

Appendix B Multi Criteria Analysis

Wainsfort Road Roundabout

Option 1

Option Name		Option 1 Rapid Build segregation via road markings and bollards						
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	
Accessibility	Access to Services	Urban Centres	Yes	An improved facility will enhance the connectivity of the area.	Positive	Positive	Positive	
		Schools and educational institutions	Yes	An improved facility will enhance the connectivity of the area.	Positive			
		Hospitals and healthcare facilities	Yes	An improved facility will enhance the connectivity of the area.	Positive			
		Major land transport hubs and interchange facilities such as rail and bus stations	Yes	An improved facility will enhance the connectivity of the area.	Positive			
	Access to Recreational Facilities	Parks and playgrounds	Yes	An improved facility will enhance the connectivity of the area.	Positive	N/A		
		Sports clubs and facilities	Yes	An improved facility will enhance the connectivity of the area.	Positive			
	Access to jobs	Access to jobs	Yes	An improved facility will enhance the connectivity of the area.	Positive	Positive		
	Access to International Transport Gateways	Change in PT access		No	N/A	Neutral		N/A
				No	N/A	Neutral		
		Freight Access	Freight Facilities change	No	N/A	Neutral		N/A
	LGV access to urban centres	No	N/A	Neutral				
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	Light segregation would offer improved access for deprived groups.	Slight Positive	Slight Positive		
		Access to schools	Yes		Slight Positive			
		Access to healthcare facilities	Yes		Slight Positive			
	Transport users with different mobility needs	Scheme facilities	Yes		Positive	Positive		
	Gender Impacts	Scheme facilities	Yes		Neutral	Neutral		
Land Use Impact	Public Realm	Scheme details	Yes		Positive	Positive		
	Connectivity with existing public transport facilities	Scheme details	Yes		Positive	Positive		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes		Neutral	Neutral		
Safety Impact	Safety Impact	Safety assessment	Yes	Light segregation would offer cyclist additional protection.	Slight Positive	Slight Positive	Slight Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	No	No data available, however no significant difference between options foreseen.	Neutral	N/A		
		Percentage change in private car kilometres travelled.	No	As above.	Neutral			
		Percentage change in CO2 emissions	No	As above.	Neutral			
	Climate Adaptation	Climate hazard assessment	No	As above.	Neutral	Neutral		
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	No	No data available, however no significant difference between options foreseen.	Neutral	Neutral		
	Noise and Vibration	Scheme details	No	As above.	Neutral	Neutral		
	Biodiversity	Scheme details	No	As above.	Neutral	Neutral		
	Water Resources	Scheme details	No	As above.	Neutral	Neutral		
	Landscape and Visual Quality	Scheme details	No	As above.	Neutral	Neutral		

