Oxfordshire Highways

Cogges Link Road
Options Report

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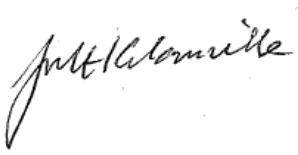

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1.0 Introduction

1.1 Structure of the Report

1.1.1 This report is an update to the original assessment of potential alternatives carried out as part of the 2004 environmental impact assessment for the then Witney Cogges Link Road project. It has been prepared in light of changed circumstances and also addresses criticisms of the original process raised in the Inspector's Report produced following the West Oxfordshire District Council Local Plan (WOLP) Inquiry in 2004.

1.1.2 One of the Inspector's criticisms of the original assessment was that the traffic model used at the time was based on very old traffic data. As a result the Witney traffic model has now been completely rebuilt to a new base year of 2011 using fresh roadside interview data. Full details are contained in the Traffic Modelling Forecast Report (TMFR).

1.1.3 The first part of this report presents a summary of the revised initial screening process, based on traffic flow reduction through the town centre and a basic assessment of the technical feasibility of the options.

1.1.4 The second part of the report deals with the full assessment of alternatives. As before this is based on a simplified Transport Analysis Guidance (TAG) type appraisal of the impacts of the alternatives.

1.1.5 The conclusion debates the merits of the various schemes, taking into account their performance in relation to the project objectives together with their potential disbenefits. The issue of weightings is discussed in relation to the outcome of the assessment, and recommendations are made on preferred and next best alternatives that should be carried forward to a full TAG assessment.

1.1.6 As a result of the passage of time since the original assessment process was undertaken, the number of potential alternatives has significantly reduced, thus reducing the importance of this part of the process. In particular, the Newlands Link, and combinations thereof are no longer feasible. In addition, the value engineering option, previously referred to as CLV3 (Witney Cogges Link Road (WCLR) excluding a junction at Stanton Harcourt Road), has now been adopted as the preferred scheme, and is referred to here as Cogges Link Road (CLR). The former preferred scheme has been dropped from the process.

1.1.7 The earlier process also screened out some of the earlier options for a variety of reasons. These options have not been considered in this exercise as the disbenefits highlighted at that time still remain. It was considered that there was no value in re-examining these.

1.2 History of the Scheme

1.2.1 Witney is identified in the Oxfordshire County Council (OCC) Structure Plan 2016 as one of the six main locations for growth and one of the four main locations for employment development in Oxfordshire. The Structure Plan (SP) will be superseded by the South East Plan in 2008. The West Oxfordshire Local Plan (WOLP) adopted in June 2006 sets the development framework for the town through to 2011. The Local Plan will ultimately be replaced by a Local Development Framework (LDF).

1.2.2 The A40 Witney Bypass removed much of the town's east - west through traffic when it was opened in 1977. However, economic and population growth since then means traffic congestion in the town centre is now a significant problem. This is compounded by recent developments to the north east of the town. Traffic coming in a north east – south west direction has no option but to use the Bridge Street river crossing, or make a significant detour to the west.

1.2.3 WCLR was originally granted planning permission in 1997. With the permission due to expire in 2002, OCC sought to renew the permission for a further five years. However, the Government Office for the South East considered an Environmental Impact Assessment would be appropriate for the scheme. Subsequently, an assessment was carried out and formed part of a fresh planning application submitted in July 2004. CLR was considered as an integrated traffic solution for the town in conjunction with Jubilee Way which was procured with developer funds.

1.2.4 The West End Link Road (WEL) Phase 1 (south), named Woodford Way, was officially opened in December 2005. The single carriageway road links Burford Road/Mill Street at the Dark Lane junction to Welch Lane opposite the fire station. There are cycle lanes on each side of the road.

1.2.5 The new road allows some traffic to be diverted away from the High Street and nearby residential roads such as Moor Avenue and Moorland Road. It has also helped absorb additional traffic created by subsequent housing developments. The work was undertaken as part of the Witney Integrated Transport Strategy.

1.2.6 WEL Phase 2 (north) is not currently in the OCC capital programme and it is not anticipated that it will be added in the near future. The current WOLP, adopted in 2006 safeguards land for WEL, however, the need for the northern section will be kept under review in light of monitoring of the effect of the Cogges Link (assuming it is constructed) and associated measures upon the town's traffic.

2.0 The Study Area

2.1 Overview of the Environmental Characteristics of the Study Area

2.1.1 The study area for the schemes varies depending on the subject being assessed. In general the study areas are in accordance with best practice and/or guidance for each discipline. For example, biodiversity surveys cover a corridor up to 500m from each scheme in any direction, although in some cases (e.g. dormouse) it is relevant to look beyond this margin to assess the wider habitat in the area. The landscape study area is partially dependent on topography and landcover, but covers an area up to 2km from each scheme if there are potential views in to the site.

