ACO of the extent to which the works are to be built on-line (see para 3.4 below). The ACO will check from the traffic database whether there are any existing count sites that can be used.
- 3.2 Before opening, data, known as the 'before' data, will be collected on the existing links as set out in the Action Plan (Paragraph 2.4). Details of the 'before' surveys should be placed on Form MON2 (Annex B) to which the survey data should be appended. ***The responsibility for collecting these data lies with the POPE consultant*** although they will often be carried out in co-operation with the Local Highway Authority or by the regional monitoring contractor.
- 3.3 It is important that a record should be kept of any road network and land-use changes which were not anticipated when the OPR forecasts were undertaken. Any new or delayed changes to both the road network and land-use in the area could have a significant effect on the outturn data and hence the accuracy of the POPE process.
- 3.4 If construction will affect significantly the traffic conditions on the existing road network, any 'before' data collection must be carried out before construction starts, otherwise shortly before the scheme opens to traffic. In general it should be assumed that on-line schemes will be likely to interfere with traffic flows on the existing road but that off-line construction will have more limited effects.
- 3.5 The ACO will arrange for the POPE consultant to complete and archive a Form MON2. The form will include a list of the new locations to be monitored, as well as those locations for which before data have been collected. If the scheme has been designated by the ACO as a likely candidate for more detailed study, the before and after locations may be more extensive than normal.

4. THE “AFTER” DATA

- 4.1 *The Project Sponsor shall notify the ACO of the likely opening date at least four months in advance.*
- 4.2 Data collected after a scheme has opened consists of two types; data needed to answer enquiries about the immediate impact of a new scheme and secondly, data needed for the POPE process. The first type is presented in a Traffic Impact Study (TIS)
- 4.3 A TIS is not a mandatory requirement but is likely to be needed where a scheme has generated local or national interest and it is considered by the project sponsor that questions will be raised about the effect of the scheme soon after opening and before the results of the POPE process are available.
- 4.4 The studies will usually be carried out by the POPE Consultant in co-operation with the Local Highway Authority whereby the LHA and HA each monitor their own roads in the vicinity of the scheme, then pool the data and agree a report. TISs will assist the Agency in responding to queries about the effects of schemes. They are not part of the POPE process as any data collected less than 9 months after opening will not normally be usable as part of the POPE process.
- 4.5 **POPE After data.** Approximately one year and five years after opening the scheme, the ACO will arrange for “**After**” data to be collected. The timing, month and duration of this data collection should be consistent with the “Before” counts if possible.
- 4.6 The first set of data collection, taken approximately one year after opening, will provide medium term information. If the dates include the first anniversary of the road opening to traffic, then the data can also provide information useful in assessing compensation under Part 1 of the Land Compensation Act 1973. The data will include the outturn costs, which the POPE consultant will obtain from FS. Where claims are still to be settled, estimates of the likely outcome may be required at the one year after stage. For POPE purposes, out-turn costs include all costs (works, land, SUs, supervision, etc) but exclude VAT.
- 4.7 The “After” data must be consistent with the ‘before’ data and collection should be undertaken where major changes were expected, as agreed in para 2.5, and listed on form MON2. In addition, data must be collected at significant points on the new road network. The results of the one-year data collection must be accompanied by form MON3 (Annex C). In addition to the “After” data discussed above, MON3 requires information on network and land use changes and asks for comments on any significant differences between the predictions in MON1 and the outturn data in MON3.
- 4.8 The second set of data collection, taken five years after opening, will provide long term information. Again the data collection should be consistent with the earlier collection in location and timing, and the results should be accompanied by form MON4 (Annex D). In addition to “After” data, MON4 seeks data on network and land use changes and requires comments on any significant differences. By this time, the outturn cost from FS should be the final cost.

