Appendix D

Corridor Options Appraisal -Criteria & Metrics

		08/02/2018 Version 11		FOR SIFTING WORKSHOP	l i							
		A96 East of Huntly to Aberdeen Corridor Options Assessment Metrics			-							
			Criteria	Metric Owner	Metric Type	Metric	Major Adverse Impact	Adverse Impact	Neutral Impact	Beneficial Impact	Major Beneficial Impact	Notes
	1	To improve the operation of the A96 and inter-urban	Reduced journey times	Traffic & Economics	Quantitative	Change in Journey Time based on length of Corridor Option compared to existing (assuming options provided consistent 70mph carriageway)	Increase in JT of over 5 mins	Increase in JT of 2 - 5 mins	0 -2 mins	Reduction in JT of 2 - 5 mins	Reduction in JT of over 5 mins	Speed, distance time relationship used. Where Journey Time Data exists for this section of the existing A96 this should be used, otherwise google maps utilised to establish baseline journey times
		connectivity through:	Improved journey time reliability	Traffic & Economics	Qualitative	Assume a consistent 70mph dual carriageway will provide improvements in JT reliability against existing A96 alignment	N/A	N/A	qualitative - no change in JT reliability	qualitative - small reduction in JT reliability anticipated	qualitative - significant reduction in JT reliability anticipated	Junction Strategy not sufficiently progressed at this stage to determine impacts associated with congestion at junctions. If historical JT data is available in sufficient detail this can be used to establish existing levels of variability to be able to generate a scale of likely JT reliability improvements
			Increased overtaking opportunities;	Traffic & Economics	Quantitative	Proportion increase in length of two lane carriageway available for OT	N/A	N/A	No change in OT opportunities	< 50% increase in OT opportunities	> 50% increase in OT opportunities	Existing overtaking opportunities considered to be DAL's/Climbing Lanes and Dual Carriageway only. Location of junctions not detailed until 2nd Fix Alignments therefore the impact of number, frequency & type of junction can not be determined at this stage
			Improved efficiency of freight movements along the transport corridor;	Traffic & Economics	Qualitative	Change in freight accessibility to existing and proposed commercial areas	Difficult for a route to connect directly to existing and proposed commercial areas.	Difficult for a route to connect directly to existing commercial areas	No change to existing situation for freight traffic,	Opportunities for route to connect directly with existing commercial areas	Opportunity for route to connect directly with existing and proposed commercial areas	
				Traffic & Economics	Qualitative	Change in impact of height and weight restrictions along the route.	significant impact of increase in the number of height and/or weight restrictions	moderate impact of increase in the number of height and/or weight restrictions	No change in number of height and weigth restrictions along the route	reduction in impact from height and/or weight restrictions	Provision of high load route and no weight restrictions	impact of restrictions considers requirement to travel via longer diversion routes and the no of vehicles impacted.
			Reduced conflicts between local traffic and strategic journeys	Traffic & Economics	Qualitative	change in volume of strategic traffic travelling through urban areas to access A96	Likely to generate large increase in strategic traffic travelling through urban area	Likely to generate slight increase in strategic traffic travelling through urban area	No impact	Likely to generate slight decrease in strategic traffic travelling through urban area	Likely to generate large decrease in strategic traffic travelling through urban area	Based on available Automatic Number Plate Recognition information for Inverurie
				Traffic & Economics	Qualitative	interaction of strategic and local traffic along the route	Strategic traffic utilises existing roads not currently affected by the scheme More traffic is assigned to local road network	Strategic traffic required to utilise existing road	No change to existing routes and junction locations	Interaction of strategic traffic and local traffic on new road is reduced	Strategic journeys do not interact with local traffic	2nd fix sifting only - junction strategy not yet defined Use frequency, location and type of junctions and accesses.