2.1.2 The town of Witney straddles the River Windrush, which flows from the Cotswolds in a roughly south easterly direction. The historic centre of the town is situated on an area of higher ground west of the river, which runs around the north and east sides of the town. A number of outlying settlements, including Newland and Wood Green as well as more recent developments are situated to the north east of the town. East of Witney across the river lies the settlement of Cogges, comprising an early medieval farm settlement and a C20th housing development south west of Oxford Hill. The only vehicular river crossing giving access from these settlements and others to the north and east to central Witney is on the B4047 at Bridge Street on the eastern edge of the town centre. Crawley Bridge at Dry Lane, Crawley is several kilometres to the west and the surrounding roads are relatively narrow and rural in character.

Although there is a river crossing on the A40, south of the town, this mainly caters for through traffic, and is not useable by pedestrians and cyclists. There are currently no west facing access or exit slips for traffic from Oxford Hill, to the east of Cogges. With the ever increasing pressures for development in and around Witney there is a need to provide a highway scheme to alleviate the traffic congestion and environmental problems associated with Bridge Street and provide access to the southern part of the town centre.

2.1.3 To the east of Cogges the landform rises to about 115m AOD at Cogges Hill. Beyond this the land falls away to around 87m AOD in the area of Shores Green, where Oxford Hill meets the A40, and High Cogges beyond. The valley of the Windrush is the most important influence on the setting of Witney. It runs in an arc around the north and east of the town centre before passing under the A40 in a southerly direction. The floodplain has remained largely undeveloped, and forms a locally significant area of open space separating the town from outlying settlements. To the south the relatively recent feature of the A40, largely on embankment in this section, forms a significant boundary to the town before it runs into cutting to the east of Cogges and west of the smaller settlement of High Cogges.

2.1.4 The river itself meanders to some extent, and in several places splits into two or more channels. East of Witney at least one channel is man made, having formed part of a mill stream. The river corridor landscape is a characteristically flat and generally open floodplain, broken by groups of large trees on the fringes and lining the river channels. Further away from the river substantial hedgerows define areas of better drained but still low lying land. To the east of Cogges and Stanton Harcourt Road the rising ground is characterised by a small to medium field pattern with hedgerows, and the occasional large hedge and small copse.

2.1.5 The river corridor is an important wildlife habitat, with protected species including kingfisher, otter and water vole. It also provides a valuable recreational resource, with a number of riverside walks and footpaths crossing the flood plain area. The Witney Lake and Meadows Country Park is situated between the east and west river channels north of the A40.

2.1.6 The hedgerows within the area provide important wildlife corridors and habitats, although the A40 limits connectivity in a north-south direction.

2.1.7 Figure 1 in Appendix G shows the Project Context.

3.0 Problems and Objectives

3.1 Introduction

3.1.1 The Oxfordshire Structure Plan identifies Witney as an area for growth and development. A large number of houses (about 3,000 dwellings) and other developments are planned. Witney has been selected as one of the main locations for new employment development to encourage a more diverse range of employment in the town.

3.1.2 Because of the increasing problems of congestion and pollution in the larger towns of Oxfordshire, integrated transport strategies are being devised to introduce measures to make the towns more attractive and accessible by means other than private car. The Witney Integrated Transport Strategy has now been adopted and is in the process of being implemented.

3.2 Traffic Problems

3.2.1 Bridge Street, a narrow single carriageway road in Witney town centre, currently provides the only crossing point over the River Windrush for traffic accessing Witney town centre and for through-traffic moving in a northeast/southwest direction from the A40 through to the A4095. During peak hours this leads to considerable congestion at the junctions of Mill Street and Bridge Street together with Bridge Street and Newland junction, with the stop-start traffic conditions leading to an increase in vehicle exhaust emissions. The roads adjacent to Bridge Street are bounded by properties which are located immediately at the back of the footway. This leads to canyon like conditions which restrict the dispersion of road traffic air pollutants, such that this area was declared an Air Quality Management Area in March 2005.

3.2.2 The slow moving traffic also contributes to increased noise emissions from vehicles, as noise generated by the engine, exhaust system and transmission is the dominant noise source when traffic is not freely flowing. This is particularly apparent for heavy vehicles, when accelerating, braking or changing gears, and this contributes to a significant proportion of low frequency noise and vibration nuisance to adjacent properties. These traffic problems in Witney town centre have been evident for some time and a number of policies in the OCC Structure Plan and the WOLP are directed towards town centre improvements, in particular relief from road traffic accessing the town centre and sections of the High Street along this route.

3.2.3 Figure 2 in Appendix G shows the Bridge Street area of the town.

3.3 General Objectives

3.3.1 The Oxfordshire Structure Plan (SP), OCC Local Transport Plan (LTP), WOLP and the Witney Integrated Transport Strategy (WITS) all contain a number of policies and proposals aimed at dealing with the traffic problems in Witney. These are summarised below.