Option 2

Option Name		Option 2 Segregated Roundabout with Shared Active Travel Facilities						
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	
Accessibility	Access to Services	Urban Centres	Yes	An improved facility will enhance the connectivity of the area.	Positive	Positive	Positive	
		Schools and educational institutions	Yes	An improved facility will enhance the connectivity of the area.	Positive			
		Hospitals and healthcare facilities	Yes	An improved facility will enhance the connectivity of the area.	Positive			
		Major land transport hubs and interchange facilities such as rail and bus stations	Yes	An improved facility will enhance the connectivity of the area.	Positive			
	Access to Recreational Facilities	Parks and playgrounds	Yes	An improved facility will enhance the connectivity of the area.	Positive	N/A		
		Sports clubs and facilities	Yes	An improved facility will enhance the connectivity of the area.	Positive			
	Access to jobs	Access to jobs	Yes	An improved facility will enhance the connectivity of the area.	Positive	Positive		
	Access to International Transport Gateways	Change in PT access	No	N/A	Neutral	N/A		
		Change in HGV/LGV access	No	N/A	Neutral			
	Freight Access	Freight Facilities change	No	N/A	Neutral	N/A		
LGV access to urban centres		No	N/A	Neutral				
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	Shared use would offer improved access for deprived groups.	Slight Positive	Slight Positive	Neutral	
		Access to schools	Yes		Slight Positive			
		Access to healthcare facilities	Yes		Slight Positive			
	Transport users with different mobility needs	Scheme facilities	Yes	A shared use facility may cause conflict between cyclists and other active travel modes.	Slight Negative	Slight Negative		
	Gender Impacts	Scheme facilities	Yes		Neutral	Neutral		
Land Use Impact	Public Realm	Scheme details	Yes		Positive	Positive	Slight Positive	
	Connectivity with existing public transport facilities	Scheme details	Yes		Positive	Positive		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes		Neutral	Neutral		
Safety Impact	Safety Impact	Safety assessment	Yes	Whilst shared use may offer a safer option for cyclist than on carriage way there is an increased risk of cyclist/ pedestrian	Neutral	Neutral	Neutral	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	No	No data available, however no significant difference between options foreseen.	Neutral	N/A	Neutral	
		Percentage change in private car kilometres travelled.	No	As above.	Neutral			
		Percentage change in CO2 emissions	No	As above.	Neutral			
	Climate Adaptation	Climate hazard assessment	No	As above.	Neutral	Neutral		
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	No	No data available, however no significant difference between options foreseen.	Neutral	Neutral	Neutral	
	Noise and Vibration	Scheme details	No	As above.	Neutral	Neutral		
	Biodiversity	Scheme details	No	As above.	Neutral	Neutral		
	Water Resources	Scheme details	No	As above.	Neutral	Neutral		
	Landscape and Visual Quality	Scheme details	No	As above.	Neutral	Neutral		

Option 3

Option Name		Option 3 Protected Roundabout with Cycle Priority						
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	
Accessibility	Access to Services	Urban Centres	Yes	An improved facility will enhance the connectivity of the area.	Positive	Positive	Positive	
		Schools and educational institutions	Yes	An improved facility will enhance the connectivity of the area.	Positive			
		Hospitals and healthcare facilities	Yes	An improved facility will enhance the connectivity of the area.	Positive			
		Major land transport hubs and interchange facilities such as rail and bus stations	Yes	An improved facility will enhance the connectivity of the area.	Positive			
	Access to Recreational Facilities	Parks and playgrounds	Yes	An improved facility will enhance the connectivity of the area.	Positive	N/A		
		Sports clubs and facilities	Yes	An improved facility will enhance the connectivity of the area.	Positive			
	Access to jobs	Access to jobs	Yes	An improved facility will enhance the connectivity of the area.	Positive	Positive		
	Access to International Transport Gateways	Change in PT access		No	N/A	Neutral		N/A
			Change in HGV/LGV access	No	N/A	Neutral		
		Freight Access	Freight Facilities change	No	N/A	Neutral		N/A
LGV access to urban centres	No		N/A	Neutral				
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	Full segregation would offer improved access for deprived groups.	Positive	Positive	Slight Positive	
		Access to schools	Yes		Positive			
		Access to healthcare facilities	Yes		Positive			
	Transport users with different mobility needs	Scheme facilities	Yes		Positive	Positive		
	Gender Impacts	Scheme facilities	Yes		Neutral	Neutral		
Land Use Impact	Public Realm	Scheme details	Yes		Positive	Positive		
	Connectivity with existing public transport facilities	Scheme details	Yes		Positive	Positive		
		Connection to zoned lands as part of national and regional planning.	Scheme details	Yes		Neutral	Neutral	
Safety Impact	Safety Impact	Safety assessment	Yes	Full segregation will offer significant safety benefits for all users.	High Positive	High Positive	High Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	No	No data available, however no significant difference between options foreseen.	Neutral	N/A	Neutral	
		Percentage change in private car kilometres travelled.	No	As above.	Neutral			
		Percentage change in CO2 emissions	No	As above.	Neutral			
	Climate Adaptation	Climate hazard assessment	No	As above.	Neutral	Neutral		
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	No	No data available, however no significant difference between options foreseen.	Neutral	Neutral	Neutral	
	Noise and Vibration	Scheme details	No	As above.	Neutral	Neutral		
	Biodiversity	Scheme details	No	As above.	Neutral	Neutral		
	Water Resources	Scheme details	No	As above.	Neutral	Neutral		
	Landscape and Visual Quality	Scheme details	No	As above.	Neutral	Neutral		