			Improved network resilience	Engineering & Environmental	Qualitative	 Does the route have adequate operational resilience? (Emergency response, Diversion routes, maintenance needs) Does the route have adequate winter resilience? (Elevation) Does the route have adequate climate change resilience? (Future exacerbation of flooding, Wind, Landslips) 	 1.Operational - Maintenance requirement significantly more onerous than current road Winter - Road significantly higher than existing Climate change - Significant abnormal works likely to be needed to deliver climate change resilience. 	 Dperational - Maintenance requirement more onerous than current road. Winter - road typically higher than existing or at same level where susceptible to snow closures Climate change - Some abnormal works likely to be needed to deliver climate change resilience. 	 Operational - Existing diversion routes available. Maintenance requirement comparable to current road. Winter - road at comparable elevation to existing road and not typically susceptible to snow closures Climate change - Scheme can comply with best practice for desgn for climate change without abnormal works. 	 Dperational - Additional Diversion routes available Winter - Road typically lower than existing road Climate change - Scheme can comply with best practice for desgn for climate change 	 Dperational - Additional diversion routes available. Winter - Road significnatly lower than existing road. Climate change - Scheme can comply with best practice for desgn for climate change 	
ijectives	2	To improve safety for motorised and Non-Motorised Users through:	Reduced accident rates and severity	Traffic & Economics	Qualitative	Impacts of changes in route length, category and hilliness/bendiness on existing accident patterns within the section	Significant increase in accident rates and severity	Minor increase in accident rates and severity	No expected change to accident rates	Expected minor reduction in accident rates	Expected significant reduction in accidents	Junction Strategy not sufficiently progressed at this stage to determine impacts associated with accidents. Changes in accident rates and severity consider existing accident trends and causation factors for each section.
e Ob			Reduced driver stress	Traffic & Economics	Qualitative	Proportion increase in length of two lane carriageway available for OT	N/A	N/A	No change in OT opportunities	< 50% increase in OT opportunities	> 50% increase in OT opportunities	
Schem			Reduced potential conflicts between Motorised and Non Motorised Users	Traffic & Economics	Qualitative	interaction of option on existing NMU routes and trip generators/attractors. No of conflict points (where option crosses/joins existing NMU route)	Scheme routes increased traffic along popular NMU routes Severance of key routes or indirect diversions resulting in non use.	Minor detriment to existing routes by new scheme Increase in traffic along shared routes. Diversion of existing routes	No change to existing routes	Minor positive impact Existing NMU routes upgraded in vicinity of works .	Additional routes created along desire lines to offer alternative to existing shared routes Improvement to the quality of existing routes Reduction in traffic along existing shared vehicle / NMU routes No of Conflict points significantly reduced	
	3	To provide opportunities to grow the regional economies on the	Improved access to the wider strategic transport network	Traffic & Economics	Qualitative	Proximity to key settlements and commercial areas (existing and proposed)	Major detriment in journey times to access trunk road network	Minor detriment in journey times to wider trunk road network	No change existing journey times	Minor improvement in journey times to wider trunk road network	Major improvement in journey times to wider trunk road network	Need to assume that junctions will be located in optimal locations to serve population.
		corridor through:	Enhanced access to jobs and services	Traffic & Economics	Quantitative	Catchment analysis using travel time for commuting						To be undertaken at 2nd fix when end-to-end routes are available. Distance from key settlements and commercial areas - use threshold travel time for commuting to main employment areas (Aberdeen and Inverurie). Look at existing and proposed settlement/employment areas - is the commuter catchment areas increased? How does this sit with LDP for proposed development areas - doe this make them more viable/attractive?