3.3.2 Relevant Oxfordshire Structure Plan policies include:

Policy T1

"*Transport measures and development proposals should give emphasis to the needs of pedestrians, cyclists and public transport and balance these against ease of traffic movement, thereby improving travel choice and reducing dependence on motorised travel. Suitable provision should be made for servicing, for the needs of disabled people and for the promotion of safety."*

Policy T6

"The County Council will promote and support a comprehensive strategy for the safe and convenient carriage of people and freight by road, rail or special track.

The County Council in partnership with transport infrastructure providers, the operators of public transport services and other agencies will in particular promote the development and management of the following principal transport hubs, corridors and projects related to the Plan's overall development strategy and its regional context, to meet both strategic and key local movement requirements:

- *transport measures in and around the City of Oxford to support its role as a regional transport hub;*
- *the corridor between Oxford and Bicester;*
- *the corridor between Oxford and Witney;*
- *the corridor between Oxford and Didcot;*
- *the corridor between Grove/Wantage and Didcot; and*
- *the development within the country of the East-West rail link."*

Policy T8

"Proposals for development should be permitted only if they provide adequate access and mitigation of adverse transport impacts."

3.3.3 The second OCC Local Transport Plan (LTP) covers the period from April 2006-March 2011 and sets out a vision for transport in Oxfordshire. It focuses on five priority areas:

- tackling congestion;
- delivering accessibility;
- safer roads;
- better air quality;
- improving the street environment.

Under the LTP two major schemes are expected to be programmed in the period 2006-2011. One of these is the CLR which is to be funded substantially from developer contributions, but it is anticipated that if there is a short fall this could be met with LTP funds.

3.3.4 On a District level, the WOLP identifies the need for:

> *"Traffic management measures to restrict vehicular access, divert traffic to more appropriate roads and/or reduce traffic speeds in vulnerable areas such as near schools, residential and shopping areas, will be increasingly necessary."*

3.3.5 Given the Council's aim to implement such measures, the following WOLP policy is relevant:

Policy T6 – "Traffic management measures will be sought to:

> *(a) promote and where appropriate, give priority to the safe and convenient movement of pedestrians and cyclists, particularly on roads with significant or potentially significant pedestrian or cycle flows;*
> *(b) promote safe and convenient movement of buses, particularly on routes into town centres, within town centres and on radial routes;*
> *(c) reduce traffic conflicts, the potential for accidents and alleviate traffic;*
> *(d) reduce environmental damage caused by traffic."*

3.3.6 The Local Plan also includes policies specific to Witney, including:

Proposal 12 – "Traffic Management in the Central Core and Fringe Central Area

Measures to give increased priority to pedestrians, cyclists and public transport will be promoted in Witney Central Area in conjunction with Oxfordshire County Council:

> *(a) Proposals within the central area of the town will include pedestrian priority areas, traffic calming and comprehensive traffic and parking management.*
> *(b) Measures to discourage non-essential traffic movements through the town centre, slow the speeds of residual traffic and improve the environment and highway safety.*

(c) Proposals within and on the fringe of the central area will include traffic speeds and improve highway safety."

3.3.7 Witney Integrated Transport Systems (WITS) sets out aspirations for the development of Witney. It aims to:

- reduce the impact of motorised traffic within the town as a whole, especially the most sensitive parts including the Conservation Area;
- protect and enhance the vitality and attractiveness of the town centre;
- improve accessibility to facilities within the town, especially those within the town centre;
- create a better environment for pedestrians and improve conditions for people whose mobility is limited
- promote safer, more pleasant and convenient conditions for cyclists and bus passengers
- improve access to Oxford;
- improve access between Witney and surrounding countryside for recreational purposes;
- promote the efficient operation of all types of traffic and related activity, including parking;
- reduce road dangers throughout the town and reduce the number and severity of road casualties.

CLR and WEL (Phase 2) are listed as major schemes under the recommendations section of the WITS.

3.3.8 Such policies are central to the overall programme of proposed improvements to Witney town centre. These depend in part on reducing the overall traffic flows in the town centre, whilst also making better provision for traffic, particularly that accessing the retail and employment areas in the southern part of the town.

3.3.9 The UK National Air Quality Strategy (AQS) sets out an analysis of the magnitude and potential health and environmental problems associated with air pollutant emissions, particularly those emanating from traffic. The Environment Act 1995, sections 82-84, requires the Local Authorities (LA) to carry out air quality reviews within their administration areas, and where it is assessed that the air quality objectives may not be in compliance an Air Quality Management Area (AQMA) must be declared. The LA must then formulate an action plan, setting out measures that will be employed to achieve compliance with the objectives.

3.4 Overall Project Objectives

3.4.1 In view of the various regional and local policies applying to Witney, and because of the significant local problems at Bridge Street, a set of specific objectives were defined for this project. These are still relevant and are restated here:

Primary Objectives:

- To achieve a significant reduction in the traffic flows in the Bridge Street area;
- To reduce the adverse impact of motorised traffic within the town as a whole and particularly the most sensitive parts of the Conservation Area. (OCC Local Transport Plan 2006).
- To reduce the level of air pollution within the AQMA to below the target set by legislation.