4.9 The comments provided on forms MON3 and MON4 should identify any likely explanations for the differences. For example, there are likely to be a few schemes for which the investigations one year after opening may not fully reflect the effect of the scheme because:-

- (i) other measures, such as traffic calming on the relieved road, are yet to be fully implemented;
- (ii) the scheme forms part of a larger corridor improvement eg a new motorway. If the traffic model took into account the existence of the other parts of the new road then, and only with the agreement of the ACO, the after form can be submitted for data collected one year "After" the complete development has been open to traffic for one year; or
- (iii) major land-use changes have occurred which were not predicted.

In some of these cases, the five year rather than the one year data may provide a better comparison with the predicted situation.

FIGURE 1

Stage 1: - OPR

ACTION

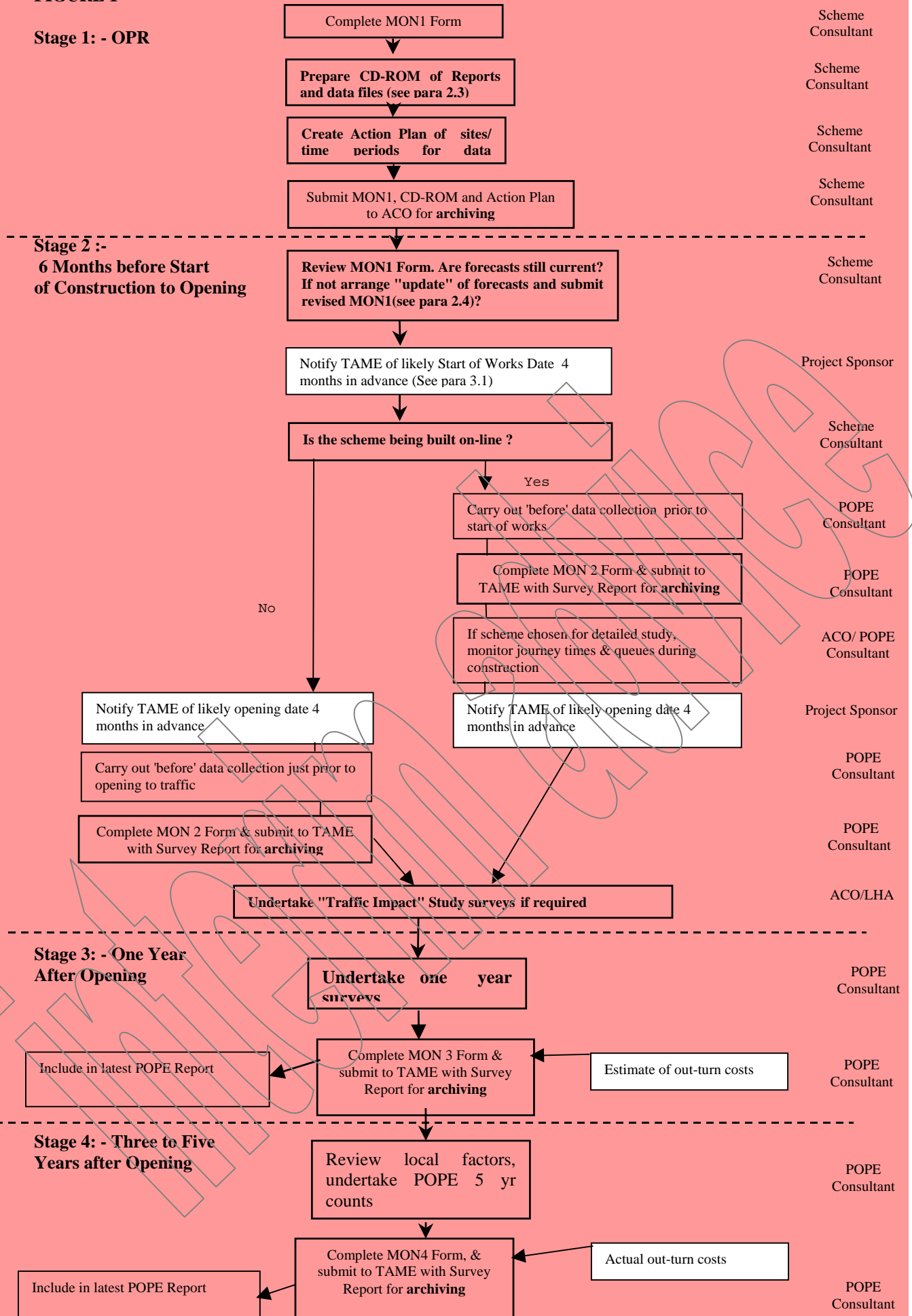


Figure 1

**Before and After Monitoring
Form MON1 - Record of the Forecasts**

ANNEX A

Highways Agency	File
	Contact
	Date

HA Use Only

Part A – General Information	
<p>1. (I) Submitting Region: (iii) HA Contact name:</p> <p>(ii) Scheme Consultants: (iv) Telephone No:</p>	
<p>2. (I) Route number and name of scheme:</p> <p>(ii) County (Or unitary authority):</p> <p>(iii) Grid Ref (OSGR):</p>	
<p>3. HAMIS Number:</p>	
<p>4. Stage of Scheme Preparation Reached (tick one)</p> <p style="margin-left: 40px;">1. TAR (Technical Appraisal Report)</p> <p style="margin-left: 40px;">2. Public Consultation</p> <p style="margin-left: 40px;">3. Preferred Route Announcement</p> <p style="margin-left: 40px;">4. OPR (Order Publication Report)</p> <p style="margin-left: 40px;">)</p> <p style="margin-left: 40px;">5. Public Inquiry)</p> <p style="margin-left: 40px;">6. Works Commitment) Does this replace an earlier MON1 or TAM16.1?</p> <p style="margin-left: 40px;">7. DBFO Tender process)</p> <p style="margin-left: 40px;">8. Other (Please specify))</p> <p style="margin-left: 40px;">)</p>	