Option 4

Option Name		Option 4 Partially Protected Roundabout with Cycle Priority					
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Accessibility	Access to Services	Urban Centres	Yes	An improved facility will enhance the connectivity of the area.	Positive	Positive	Positive
		Schools and educational institutions	Yes	An improved facility will enhance the connectivity of the area.	Positive		
		Hospitals and healthcare facilities	Yes	An improved facility will enhance the connectivity of the area.	Positive		
		Major land transport hubs and interchange facilities such as rail and bus stations	Yes	An improved facility will enhance the connectivity of the area.	Positive		
	Access to Recreational Facilities	Parks and playgrounds	Yes	An improved facility will enhance the connectivity of the area.	Positive	N/A	
		Sports clubs and facilities	Yes	An improved facility will enhance the connectivity of the area.	Positive		
	Access to jobs	Access to jobs	Yes	An improved facility will enhance the connectivity of the area.	Positive	Positive	
	Access to International Transport Gateways	Change in PT access	No	N/A	Neutral	N/A	
		Change in HGV/LGV access	No	N/A	Neutral		
	Freight Access	Freight Facilities change	No	N/A	Neutral	N/A	
LGV access to urban centres		No	N/A	Neutral			
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	Full segregation would offer improved access for deprived groups.	Positive	Positive	Slight Positive
		Access to schools	Yes		Positive		
		Access to healthcare facilities	Yes		Positive		
	Transport users with different mobility needs	Scheme facilities	Yes		Positive	Positive	
Gender Impacts	Scheme facilities	Yes		Neutral	Neutral		
Land Use Impact	Public Realm	Scheme details	Yes		Positive	Positive	Slight Positive
	Connectivity with existing public transport facilities	Scheme details	Yes		Positive	Positive	
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes		Neutral	Neutral	
Safety Impact	Safety Impact	Safety assessment	Yes	Full segregation will offer significant safety benefits for all users.	High Positive	High Positive	High Positive
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	No	No data available, however no significant difference between options foreseen.	Neutral	N/A	Neutral
		Percentage change in private car kilometres travelled.	No	As above.	Neutral		
		Percentage change in CO2 emissions	No	As above.	Neutral		
	Climate Adaptation	Climate hazard assessment	No	As above.	Neutral	Neutral	
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	No	No data available, however no significant difference between options foreseen.	Neutral	Neutral	Neutral
	Noise and Vibration	Scheme details	No	As above.	Neutral	Neutral	
	Biodiversity	Scheme details	No	As above.	Neutral	Neutral	
	Water Resources	Scheme details	No	As above.	Neutral	Neutral	
	Landscape and Visual Quality	Scheme details	No	As above.	Neutral	Neutral	

Option 5

Option Name		Option 5 Protected Junction					
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Accessibility	Access to Services	Urban Centres	Yes	An improved facility will enhance the connectivity of the area.	Positive	Positive	Positive
		Schools and educational institutions	Yes	An improved facility will enhance the connectivity of the area.	Positive		
		Hospitals and healthcare facilities	Yes	An improved facility will enhance the connectivity of the area.	Positive		
		Major land transport hubs and interchange facilities such as rail and bus stations	Yes	An improved facility will enhance the connectivity of the area.	Positive		
	Access to Recreational Facilities	Parks and playgrounds	Yes	An improved facility will enhance the connectivity of the area.	Positive	N/A	
		Sports clubs and facilities	Yes	An improved facility will enhance the connectivity of the area.	Positive		
	Access to jobs	Access to jobs	Yes	An improved facility will enhance the connectivity of the area.	Positive	Positive	
	Access to International Transport Gateways	Change in PT access	No	N/A	Neutral	N/A	
		Change in HGV/LGV access	No	N/A	Neutral	N/A	
	Freight Access	Freight Facilities change	No	N/A	Neutral	N/A	
LGV access to urban centres		No	N/A	Neutral	N/A		
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	There would be a delay for pedestrians and cyclists due to an inevitable wait at the signalised crossings.	Slight Negative	Slight Negative	Slight Negative
		Access to schools	Yes		Slight Negative		
		Access to healthcare facilities	Yes		Slight Negative		
	Transport users with different mobility needs	Scheme facilities	Yes		Slight Negative	Slight Negative	
	Gender Impacts	Scheme facilities	Yes		Neutral	Neutral	
Land Use Impact	Public Realm	Scheme details	Yes		Positive	Positive	
	Connectivity with existing public transport facilities	Scheme details	Yes		Positive	Positive	
		Connection to zoned lands as part of national and regional planning.	Scheme details	Yes		Neutral	Neutral
Safety Impact	Safety Impact	Safety assessment	Yes	Cyclists and pedestrians would benefit from safer crossing provisions.	Slight Positive	Slight Positive	Slight Positive
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	No	No data available, however no significant difference between options foreseen.	Neutral	N/A	Neutral
		Percentage change in private car kilometres travelled.	No	As above.	Neutral		
		Percentage change in CO2 emissions	No	As above.	Neutral		
	Climate Adaptation	Climate hazard assessment	No	As above.	Neutral	Neutral	
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	No	No data available, however no significant difference between options foreseen.	Neutral	Neutral	Neutral
	Noise and Vibration	Scheme details	No	As above.	Neutral	Neutral	
	Biodiversity	Scheme details	No	As above.	Neutral	Neutral	
	Water Resources	Scheme details	No	As above.	Neutral	Neutral	
	Landscape and Visual Quality	Scheme details	No	As above.	Neutral	Neutral	