Secondary Objectives:

- To allow easier access to the town centre from the northern and eastern sectors of the wider Witney conurbation;
- To provide a significant improvement in the environment of Bridge Street and the wider town centre;
- To facilitate the provision of a greater range of alternative modes of travel, including allowing new cycle routes;
- To allow the town to develop in accordance with the current and emerging Local Plans;
- To allow flexibility in the longer term development aspirations for the town centre, such as pedestrianisation.

4.0 Initial Screening

4.1 Introduction

4.1.1 Initial screening of a range of potential alternative solutions was originally carried out as part of the 2004 EIA to eliminate those scheme options which were not deemed feasible, either technically or in terms of buildability (Technical Assessment), or did not achieve a worthwhile reduction of traffic in Witney town centre (Traffic Assessment). The methodology for the original initial screening is presented in the original report: Witney Cogges Link EIA Assessment of Alternatives, Oxfordshire County Council (2004).

4.2 Technical Screening

4.2.1 It was not felt necessary to re-examine the feasibility or buildability of the revised list of alternatives as these have been examined adequately already, and no issues have since arisen which would change the original assessment.

4.3 Traffic Reduction

4.3.1 As part of the revised assessment, the Witney Traffic Model has been completely updated to a new base year of 2011. The methodology used to compile the new model is described in the Traffic Modelling Forecast Report (TMFR) together with updated traffic modeling predictions for a range of alternative schemes.

4.3.2 A screening exercise similar to that undertaken in 2004 has been carried out using the revised traffic model. As some of the earlier alternatives and combinations are no longer feasible, or were considered unsuitable in the technical screening, these have been omitted.

4.3.3 The analysis looked at traffic movements through two key cordons in the town centre. The Conservation Area (CA) has been identified in the WOLP. The Bridge Street AQMA was designated in March 2005 by West Oxfordshire District Council, as a result of the increasing congestion problems in this area. These are both sensitive locations where reductions in traffic are required. In the case of the AQMA a reduction is essential to achieve air quality objectives in line with Central Government policy. Overall modelled changes in traffic volumes were compared with Do Minimum values to assess the relative performance of each scheme.

4.3.4 No weightings were used, however through traffic would count more if it passed through more than one sensitive cordon or crossing. This method of analysis was used for all options, thus removing any bias.

4.3.5 The sum of all cordon movements with each scheme was subtracted from the equivalent do minimum values to identify overall changes in traffic flows.

4.3.6 The screening analysis score is based on a banding of the traffic reduction figures, as shown on the Initial Screening Traffic Change Figures in Appendix A. In this revised screening analysis the CLR/Shores Green (SG) combination shows the best overall traffic reduction, closely followed by the Cogges Link option. WEL, and any combinations including this scheme perform badly because of the relationship of WEL to the Conservation Area boundary.

4.4 Results of Initial Screening

4.4.1 Due to the passage of time the original purpose of the initial screening process has become redundant. Newland Link, as a standalone scheme or in combination is no longer feasible as the Bridge Street Mills development now occupies part of the route. Other variations such as the Campaign for Rural England (CPRE) route originally examined as part of the earlier process were discounted for a variety of reasons, including less benefits in terms of traffic reduction, and it was decided that there would be no benefit in re-examining them.

4.4.2 The Initial Screening process therefore examined a total of seven stand alone and combination scheme alternatives. These are shown in the Initial Screening Summary in Appendix B.

4.4.3 The columns in the table show:

- The basic design feasibility assessment of each alternative, either yes or no. (Technical Assessment);
- The change in traffic flows derived from each assessment criteria, a combined change figure and a summary screening analysis score. (Traffic Assessment).

4.4.4 As all alternatives are technically feasible there are several options for defining a list of alternatives to be taken forward to the full assessment of alternatives process, including one based on the traffic reduction figures alone. Appendix B shows three alternative screening options. The traffic figures relating to the conservation area cordon tend to weigh against the WEL because of its relationship to the CA boundary. However, other issues and policies are relevant in the selection of the preferred scheme, and these have also been considered as part of the selection process. These include:

- Oxfordshire County Council Structure Plan;
- Oxfordshire County Council Local Transport Plan;
- West Oxfordshire District Council Local Plan;
- Witney Integrated Transport Strategy.

4.4.5 As one of the specific objectives of the project is to deal with congestion in the Bridge Street area, any potential solution needs to deal with traffic coming from the north and east of Witney. In this context there is no logic in considering WEL as a

stand alone solution. However, it is useful to consider it in combination with the two other stand alone schemes as part of a longer term strategy for the town. The CLR/SG combination shows little benefit over CLR as a standalone, and therefore is not a logical combination to take forward as funding issues make it unlikely both schemes could be built in the short term. For the same reason it would be illogical to take forward the CLR/SG/WEL combination.