<p>5. Length of scheme and proposed level of provision: Total Lengthkm</p> <p>Classification:-</p> <p style="margin-left: 20px;">1. Urbankm.</p> <p style="margin-left: 20px;">2. Ruralkm.</p> <p style="margin-left: 20px;">3. Suburbankm.</p> <p style="margin-left: 20px;">4. Combinationkm.</p> <p>Standard:-</p> <p style="margin-left: 20px;">1. Single 2 lanekm.</p> <p style="margin-left: 20px;">2. Wide single 2 lanekm.</p> <p style="margin-left: 20px;">3. Dual 2/3 lane A/Pkm.</p> <p style="margin-left: 20px;">4. Dual 2/3/4 M/Waykm.</p> <p>Junctions</p> <p style="margin-left: 20px;">1. Grade Separatedno.</p> <p style="margin-left: 20px;">2. Roundaboutsno.</p> <p style="margin-left: 20px;">3. Priority junctionsno.</p> <p style="margin-left: 20px;">4. Traffic Signalsno.</p>	
<p>7. Primary objective of the scheme. (Circle as appropriate)</p> <p style="margin-left: 20px;">1. Traffic relief to old road</p> <p style="margin-left: 20px;">2. Accident reduction</p> <p style="margin-left: 20px;">3. Environmental benefits</p> <p style="margin-left: 20px;">4. Assist economic regeneration</p> <p style="margin-left: 20px;">5. Other (please specify)</p>	
<p>8. Outline characteristics of the scheme:</p> <p style="margin-left: 20px;">1. Improvement on existing linekm.</p> <p style="margin-left: 20px;">2. Improvement on new alignmentkm.</p> <p style="margin-left: 20px;">3. Bypasskm.</p> <p style="margin-left: 20px;">4. New Routekm.</p> <p style="margin-left: 20px;">5. Junction improvementkm.</p> <p style="margin-left: 20px;">6. Other (Please specify)km.</p>	

Part B – Details of the Traffic Model

9. Type of model used (circle as appropriate):-

1. Application of growth factors to base year flows
2. Manual assignment model
3. Traditional highway assignment model using buffer network only
4. Simulation Network included
5. Micro-simulation model
6. Multi-modal model