	4	To facilitate active travel in the corridor.		Traffic & Economics	Qualitative	Changes in traffic volumes along existing and proposed NMU routes Changes in directness of existing NMU routes and facilities	Major detriment of NMU routes including lengthy diversions. Major increase in traffic along existing NMU routes	Minor detriment or diversion of existing NMU routes. Minor increase in vehicular traffic along existing NMU routes	No detriment to existing routes.	Improvement to existing NMU routes Minor reduction in traffic along existing NMU routes	Creation of new and improved NMU routes along existing and new desire lines Major reduction in traffic along existing NMU routes	

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Corridor	Options Assessment Metrics		-						
	Criteria	Metric Owner	Metric Type	Metric	Major Adverse Impact	Adverse Impact	Neutral Impact	Beneficial Impact	Major Benefic
5 To facilitate integration Public Trans Facilities.	with port			Proximity of route to settlements for access to public transport and park & ride	Major detriment to accessibility of existing public transport infrastructure Major detriment to journey times between existing transport nodes and to residential areas Existing nodes bypassed by new route Potential reduction in service	Minor detriment to accessibility of existing public transport infrastructure Minor detriment to journey times between existing transport nodes and to residential areas Existing nodes bypassed by new route. Potential reduction in service	No detriment to existing routes and connectivity. No obvious improvement to public transport provision due to new route	Improved journey time between existing transport nodes. Minor improvement in journey times between residential areas and public transport nodes	Improved jour existing transp Major improve times betweer public transpo
6 To avoid sig environmen impacts and where this i possible, to	nificant tal l, s not the communities and people in the corridor;	Environmental	Qualitative	This is appraised using the developed STAG criteria below	n/a (see STAG Environmental)	n/a (see STAG Environmental)	n/a (see STAG Environmental)	n/a (see STAG Environmental)	n/a (see STAG
minimise th environmen effect on:	e tal			This is appraised using the developed STAG criteria below	n/a (see STAG Environmental)	n/a (see STAG Environmental)	n/a (see STAG Environmental)	n/a (see STAG Environmental)	n/a (see STAG
4 Environm	natural and cultural heritage assets.	Environmental	Quantitative						
			Quantitative	Sensitive receptors within the route corridor (no) Air Quality Management Areas within the route corridor (no) Compliance Risk Road Network within the route corridor (no)	High number/density of sensitive receptors	Medium number/density of sensitive receptors	low number/density of sensitive receptors	N/A	
	Air quality	Environmental	Quantitative	Assessment of potential changes in local air quality (qualitative) Assessment of potential changes in regional air quality (qualitative)	High number/density of sensitive receptors	medium number/density of sensitive receptors	e low number/density of sensitive receptors	N/A	
	Noise and vibration	Environmental	Quantitative	Sensitive receptors within the route corridor (no)	High number/density of sensitive receptors	medium number/density of sensitive receptors	e low number/density of sensitive receptors	N/A	
	Noise and vibration	Environmental	Qualitative	Assessment of potential changes in traffic noise (qualitative) Potential for Candidate Noise Management Area impacts (qualitative)	High number/density of sensitive receptors	medium number/density of sensitive receptors	e low number/density of sensitive receptors	N/A	
	People & Communities	Environmental	Quantitative	Properties within the route corridor (no) Area of route through each agricultural land class (km2) Length of route through forestry/woodland used for recreation (km) Area of route through LDP open spaces, community land, play parks, recreational playing fields (km2) Length of core paths affected by the route corridor	High number/density of sensitive receptors	medium number/density of sensitive receptors	e low number/density of sensitive receptors	N/A	
	People & Communities	Environmental	Qualitative	(km)	High number/density of sensitive	medium number/density of sensitive	low number/density of sensitive		
	Policies and Plans	Environmental	Quantitative	Assessment of impacts on community severance Area of route through LDP allocations including but not limited to industrial /commercial/employment allocations and residential allocations, protected areas/reserved land, allocated greenbelt and any	receptors High number/density of sensitive receptors	receptors medium number/density of sensitive receptors	receptors low number/density of sensitive receptors	N/A N/A	
	Materials	Environmental	Quantitative	Scoped out of corridor appraisal.	N/A	N/A	N/A	N/A	