4.4.6 Given the considerations above, it is proposed that the following schemes or combinations are taken forward to the initial assessment of alternatives:

- Cogges Link Road;
- Shores Green;
- Cogges Link Road/West End Link Phase 2;
- Shores Green/West End Link Phase 2.

5.0 Assessment of Alternatives

5.1 Introduction

5.1.1 This assessment is loosely based on current central government techniques used to appraise transport infrastructure projects against the Government's five objectives for transport: Environment, Safety, Economy, Accessibility and Integration. The aim has been to use an appraisal process that is consistent and transparent. At this stage not all alternatives have the same level of detail available under the various subject headings. This process therefore involves a degree of subjectivity, although this is reinforced with appropriate professional expertise and judgment in the subject areas concerned.

5.1.2 The initial screening process has been used to narrow down the number of options to be examined in the full assessment of alternatives. The combination schemes examined are perhaps unrealistic, in that practical and economic considerations would prevent them being built at the same time. They are, however, important in regards to a longer term strategy for Witney.

5.1.3 In addition, the Do Minimum (DM) scenario was modelled to provide the base-line traffic figures for comparison with each scheme. The traffic assessment methodology ensured that no alternative was overlooked. The options included in the Assessment of Alternatives are therefore:

- Do Minimum;
- Cogges Link Road;
- Shores Green;
- Cogges Link Road + West End Link Phase 2;
- Shores Green + West End Link Phase 2.

5.2 Methodology

5.2.1 This assessment aims to narrow the selection set to a maximum of two alternatives to carry forward to a full Transport Analysis Guidance (TAG) assessment, i.e. a preferred scheme and the next best alternative. A modified TAG methodology has been used to provide a framework for this assessment process, and is considered appropriate as it is recommended by central government for the appraisal of transport projects.

5.2.2 At this stage of selecting alternatives the information available is variable. Detailed survey work has been carried out on CLR and SG, but only desk based data is available for WEL. This stage of the assessment process is primarily based on desk study or scoping survey data. The TAG parameters have been altered or adjusted where appropriate data is not available, e.g. traffic modelling in relation to accidents and economy. In some cases more crude measures have been employed than would normally be the case for a full TAG appraisal, although these

have been chosen on the basis of having an obvious relationship to the TAG sub-objective.

5.2.3 The parameters used in the assessment of alternatives are described in detail below. Each sub-objective is scored on the basis of converting the three or five point textual score from the TAG guidance to a numerical value (either positive or negative). These are then totalled to give an aggregate score for each alternative.

5.3 Limitations of Methodology

5.3.1 TAG guidance recognises that the early stages of the assessment process involve making judgments based on data available from existing sources without the benefit of detailed studies having been undertaken. It is therefore important to bear in mind that the scoring method used in this process is relatively crude and can only give an indication of the relative merits of each alternative. The aggregate scores should not be regarded as providing a definitive ranking of the acceptability of the alternatives. Other factors, such as affordability, practicality and public acceptability also need to be considered. It also needs to be born in mind that the TAG process does not in itself factor in the specific benefits that are the prime aim of the project, which are the reduction of traffic and its associated negative impacts in the centre of Witney. These are therefore discussed in more detail later in this section.

Variations to the Methodology Presented in the Witney Cogges Link EIA Assessment of Alternatives, Oxfordshire County Council (2004)

5.3.2 The methodology for this assessment broadly follows that of the original report. However, to avoid the criticism regarding the inherent favouring of CLR due to its planning status, shorter procurement timescale and current developer funding, the scoring process has been revised and divided into two sections. The first section assesses all headings not affected by the current status of Cogges Link in the Oxfordshire County Council Local Transport Plan and its beneficial status with regard to developer funding. The second section considers those parameters that would tend to favour CLR due to its status. It is therefore easier to see the relative scoring of the alternatives both before and after the inclusion of the 'favourable' factors.

5.4 Parameters Used

5.4.1 The parameters used in the assessment of alternatives are described below. In general these follow the TAG guidance wherever appropriate data is available, however, as not all alternatives are fully developed in some cases it has been necessary to modify or change the parameters used. These are described below for each sub-objective. The objective and sub-objective headings are those used in TAG.

Environment Objective

Noise Sub-objective

5.4.2 The assessments are based on the anticipated changes in traffic flows resulting in reductions in congestion and improved traffic flow. For noise, a 25% increase in traffic or a 20% reduction is considered significant. At Design Manual for Roads and Bridges (DMRB) Stage 1 no noise calculations are made, only an estimate of the number of properties within 50m bands within a 300m corridor of existing and new routes, except where sensitive locations are identified. Therefore, only a simple TAG appraisal has been undertaken based on the number of properties within distance bands adjacent to the schemes.