10. Scale of model: Number of Zones

Matrices Built:- Number of Links
Journey Purpose/Vehicle type

Light Vehicles Heavy Vehicles

Time Periods

11. Model database.

	Dates of surveys	Dates of surveys	Dates of surveys
1. Household Interviews
2. Roadside Interviews
3. Manual Classified Counts
4. Automatic Traffic Counts
5. Junction Counts
6. Link count only
7. Reg No Survey
8. Commercial vehicle survey
9. Journey Times
10. Other (Please Specify):-

12. Base year of model: Hours Days Month Year

Vehicle types modelled: Cars / LGV / OGV1 / OGV2 / MC / PSV

Time periods Modelled: AM hour / AM period / Inter peak / PM hour / PM period / 12 hour / 16 hour / 24 hour

(Circle as appropriate)

13. Present Year Validation: Yes No If Yes state Year

14. Details of any sub-models used:

Computer Suite used
Car ownership model	Yes No
Trip End Model	Yes No
Trip Distribution Model	Yes No
Assignment Model	Yes No
Junction Modelling	Yes No

Matrix Assigned:- Eg. All vehicle, Private vehicle	Routed by:- eg. Time, Cost	Procedure(s):- eg. A or N Capacity restraint, Multirouting
1. All vehicle		
2. Private vehicle		

3. Commercial vehicle			
4. Other (please specify)			
16. Was any fitting of route choice parameters undertaken? Yes No			
17. Details of network speed coding (please tick relevant coding):- 1. LF 170 2. Advice Note 1A 3. COBA Curves 4. Observed Journey Times 5. Other (Please Specify):-			
18. Were the conversion factors used to convert survey data to the traffic model base derived from (please tick):- 1. Local Data 2. National Data 3. Combination of local and national data			

Part C – The Forecasting Process			
19. Predicted year of opening: Year (s) for which traffic forecasts have been produced:			
20. Are network changes assumed between the base year and forecast years? (in addition to the scheme studied): Yes No If yes please list schemes:-			
21. Are network changes likely between the base and forecast years in addition to those listed above? Yes No If yes please list schemes:-			

22. Derivation of forecast land use planning or trip end data used:
(eg. National Planning Data Files (PD86D), National Trip End Files (TAB 86D))

1. From National Trip End Data Files? Yes No
If yes please specify:-
Version/Date:
2. From National Planning Data Files? Yes No
If yes please specify:-
Version/Date:
3. From Local Planning Data? Yes No
If yes please specify:-
Version/Date:
4. Were any major developments considered separately?
If yes please specify:-
Yes No
5. Are any major developments expected in addition to the above?
If yes please specify and report whether the planning authority regard/would have regarded them as unlikely or of a much reduced scale in the absence of the scheme?
If of a lesser scale please specify as a proportion.
Yes No

23. National Forecasts and how control was applied:

Vehicle Type	Section of Matrix eg. External/ Internal All	National Forecast eg. NRTF and NFAF, No control	Stage at which control applied eg. Trip Ends, Matrix Totals	Level at which control applied eg. District, County, Matrix Total
1. Private Vehicles				
2. Commercial Vehicles				

24. Which version of NRTF/TEMPRO has been used?

NRTF

TEMPRO

25. What behavioural responses were adopted in the modelling process?

Do Minimum Do Something

Re-assignment	Yes	no	yes	no
Trip Suppression	Yes	no	yes	no
Release of Suppression	yes	no	yes	no
Redistribution of OD's	yes	no	yes	no
Change in travel time	yes	no	yes	no
Modal shift	yes	no	yes	no

(Circle as appropriate)

26. Which category of 'Induced Traffic' does the scheme fall into?

(Circle as appropriate)

1. Simple
2. Intermediate
3. Complex

27. What level of 'Induced Traffic' is predicted (circle as appropriate)

1. less than 2%
2. between 2% and 5%
3. between 5% and 10%
4. greater than 10%

28. Additional Actions

Attach CD Rom with data (para 2.3)

Attach plans showing predicted do-minimum and do-something flows in the opening year.