Option 6

Option Name		Option 6 Do Nothing						
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	
Accessibility	Access to Services	Urban Centres	Yes		Neutral	Neutral	Neutral	
		Schools and educational institutions	Yes		Neutral			
		Hospitals and healthcare facilities	Yes		Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	Yes		Neutral			
	Access to Recreational Facilities	Parks and playgrounds	Yes		Neutral	Neutral		
		Sports clubs and facilities	Yes		Neutral			
	Access to jobs	Access to jobs	Yes		Neutral	Neutral		
	Access to International Transport Gateways	Change in PT access	Change in PT access	Yes		Neutral		Neutral
			Change in HGV/LGV access	Yes		Neutral		
	Freight Access	Freight Facilities change	Freight Facilities change	Yes		Neutral		Neutral
LGV access to urban centres			Yes		Neutral			
Social Impacts	Impact on deprived groups	Access to urban centres	Yes		Neutral	Neutral		
		Access to schools	Yes		Neutral			
		Access to healthcare facilities	Yes		Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes		Neutral	Neutral		
	Gender Impacts	Scheme facilities	Yes		Neutral	Neutral		
Land Use Impact	Public Realm	Scheme details	Yes		Neutral	Neutral		
	Connectivity with existing public transport facilities	Scheme details	Yes		Neutral	Neutral		
		Connection to zoned lands as part of national and regional planning.	Scheme details	Yes			Neutral	
Safety Impact	Safety Impact	Safety assessment	Yes		Neutral	Neutral	Neutral	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes		Neutral	Neutral		
		Percentage change in private car kilometres travelled.	Yes		Neutral			
		Percentage change in CO2 emissions	Yes		Neutral			
	Climate Adaptation	Climate hazard assessment	Yes		Neutral	Neutral		
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes		Neutral	Neutral		
	Noise and Vibration	Scheme details	Yes		Neutral	Neutral		
	Biodiversity	Scheme details	Yes		Neutral	Neutral		
	Water Resources	Scheme details	Yes		Neutral	Neutral		
	Landscape and Visual Quality	Scheme details	Yes		Neutral	Neutral		