Local Air Quality Sub-objective

5.4.3 Air Quality changes associated with changes of less than 10% in traffic flow are not considered to be significant (TAG) unless the area has been declared an AQMA. West Oxfordshire has declared Bridge Street as an AQMA; this area will therefore be subject to more detailed modelling at stage 3. However, for this exercise properties have been counted in 50 metre bands from the road centre for each alternative and combination. The assessments at this stage are therefore based on the anticipated changes in traffic generated pollutants resulting from reductions in congestion and improved traffic flow.

Greenhouse Gases Sub-objective

5.4.4 The greenhouse gases assessment is generally undertaken at DMRB Stage 3, together with a regional assessment for emissions of oxides of nitrogen, PM10, carbon monoxide and hydrocarbons. The subjective assessment of each alternative for this exercise is therefore based on the anticipated changes in the volume of traffic and the alteration in traffic generated pollutants resulting from the reductions in congestion from improved traffic flow, together with the addition of extra journey times and carriageway lengths throughout the wider road network.

Townscape/Landscape Sub-objective

5.4.5 A desktop and site level assessment equivalent to Stage 3 of DMRB has been undertaken for CLR and SG. In contrast, the potential impact of WEL has been more subjectively assessed. The guidelines in TAG give a seven point scale of impact from large beneficial through to large adverse. The scale of impact is converted into an equivalent score of +3 through to –3 for the purposes of this exercise.

Biodiversity Sub-objective

5.4.6 Desktop and site surveys equivalent to Stage 3 of DMRB have been undertaken for both CLR and SG. The guidelines in TAG give a seven point scale of impact from large beneficial through to large adverse. The scale of impact is converted into an equivalent score of +3 through to –3. Less detail is available for WEL, however the surveys carried out for the other alternatives, especially CLR give a reasonable guide as to what might be expected. Impacts associated with the river corridor are common to both alternatives associated with that area.

Heritage Sub-objective

5.4.7 A desktop and site survey equivalent to Stage 3 of DMRB has been undertaken for CLR and SG. The position of WEL in the flood plain of the river Windrush means its impacts under this heading are likely to be similar to those of the western section of CLR. The guidelines in TAG give a seven-point scale of impact from large beneficial through to large adverse. The scale of impact is converted into an equivalent score of +3 through to –3.

Water Sub-objective

5.4.8 The ecological impacts associated with the river are covered under the Biodiversity Sub-objective. This sub-objective deals with other water resources. The impacts of the CLR on the flood storage capacity of the Windrush floodplain have been thoroughly examined, in a flood compensation study, taking into account the requirements of PPS 25. It has been assumed that similar impacts at WEL Phase 2 (N) could also be mitigated where appropriate.

Physical Fitness Sub-objective

5.4.9 None of the alternatives included in the study are felt to either promote or discourage physical fitness. All alternatives have therefore been scored neutral for this sub-objective.

Journey Ambience Sub-objective

5.4.10 The journey ambience sub-objective is a subjective assessment in line with the guidance of DMRB Vol. 11 and TAG. On the basis that all the alternatives would have a beneficial impact on traffic around the town centre it was considered appropriate to score them all as 'beneficial' impact.

Safety Objective:

Accidents Sub-objective

5.4.11 A full accident assessment of each scheme is not available at this stage of the process. It has therefore been necessary to assess each alternative in a more subjective way. This has taken account of the likely types of junction to be employed as well as the speed of traffic approaching the junctions. The full TAG methodology uses a three point scale. Rather than converting this to +1,0,-1, the scoring used is +3,0,-3, thus giving a slight weighting to this sub-objective in line with its importance.

Security Sub-objective

5.4.12 It is considered that none of the alternatives has a noticeable impact on security. All alternatives have therefore been scored neutral on this sub-objective.

Economy Objective:

Transport Economic Efficiency Sub-objective

5.4.13 At this stage of the process full economic assessment of the alternatives is not available. The alternatives have therefore been banded on the basis of their net cost. This has been derived by totalling gross costs of the alternatives (including construction, land and statutory undertakers' diversions) and deducting any potential developer contributions - see summary table in Appendix C.

Reliability Sub-objective

5.4.14 This sub-objective normally summarises the impact on the objective to improve journey time reliability for transport users, including both passengers and freight. The reliability score used in this case is based on the traffic modelling output from two zones of analysis:

1. The Conservation Area identified in the West Oxfordshire Local Plan

2. The Air Quality Management Area Number 1 as defined by West Oxfordshire District Council in March 2005 which encompasses Bridge Street and part of High Street and Mill Street in Witney.

5.4.15 Appendix A shows the summary tables (all flows analysed) for this exercise, which gives the cumulative reductions in vehicle movements for both AM and PM peaks for the two zones listed. It should be noted that this data was used for the initial screening process as well, and therefore the table shows all the alternatives, including those that did not progress to this stage of the assessment. Those that did are clearly identified in Appendix A.

5.4.16 The All Flows Analysed Section of Appendix A shows the overall percentage change in traffic movements per alternative. For example, it can be seen that CLR shows a traffic reduction of 11.4% and the SG scheme results in a 3.6% reduction compared with the Do Minimum situation.