Attach plans showing predicted do-minimum and do-something journey times in the opening year

**Before and After Monitoring
Form MON2 - Record of the 'Before' Data Collection**

ANNEX B

Highways Agency	File
	Contact
	Date

HA Use Only

Part A – General Information		
1	(i) Submitting Region:	(iii) HA Contact name:
	(ii) Scheme Consultants:	(iv) Telephone No:
2.	(i) Route number and name of scheme:	
	(ii) County (Or unitary authority):	
	(iii) Grid Ref:	
3.	HAMIS Number:	

Part B – Details of the Journey Time Surveys		
5.	Routes that are significantly affected by the scheme. (Please list)	
	Route	Between
6.	Number of journey time runs?	
	AM Peak Period
	Inter Peak Period
	PM Peak Period

Part C - Details of the Before Accidents		
7.	Accident information on significantly affected roads should be attached for each of the 5 years before opening for:	
	1.	Number of Accidents by Severity
	2.	Number of casualties
	3.	Accident rates (PIA/mvkms)

Part D - Details of the 'Before ' Counts

8. Count database.

	Dates of survey	Dates of survey	Dates of survey
1. Household Interviews
2. Roadside Interviews
3. Manual Classified Counts
4. Automatic Traffic Counts
5. Junction Counts
6. Link count only
7. Reg No Survey
8. Commercial vehicle survey
9. Other (Please Specify):-

9. What conversion factors are being used to convert survey data to the traffic model base date (Please specify)

10. Date of start of works.....
 Predicted year of opening:
 Will construction affect existing traffic flows? Significantly / Briefly / Not at all (Circle as appropriate)

11. Were there any network changes between the base year and 'before' count date? Yes / No
 If yes please list schemes:-

12. Are ther any other changes that would affect the AST? Yes / No
 If yes, please list changes

13. Additional Actions

Attach Tables and Plans showing Before Journey Time Results
Attach Tables and Plans showing Accident Locations and Rates
Attach Survey Report and/or plans showing the measured 'before' counts.
 (Diagrams should be compatible with those submitted with MON1 (Please state traffic flow units)).

**Before and After Monitoring
Form MON3 - Record of the One Year 'After' Data Collection**

ANNEX C

Highways Agency	File
	Contact
	Date

HA Use Only

Part A - General Information	
<p>1. (I) H A Region: (iv) Contact name:</p> <p>(ii) POPE Consultant (v) Telephone No</p> <p>(iii) Counts carried out by:</p>	
<p>2. (i) Route number and name of scheme:</p> <p>(ii) County (Or unitary authority)</p> <p>(iii) Grid Ref:</p>	
<p>3. HAMIS Number:</p>	
<p>4. Date of completion of most recent MON1:</p> <p>Date of completion of most recent MON2:</p>	
<p>5. Date of opening to public traffic:</p> <p>Out-turn cost £.....</p>	
<p>6. Were immediate opening counts done? (If yes, attach survey report)</p>	
<p>7. Were any sensitivity tests carried out during scheme preparation which assumed the actual network and land use conditions that existed when the scheme opened to traffic?</p> <p>If so, give below, or attach a summary of these predictions:</p> <p>Diagram should be compatible with that submitted with MON1 and MON2 (Please state traffic flow units).</p>	

Part B - Details of the Journey Time Surveys	
<p>8. Routes that are significantly affected by the scheme. (Please list)</p> <p style="text-align: center;">Route Between</p> <p>Scheme -</p>	
<p>9. Number of journey time runs?</p> <p>AM Peak Period</p> <p>Inter Peak Period</p> <p>PM Peak Period</p>	

Part C - Details of the One-year 'After' Counts

10. Dates of One Year After Counts

11. Factors to convert to same base as original model date

12. Network/Land Use Changes

List network/land use changes that were considered in the forecasting process, but were not fulfilled:

List network/land use changes that were not considered and were fulfilled:

List network/land use changes that were considered and were fulfilled:

List network/land use changes that were built and were conditional on the scheme

13. Any comments?

(on the differences between the 'before' and 'after' counts, or on why the predictions were accurate/inaccurate, for example)

14. Please review the extent to which the Appraisal Summary Table adequately quantifies the effect of the scheme. Please Comment below.