	Cultural Heritage	Environmental	Quantitative	Number of listed buildings within route corridor (no) Number of scheduled monuments within route corridor (no) Area of gardens and designed landscapes within route corridor (km2) Area of inventory battlefields within route corridor (km2)	High number/density of sensitive receptors	medium number/density of sensitive receptors	e low number/density of sensitive receptors	N/A	
	Cultural Heritage	Environmental	Qualitative	Assessment of effects on cultural heritage including	High number/density of sensitive	medium number/density of sensitive	e low number/density of sensitive	N/A	
	Landscape & visual	Environmental	Quantitative	Area of route within special landscape area (km2) Residential receptors within the route corridor (no)	High number/density of sensitive receptors	medium number/density of sensitive receptors	receptors low number/density of sensitive receptors	N/A	
	Landscape & visual	Environmental	Qualitative	Potential effects on landscape character (qualitative)	High number/density of sensitive	medium number/density of sensitive	e low number/density of sensitive recentors	N/A	
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Environmental)	
Environmental)	
N/A	

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				Metric Owner	Metric Type	Metric	Major Adverse Impact	Adverse Impact	Neutral Impact	Beneficial Impact	Major Benefic
			Nature Conservation	Environmental		 Area of route through nationally designated sites (km2) Area of route through locally designated sites (km2) Area of route through priority habitats (km2) Proximity of route to National Deciduous Woodland in distance bands from the route corridor Area of route through ancient and native woodland (km2) Area of route through woodland (km2) Number of water crossings / size of waterbody being 	High number/density of sensitive receptors	medium number/density of sensitive receptors	e low number/density of sensitive receptors	N/A	
			Nature Conservation	Environmental	Qualitative	Assessment of potential impacts on other habitats	High number/density of sensitive	medium number/density of sensitive	e low number/density of sensitive		
			Geology, Soils & Contaminated Land and Groundwater	Environmental	Quantitative	and species (qualitative) Area of route through designated geological sites (km2) Area of route through soil resource (km2) Area of route through poor ground conditions (km2) Area of route through peat or peaty soils (km2)	receptors High number/density of sensitive receptors	receptors medium number/density of sensitive receptors	receptors low number/density of sensitive receptors	N/A N/A	
			Geology, Soils & Contaminated Land and Groundwater	Environmental	Qualitative	Potential contaminated land impacts (qualitative) Potential groundwater impacts (qualitative)	High number/density of sensitive receptors	medium number/density of sensitive receptors	e low number/density of sensitive receptors	N/A	
			Road Drainage and the Water Environment	Environmental	Qualitative	Potential hydro-geomorphological impacts (qualitative) Significant flood risk downstream of road embankment (potential use of road embankments as flood defence) (qualitative)	High number/density of sensitive receptors	medium number/density of sensitive receptors	e low number/density of sensitive receptors	N/A	
			Road Drainage and the Water Environment	Environmental	Quantitative	Area of route through 1:100 year and 1:200 year fluvial floodplain (km2) Number/length of watercourse crossings (km)	High number/density of sensitive receptors	medium number/density of sensitive receptors	e low number/density of sensitive receptors	N/A	
-	2	Safety	Accidents (addressed within Objective 2)	Traffic & Economics		See Objective 2	N/A	N/A	N/A	N/A	
			Security	Traffic & Economics	Qualitative	Remoteness from settlements/services/rest areas	N/A	N/A	N/A	N/A	
	3	Economy	Transport Economic Efficiency	Traffic & Economics	Qualitative	See Objective 1	N/A	N/A	N/A	N/A	
			Wider Economic Impacts	Traffic & Economics	Qualitative	Not part of appraisal until 2nd fix	N/A	N/A	N/A	N/A	
	4	Integration	Transport Integration	Traffic & Economics	Qualitative	see Objective 5	N/A		N/A	N/A	
	-		Transport and Land-use Integration	Traffic & Economics	Qualitative	Impact on LDP proposals	Directly conflicts with majority of LDP	Does not easily align with LDP	N/A	Aligns with LDP allocations	Facilitates LDP
			Policy Integration	Traffic & Economics	Qualitative	Appraisal of fit against National, Regional and Local	Does not align with the majority of	Partially aligns with policies with	N/A	Supports key policies and partially aligns with remaining policies	Fully supports
STAG	5	Accessibility & Soc	ia Community accessibility to services and public transport	Traffic & Economics	Qualitative	changes in accessibility provided by the public transport system and changes in accessibility by walking and cycling to local services/employment.					