5.4.17 No weighting has been used; instead a straightforward comparison has been made of vehicle movements between a “Do Minimum” scenario and each alternative, with a percentage change calculated.

5.4.18 This system of scoring was found to skew the data unfavourably against the WEL Phase 2 (N) which tends to concentrate traffic into one corner of the Conservation Area. The decision was made to use the scoring from the traffic change figures for the AQMA alone which is considered to be more indicative in terms of reduced traffic flows through the town centre.

5.4.19 Each alternative is also ranked according to the reduction in vehicle movement it achieves and allocated a score for percentage change on the following basis:

- Traffic increase < +10% scores -3
- Traffic increase of +5% to +10% scores -2
- Traffic increase of 0% to +5% scores -1
- Traffic reduction of 0% to -5% scores +1
- Traffic reduction of -5% to -10% scores +2
- Traffic reduction of > -10% scores +3

Wider Economic Impacts Sub-objective

5.4.20 For this sub-objective a measure of the likely timescales associated with each alternative has been used, so that the disbenefits of likely longer procurement periods associated with some alternatives are taken into account. Banding scoring is based on 0-3 years = +3, 3-6 years = +2, 6-9 years = +1 and 9+ years = 0. The table at Appendix D shows predicted timescales for the various alternatives. Where alternatives are combined the assessment is based on the alternative with the longer timescale, as the full benefits would not be achieved until all components were in place.

Accessibility Objective:

Severance Sub-objective

5.4.21 This has been based on a subjective assessment of severance as it affects those using non-motorised modes, especially pedestrians arising from each alternative. Some of the schemes do provide additional links, and these are scored according to how many new links are provided.

Access to Transport System Sub-objective

5.4.22 The independent opinions of two of OCC's transport planners has been that there would be no specific support for Cogges Link (or for any other alternative) from the local public transport operators. It has therefore been assumed that none of the alternatives are likely to lead to change in existing public transport services. There could conceivably be an improvement in bus journey times, but as this is related to wider traffic benefits all of the alternatives might be expected to have a similar effect. This sub-objective has been scored neutral for all alternatives.

Integration Objective:

Transport interchange Sub-objective

5.4.23 None of the alternatives involve a transport interchange node, as this is not an objective of the project. This sub-objective has therefore not been scored.

Land Use Policy Sub-objective

5.4.24 Relevant land use and transport policies have been divided into national, regional and local. Each alternative has been assessed to measure compliance with these policies – see Appendix E. In order to highlight the importance of the project in the local context the compliance with local policies has been more heavily weighted in the scoring system. Thus, a 'beneficial' assessment is scored as +1 for national, +2 for regional and +3 for local policies, with the equivalent negative score for adverse effects. The WOLP contains some Witney specific proposals

and policies, and these have been included in the assessment as local policies. It is important to note that for this assessment the overall scores are simply an average of the policies in agreement or not in agreement, they do not consider any one policy to be more important than another.

Other Government Policies Sub-objective

5.4.25 This assesses the compliance of the schemes with other Government policies not directly associated with land use or transport. Alternatives may be assessed as beneficial, neutral or adverse. It is judged that none of the alternatives has a definable effect on other government policies, and therefore all alternatives are scored neutral for this sub-objective.

5.5 Discussion

5.5.1 Alternatives have been assessed in two ways. Firstly, all the TAG assessment criteria have been converted into numeric scores to allow an aggregate score to be totalled for each alternative. These are sub-totalled on the subject score sheets under each objective heading and then carried forward to the summary score sheet – see Appendix F. As mentioned above, this has been split into two parts to highlight the inherent advantages of CLR under the Economy and Integration objectives.

Weighting

5.5.2 Weighting seeks to identify the relative importance of impacts for which scores may be available (for example the relative importance of a water pollution impact; the impact on a rare flower). However, weighting is a contentious methodology, invariably generating arguments around who should define the relative weightings applied to different impacts. Wherever possible, scoring and weighting should be used to reveal the trade-offs in impacts involved in particular projects or in alternatives. In this case it is considered that if weighting is to be employed this should be applied and justified in terms of wider economic and planning policy aims and improved quality of environment in the Conservation Area, i.e. in relation to the overall project objectives and the WODC Local Plan.

5.5.3 No specific weightings have currently been applied, however, it should be noted that some of the scoring methodologies do in any case tend to weight certain parameters. In particular, the scoring for the Land Use and Transport Policy sub-objective scores impacts on policies on a sliding scale, from +3, 0, -3 for local policies to +1, 0, -1 for national policies thus giving additional weight to Local Policies compared to National or Regional issues.

Timescales

5.5.4 Although issues have been raised regarding the possible difference in delivery timescales between the components of combination alternatives, it could be argued that these are not fixed.