15. Who carried out the review?

16. Who was consulted about the review ?

17. Date of review?

18. Additional Actions

Attach Tables and Plans showing After Journey Time Results

Attach Survey Report and/or plans showing the measured 'after' counts.

(Diagrams should be compatible with those submitted with MON1 and MON2 (Please state traffic flow units))

**Before and After Monitoring
Form MON4 - Record of the Five Year 'After' Data Collection**

ANNEX D

Highways Agency	File
	Contact
	Date

HA Use Only

Part A - General Information	
<p>1. (I) H A Region: (iv) Contact name:</p> <p>(ii) POPE Consultant (v) Telephone No</p> <p>(iii) Counts carried out by:</p>	
<p>2. (i) Route number and name of scheme:</p> <p>(ii) County (Or unitary authority).....</p> <p>(iii) Grid Ref:</p>	
<p>3. HAMIS Number:</p>	
<p>4. Date of completion of most recent MON1:</p> <p>Date of completion of most recent MON2:</p> <p>Date of completion of most recent MON3:</p>	
<p>5. Date of opening to public traffic:</p> <p>Out-turn cost £.....</p>	
<p>6. Were any sensitivity tests carried out during scheme preparation which assumed the actual network and land use conditions that existed when the 'five year after' counts were taken?</p> <p>If so, give below, or attach a summary of these predictions:</p> <p>Diagram should be compatible with that submitted with MON1, MON2 and MON3 (Please state traffic flow units).</p>	

Part B - Details of the Journey Time Surveys				
<p>7. Routes that are significantly affected by the scheme. (Please list)</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%; text-align: center;">Scheme -</td> <td style="width: 40%; text-align: center;">Route</td> <td style="width: 40%; text-align: center;">Between</td> </tr> </table>	Scheme -	Route	Between	
Scheme -	Route	Between		
<p>8. Number of journey time runs?</p> <p>AM Peak Period</p> <p>Inter Peak Period</p> <p>PM Peak Period</p>				

Part C - Details of the After Accidents	
<p>9 Accident information on significantly affected roads should be attached for each of the 5 years after opening for:</p> <ul style="list-style-type: none"> 4. Number of Accidents by Severity 5. Number of casualties 6. Accident rates (PIA/mvkms) 	

Part D – Details of the Five-year ‘After’ Counts	
10. Dates of Five-Year After Counts	
11. Factors to convert to same base as original model date	
<p>12. Network/Land Use Changes</p> <p>List network/land use changes that were considered in the forecasting process, but were not fulfilled:</p> <p>List network/land use changes that were not considered and were fulfilled:</p> <p>List network/land use changes that were considered and were fulfilled:</p> <p>List network/land use changes that were built and were conditional on the scheme</p>	
<p>13. Any comments? (on the differences between the 'before' and 'after' counts, or on why the predictions were accurate/inaccurate, for example)</p>	
<p>14. Please review the extent to which the Appraisal Summary Table adequately quantifies the effect of the scheme. Please Comment below.</p> <p>15. Who carried out the review?</p> <p>16. Who was consulted about the review ?</p> <p>17. Date of review?</p>	

17. Additional Actions

Attach Tables and Plans showing After Journey Time Results

Attach Tables and Plans showing Accident Locations and Rates

Attach Survey Report and/or plans showing the measured '5 year after' counts.

(Diagrams should be compatible with those submitted with MON1 and MON2 (Please state traffic flow units))

Interim Advice