Linear Sections

Option 1

Option Name		Option 1 Light Segregation					
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Accessibility	Access to Services	Urban Centres	Yes	An improved facility will enhance the connectivity of the area.	Positive	Positive	Positive
		Schools and educational institutions	Yes	An improved facility will enhance the connectivity of the area.	Positive		
		Hospitals and healthcare facilities	Yes	An improved facility will enhance the connectivity of the area.	Positive		
		Major land transport hubs and interchange facilities such as rail and bus stations	Yes	An improved facility will enhance the connectivity of the area.	Positive		
	Access to Recreational Facilities	Parks and playgrounds	Yes	An improved facility will enhance the connectivity of the area.	Positive	N/A	
		Sports clubs and facilities	Yes	An improved facility will enhance the connectivity of the area.	Positive		
	Access to jobs	Access to jobs	Yes	An improved facility will enhance the connectivity of the area.	Positive	Positive	
	Access to International Transport Gateways	Change in PT access	No	N/A	Neutral	N/A	
		Change in HGV/LGV access	No	N/A	Neutral		
		Freight Facilities change	No	N/A	Neutral		
Freight Access	LGV access to urban centres	No	N/A	Neutral	N/A		
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	A slightly safer cycle lane will help encourage deprived groups to better access local facilities	Positive	Positive	Slight Positive
		Access to schools	Yes		Positive		
		Access to healthcare facilities	Yes		Positive		
	Transport users with different mobility needs	Scheme facilities	Yes		Positive	Positive	
	Gender Impacts	Scheme facilities	Yes		Neutral	Neutral	
Land Use Impact	Public Realm	Scheme details	Yes		Positive	Positive	
	Connectivity with existing public transport facilities	Scheme details	Yes		Positive	Positive	
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes		Neutral	Neutral	
Safety Impact	Safety Impact	Safety assessment	Yes	Light segregation will offer additional protection for cyclists.	Slight Positive	Slight Positive	Slight Positive
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	No	No data available, however no significant difference between options foreseen.	Neutral	N/A	Neutral
		Percentage change in private car kilometres travelled.	No	As above.	Neutral		
		Percentage change in CO2 emissions	No	As above.	Neutral		
	Climate Adaptation	Climate hazard assessment	No	As above.	Neutral	Neutral	
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	No	No data available, however no significant difference between options foreseen.	Neutral	Neutral	Neutral
	Noise and Vibration	Scheme details	No	As above.	Neutral	Neutral	
	Biodiversity	Scheme details	No	As above.	Neutral	Neutral	
	Water Resources	Scheme details	No	As above.	Neutral	Neutral	
	Landscape and Visual Quality	Scheme details	No	As above.	Neutral	Neutral	

Option 2

Option Name		Option 2 Stepped Cycle Track						
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	
Accessibility	Access to Services	Urban Centres	Yes	An improved facility will enhance the connectivity of the area.	Positive	Positive	Positive	
		Schools and educational institutions	Yes	An improved facility will enhance the connectivity of the area.	Positive			
		Hospitals and healthcare facilities	Yes	An improved facility will enhance the connectivity of the area.	Positive			
		Major land transport hubs and interchange facilities such as rail and bus stations	Yes	An improved facility will enhance the connectivity of the area.	Positive			
	Access to Recreational Facilities	Parks and playgrounds	Yes	An improved facility will enhance the connectivity of the area.	Positive	N/A		
		Sports clubs and facilities	Yes	An improved facility will enhance the connectivity of the area.	Positive			
	Access to jobs	Access to jobs	Yes	An improved facility will enhance the connectivity of the area.	Positive	Positive		
	Access to International Transport Gateways	Change in PT access	No	N/A	Neutral	N/A		
		Change in HGV/LGV access	No	N/A	Neutral			
	Freight Access	Freight Facilities change	No	N/A	Neutral	N/A		
		LGV access to urban centres	No	N/A	Neutral			
	Social Impacts	Impact on deprived groups	Access to urban centres	Yes	A significantly safer stepped cycle track will help encourage deprived groups to better access local facilities	High Positive		High Positive
Access to schools			Yes		High Positive			
Access to healthcare facilities			Yes		High Positive			
Transport users with different mobility needs		Scheme facilities	Yes		Positive	Positive		
		Scheme facilities	Yes		Neutral	Neutral		
Gender Impacts		Yes						
Land Use Impact	Public Realm	Scheme details	Yes		Positive	Positive	Slight Positive	
	Connectivity with existing public transport facilities	Scheme details	Yes		Positive	Positive		
		Connection to zoned lands as part of national and regional planning.	Scheme details	Yes		Neutral		Neutral
Safety Impact	Safety Impact	Safety assessment	Yes	A stepped cycle track will offer significant additional protection for cyclists.	High Positive	High Positive	High Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	No	No data available, however no significant difference between options foreseen.	Neutral	N/A	Neutral	
		Percentage change in private car kilometres travelled.	No	As above.	Neutral			
		Percentage change in CO2 emissions	No	As above.	Neutral			
	Climate Adaptation	Climate hazard assessment	No	As above.	Neutral	Neutral		
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	No	No data available, however no significant difference between options foreseen.	Neutral	Neutral	Neutral	
	Noise and Vibration	Scheme details	No	As above.	Neutral	Neutral		
	Biodiversity	Scheme details	No	As above.	Neutral	Neutral		
	Water Resources	Scheme details	No	As above.	Neutral	Neutral		
	Landscape and Visual Quality	Scheme details	No	As above.	Neutral	Neutral		