			Comparative accessibility by people group and location	Traffic & Economics	Qualitative	Does the option have an impact on accessibility/affordability/availability/ acceptability for vulnerable groups.	significantly disadvantages vulnerable/socially excluded groups by restricting travel choice and impacting on affordability.	Slightly disadvantages vulnerable/socially excluded groups by restricting travel choice and impacting on affordability.	No impact	Slightly increases travel choice and affordability for vulnerable/socially excluded groups	Significantly ir and af vulnerable/soo
	6	Feasibility	Alignment & Buildability	Engineering	Qualitative	 Is a compliant horizontal and vertical alignment achievable within the corridor option? Impact of option on existing topography - what earthworks or structures are required? Are options accessible from the local road network to assist construction? Do options require onerous strategic traffic management? 	 Few compliant alignments likely to be feasible within the corridor option. Likely major earthworks over a significant distance and or structures / tunnels to achieve compliant geometry 3a. Corridor option remote from existing local roads and main routes. Access by undesirable routes only. New access route construction may be required for construction. Major disruption to existing strategic road network likely Extended road closures Major impact on diversion routes 	 Few compliant alignments likely to be feasible within the corridor option. Likely moderate earthworks over a significant length. No tunnels required but large structures may be required. Corridor option accessible by minor or undesirable routes only. Disruption to existing strategic road network. Limited road closures Minor impact on diversion routes. 	 Variety of compliant alignments likely to be available within the corridor option. Likely average earthworks Corridor option accessible at multiple points via local and strategic roads Limited temporary disruption to strategic route. 	 Variety of compliant alignments likely to be available within the corridor option. Likely low volume of earthworks 3a. Construction access possible at multiple points using existing strategic routes only Offline Construction 	 Variety of collikely to be avain corridor option Route generation Route generation Route generation Construction Construct

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N/A	
N/A	STAG Safety Criteria looks at 2 elements; Accidents and Security. Accident rates and severities are considered under Objective 2 and, to avoid duplication, will not be considered again under the STAG criteria.
N/A	Security' considers whether each option has any material impact on security for the users, eg remoteness from settlements. This criteria is not considered at Corridor Option sifting due to insufficient detail on junction strategy, NMU provision and layby strategy.
N/A	TEE impacts relate to benefits gained in journey times, JT reliability, driver frustration which is considered under Objective 1.
N/A	Wider Area Impacts are being considered by Aecom at programme level - methodology currently under development. However, to assist with sifting, methodology developed by Aecom/LTEA will be applied to our section during 2nd fix appraisal.
N/A	The fit between the option and established land-use plans and land-
allocations	Use
he majority of	
	This will be assessed in detail at a later stage.
creases travel choice ordability for ially excluded groups	
mpliant alignments lable within the Ily matches existing earthworks n access possible at using strategic struction	

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Corridor Opti	ons Assessment Metrics	Motric Owner	Motric Type	Matric	Major Adverse Impact	Adverse Impact	Neutral Impact	Reneficial Impact	Major Ropofic
	Geotechnical	Engineering	Qualitative	 "Extent of potential geotechnical (including contamination) constraints within the corridor area: constraints considered: Peat (plan areas of compressible peat deposit identified) Topography (steep sided slopes and high ground identified which have potential for substantial cuttings and embankments and possible slope stability issues) Contamination (areas of made up (or reworked) ground with potential contamination risk) Compressible Soils (s of compressible alluvial deposit identified) Earthworks (areas of material (Sand and Gravel) with a potential for high proportion of re-use without processing [positive]) Shallow Rock (areas of near-surface rock identified resulting in potentially hard/slow digging within road cuttings). 	Extensive areas of potential geotechnical constraints identified. Peat and topography are considered the most critical.	Combination of Extensive and moderate areas of potential geotechnical constraints exists.	Combination of moderate / localise extent of potential geotechnical constraints exists in corridor area	Moderate / extensive areas of useable sand and gravel deposits exists, with combination of localised / Non-recorded areas of the potential geotechnical constraints.	Extensive areas gravel deposits recorded areas geotechnical co