Option 3

Option Name		Do Nothing					
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Accessibility	Access to Services	Urban Centres	Yes	Doing nothing will have no impact.	Neutral	Neutral	Neutral
		Schools and educational institutions	Yes		Neutral		
		Hospitals and healthcare facilities	Yes		Neutral		
		Major land transport hubs and interchange facilities such as rail and bus stations	Yes		Neutral		
	Access to Recreational Facilities	Parks and playgrounds	Yes		Neutral	Neutral	
		Sports clubs and facilities	Yes		Neutral		
	Access to jobs	Access to jobs	Yes		Neutral	Neutral	
	Access to International Transport Gateways	Change in PT access	No		Neutral	N/A	
		Change in HGV/LGV access	No		Neutral	N/A	
	Freight Access	Freight Facilities change	No		Neutral		
LGV access to urban centres		No	Neutral				
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	Neutral	Neutral	Neutral	
		Access to schools	Yes				Neutral
		Access to healthcare facilities	Yes				Neutral
	Transport users with different mobility needs	Scheme facilities	Yes	Neutral	Neutral		
	Gender Impacts	Scheme facilities	Yes	Neutral	Neutral		
Land Use Impact	Public Realm	Scheme details	Yes	Neutral	Neutral	Neutral	
	Connectivity with existing public transport facilities	Scheme details	Yes	Neutral	Neutral		
		Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	Neutral		Neutral
Safety Impact	Safety Impact	Safety assessment	Yes	Neutral	Neutral	Neutral	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	No	Neutral	Neutral	N/A	Neutral
		Percentage change in private car kilometres travelled.	No				
		Percentage change in CO2 emissions	No				
	Climate Adaptation	Climate hazard assessment	No	Neutral	Neutral		
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	No	Neutral	Neutral	Neutral	
	Noise and Vibration	Scheme details	No	Neutral	Neutral		
	Biodiversity	Scheme details	No	Neutral	Neutral		
	Water Resources	Scheme details	No	Neutral	Neutral		
	Landscape and Visual Quality	Scheme details	No	Neutral	Neutral		