	Flood Risk, Flood Plain and River Crossings	Engineering & Environmental	Qualitative	 Does the proposed corridor pass through areas of existing active flood plain, potentially impacting on flood risk, and require associated abnormal engineering works? Will water course crossings, particularly culverts, be required for an alignment through this corridor? 	 There are notable areas of active flood plain within the corridor area, that are likely to be unavoidable should an alignment through this corridor be taken forward. Significant abnormal engineering works may be required to meet flood risk criteria. A large number of culverted watercourse crossings are likely to be required for an alignment with this corridor. 	 There are notable areas of active flood plain within the corridor area, however, depending on the alignment chosen, it should be possible to avoid them. Minor abnormal engineering works may be required to meet flood risk criteria. A moderate number of culverted watercourse crossings are likely to be required for an alignment with this corridor 	 1. There is either no active flood plain noted or all flooding within th corridor is very localised to the associated watercourses. No significant abnormal engineering works are anticipated. 2. A small number of culverted watercourse crossings are likely to be required for an alignment with this corridor. 	e g N/A	N/A
	Structures	Engineering	Qualitative	 Would potential alignments within this corridor option require: 1. Complex structural solutions or solutions which are off a substantial size 2. Structural solutions that are difficult to operate and and maintain. 3. Existing structures to be demolished or modified? 4. Significant interfaces with third-parties (eg Network Rail, SEPA or Local Councils) that may introduce constraints (eg on programme, construction sequence). 	 Very large and / or complex structures required such as tunnels or cable-stayed bridges. Extremely complex, bespoke operation and maintenance requirements for major bridges. Highly significant and complex demolition of existing structures required Third-party requirements have a large adverse impact on construction programme and / or result in very complex construction methodologies 	 Large and complex structures required and / or a high number of significant new structures required. Complex operation and maintenance requirements. Significant and complex demolition or modification of existing structures required . Third-party requirements have an adverse impact on construction programme and / or result in complex construction methodologies 	 Structures are not complex or large and can be constructed using conventional construction techniques. A small number of new structures required. Straight-forward operation and maintenance requirements. Straight-forward demolition or modification to existing structures required. Existing structures can be retained for future use. Third-party requirements introduce few minor constraints that are easily managed 	1. N/A 2. N/A 3. N/A 4. N/A	1. N/A 2. N/A 3. N/A 4. N/A
	Utilities	Engineering	Qualitative	Does the option require onerous utility diversions? Does the option require diversions or utility works that represent an unacceptable risk to the project?	Significant Impact on Strategic Utility Infrastructure; 1. Diversion of Oil and Gas Pipelines 2. Diversion of Major Power Transmission Infrastructure. 3. Relocation of surface and foul water treatment facilities / reservoirs. 4. Relocation / Removal of multiple wind turbines.	Corridor option has a likely impact on Regional Utility Infrastructure or minor impact on Strategic Utility Infrastructure; 1. Protection works and structures at Oil and Gas Pipeline Crossings. 2. Relocation of transmission pylons 3. Diversion of non local utilities (telecoms, water, gas, electric). 4. Relocation of transmission masts or private/ individual wind turbines.	Corridor has a likely impact on Loca Utility Infrastructure only; 1. No diversions of Strategic or Regional Utility Infrastructure 2. Diversion and reinforcement of local utilities only.	I Infrastructure gain / opportunity for Regional Utility Infrastructure; 1. Reinforcement of Regional Utility Infrastructure (Unlikely to be able to identify at this stage)	Infrastructure Strategic Utility 1. Opportunity Strategic Utility (Unlikely to be this stage)

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gain / opportunity for y Infrastructure; for reinforcement of y Infrastructure able to identify at	

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	7	Affordability	Cost, Abnormals and cost risk	Engineering	Qualitative	 Capital costs - Are there exceptional, moderate or low numbers of abnormal engineering works? Maintenance costs - Are abnormal maintenance costs expected (e.g large structures / earthworks) Cost Risk - what degree of uncertainty exists with regard estimation of project cost (e.g. extent of poor and variable ground conditions, necessary environmental mitigations, major utilities crossings and diversions) 	 Exceptional capital costs associated with very large structures or other "abnormal" engineering works High maintenance costs due to consituent engineering works High cost risk associated with likely engineering works for the corridor option 	 Moderate capital costs associated with very large structures or other "abnormal" engineering works Moderate maintenance costs due to consituent engineering works Medium cost risk associated with likely engineering works for the corridor option 	 Low number of "abnormal" engineering works required to deliver the scheme No abnormal maintenance costs expected Low cost risk associated with likely engineering works for the corridor option 	N/A	
-	8	Public Acceptability		Traffic & Economics	Qualitative	Is the option more or less likely to achieve public support? Does the option address issues raised by local public?	Realises many of the key concerns identified in feedback. Very unlikely to receive public support.	Does not address key concerns identified in feedback. Unlikely to receive public support.	option does not impact on key issues identified	Addresses key concerns identified in feedback. Likely to receive public support.	Proactively ad facilitates opp to receive

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N/A	
dresses concerns and ortunities. Very likely e public support.	