Signalised Junction

Option 1

Option Name		Option 1 Cycle stage within existing signals					
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Accessibility	Access to Services	Urban Centres	Yes	An improved facility will enhance the connectivity of the area.	Positive	Positive	Positive
		Schools and educational institutions	Yes	An improved facility will enhance the connectivity of the area.	Positive		
		Hospitals and healthcare facilities	Yes	An improved facility will enhance the connectivity of the area.	Positive		
		Major land transport hubs and interchange facilities such as rail and bus stations	Yes	An improved facility will enhance the connectivity of the area.	Positive		
	Access to Recreational Facilities	Parks and playgrounds	Yes	An improved facility will enhance the connectivity of the area.	Positive	N/A	
		Sports clubs and facilities	Yes	An improved facility will enhance the connectivity of the area.	Positive		
	Access to jobs	Access to jobs	Yes	An improved facility will enhance the connectivity of the area.	Positive	Positive	
	Access to International Transport Gateways	Change in PT access	No	N/A	Neutral	N/A	
		Change in HGV/LGV access	No	N/A	Neutral		
		Freight Access	Freight Facilities change	No	N/A		
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	Cyclists wuld benefit from a continuous cycle provision through the junction.	Positive	Positive	
		Access to schools	Yes		Positive		
		Access to healthcare facilities	Yes		Positive		
	Transport users with different mobility needs	Scheme facilities	Yes		Positive	Positive	
	Gender Impacts	Scheme facilities	Yes		Neutral	Neutral	
Land Use Impact	Public Realm	Scheme details	Yes		Positive	Positive	
	Connectivity with existing public transport facilities	Scheme details	Yes		Positive	Positive	
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes		Neutral	Neutral	
Safety Impact	Safety Impact	Safety assessment	Yes	A continuous cycle provision would reduce the risk of cyclist/ vehicle collisons.	Slight Positive	Slight Positive	Slight Positive
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	No	No data available, however no significant difference between options foreseen.	Neutral	N/A	
		Percentage change in private car kilometres travelled.	No	As above.	Neutral		
		Percentage change in CO2 emissions	No	As above.	Neutral		
	Climate Adaptation	Climate hazard assessment	No	As above.	Neutral	Neutral	
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Qaulity Scorecard Tab	No	No data available, however no significant difference between options foreseen.	Neutral	Neutral	
	Noise and Vibration	Scheme details	No	As above.	Neutral	Neutral	
	Biodiversity	Scheme details	No	As above.	Neutral	Neutral	
	Water Resources	Scheme details	No	As above.	Neutral	Neutral	
	Landscape and Visual Quality	Scheme details	No	As above.	Neutral	Neutral	

Option 2

Option Name		Option 2 Toucan crossings within existing pedestrian crossing					
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Accessibility	Access to Services	Urban Centres	Yes	An improved facility will enhance the connectivity of the area.	Positive	Positive	Positive
		Schools and educational institutions	Yes	An improved facility will enhance the connectivity of the area.	Positive		
		Hospitals and healthcare facilities	Yes	An improved facility will enhance the connectivity of the area.	Positive		
		Major land transport hubs and interchange facilities such as rail and bus stations	Yes	An improved facility will enhance the connectivity of the area.	Positive		
	Access to Recreational Facilities	Parks and playgrounds	Yes	An improved facility will enhance the connectivity of the area.	Positive	N/A	
		Sports clubs and facilities	Yes	An improved facility will enhance the connectivity of the area.	Positive		
	Access to jobs	Access to jobs	Yes	An improved facility will enhance the connectivity of the area.	Positive	Positive	
	Access to International Transport Gateways	Change in PT access	No	N/A	Neutral	N/A	
		Change in HGV/LGV access	No	N/A	Neutral		
	Freight Access	Freight Facilities change	No	N/A	Neutral	N/A	
LGV access to urban centres		No	N/A	Neutral			
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	Toucan crossing would create longer wait times for pedestrian and cyclist crossings.	Slight Negative	Slight Negative	Slight Negative
		Access to schools	Yes		Slight Negative		
		Access to healthcare facilities	Yes		Slight Negative		
	Transport users with different mobility needs	Scheme facilities	Yes		Slight Negative	Slight Negative	
	Gender Impacts	Scheme facilities	Yes		Neutral	Neutral	
Land Use Impact	Public Realm	Scheme details	Yes		Positive	Positive	
	Connectivity with existing public transport facilities	Scheme details	Yes		Positive	Positive	
		Connection to zoned lands as part of national and regional planning.	Scheme details	Yes		Neutral	Neutral
Safety Impact	Safety Impact	Safety assessment	Yes	A continuous cycle provision would reduce the risk of cyclist/ vehicle collisions.	Positive	Positive	Positive
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	No data available, however no significant difference between options foreseen.	Neutral	Neutral	Neutral
		Percentage change in private car kilometres travelled.	No	As above.	Neutral		
		Percentage change in CO2 emissions	No	As above.	Neutral		
	Climate Adaptation	Climate hazard assessment	No	As above.	Neutral	Neutral	
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	No	No data available, however no significant difference between options foreseen.	Neutral	Neutral	Neutral
	Noise and Vibration	Scheme details	No	As above.	Neutral	Neutral	
	Biodiversity	Scheme details	No	As above.	Neutral	Neutral	
	Water Resources	Scheme details	No	As above.	Neutral	Neutral	
	Landscape and Visual Quality	Scheme details	No	As above.	Neutral	Neutral	