5.5.5 There is also an argument for a number of schemes developed over a longer period of time as a comprehensive improvement strategy. This could for instance include CLR, SG and WEL Phase 2 (N) being built. Some alleviation of the traffic problem would therefore be achieved relatively quickly. Other alternatives not including the most effective stand alone scheme, and which rely on two schemes in combination to achieve a positive effect, may involve a considerable delay in any benefits to Witney Town Centre.

5.5.6 Criticisms have been made about the methodology used in the 2004 report with regards to the potential bias in favour of CLR due to its shorter procurement timescale and available developer funding. To draw this out the scoring process has been divided into two sections and these parameters have been incorporated into the second section of the analysis presented in the revised summary score sheet, Appendix F.

6.0 Conclusion

6.1 Summary of Key Issues

6.1.1 The key issues relating to each alternative are summarised below:

- ***Cogges Link***

  For: A long-standing highway proposal for the town and a safeguarded route within the WOLP;
  Almost fully funded;
  Short procurement time;
  The best stand alone scheme for traffic reduction in the AQMA and CA.

  Against: Adverse impact on character, quality and setting of the River Windrush and floodplain;
  Adverse impact on possible dormouse habitat south of Cogges.

- ***Cogges Link + West End Link Phase 2 (N)***

  For: A long-standing highway proposal for the town and a safeguarded route within the WOLP;
  Land for WEL is safeguarded within the WOLP;
  Large amount of developer funding available for CLR;
  Short procurement time for CLR;
  Best of the combined options in terms of overall traffic reduction in the AQMA.

  Against: Adverse impact on character, quality and setting of the River Windrush and floodplain;
  Adverse impact on possible dormouse habitat south of Cogges;
  Adverse visual impacts at West End;
  Long procurement time for WEL Phase 2.

- ***Shores Green***

  For: Relatively small construction footprint;
  Limited environmental impact;
  Some reduction of traffic through the AQMA.

  Against: Adverse impact on possible dormouse habitat at Shores Green;
  No reduction of through traffic in the CA;

Traffic into south Witney via A40 is brought into an already overloaded junction at Station Lane/Ducklington Lane.

- ***Shores Green + West End Link Phase 2 (N)***

  For: Some reduction of traffic through the AQMA;
  Land for WEL is safeguarded within the WOLP.

  Against: Increases traffic through the CA;
  Adverse impacts on possible dormouse habitat at Shores Green;
  Adverse impact on river corridor;
  Adverse visual impacts at West End;
  Long procurement time for WEL Phase 2 (N);
  Traffic into south Witney via A40 is brought into an already overloaded junction at Station Lane/Ducklington Lane.

6.2 Discussion and Recommendation

6.2.1 The summary table in Appendix F shows the overall scoring for each alternative. This has been compiled from score sheets for each objective heading. Following criticism of the earlier Assessment of Alternatives report produced as part of the 2004 application, this has been split into two parts. The first totals the scores for the Environment, Safety and Accessibility sub-objectives. The second totals scores from the Economy and Integration sub-objectives, i.e. those where CLR tends to have an in built advantage. Overall total scores are also shown.

6.2.2 SG tends to score better under the Environment sub-objective as it's 'footprint' is very much smaller that the other alternatives, and it is relatively remote. The particular methodology employed tends to under-emphasise the beneficial effects of the CLR on the town centre.

6.2.3 The relative remoteness of SG is the reason it fails to achieve the significant reductions in town centre traffic compared to CLR, as it would entail a significant detour to reach the town centre. The strength of CLR lies in its compliance with planning policy and strategy (especially at the local level) and its ready funding. It is acknowledged that a SG scheme could also attract developer funding, but the potential level of this can only be guessed at this stage.

6.2.4 The nature of the methodology used is such that the significant benefits of CLR in terms of traffic reduction in the town centre are not fully reflected in the scoring. The Traffic Modelling Forecast Report (TMFR) however makes clear the significant advantages of this scheme in relation to reducing the traffic congestion in central Witney. This is the key objective of this process, as stated in paragraph 3.4.1 of this report.

6.2.5 The TMFR in particular highlights the following result from the traffic screening process:

'2.4.4 All schemes and combinations reduced traffic through the AQMA. Of the stand alone options, the CLR produced the best reduction (14.9%). The combined option of all three schemes gave the best AQMA reduction (21.6%), whilst the best two scheme option was CLR+WEL (19.0%).'

6.2.6 The benefits of CLR in terms of the wider planning strategy for Witney are also not reflected in this process, in particular its function as part of a local distributor route around the east side of the town in conjunction with the recently constructed Jubilee Way. A lot of the development constructed or planned in the north east sector of the town relies on this local infrastructure to give access to the town centre. The performance of the chosen scheme in combination with the WEL is also relevant in terms of the long term planning policy, as the latter is also highlighted as part of the future strategy for traffic management around the town.

6.2.7 The traffic forecasts for 2011 and 2026 contained in the TMFR make clear the benefits of CLR in regard to the longer term traffic management of Witney. In particular:

'3.4.4 Tables 3.3 and 3.4 clearly illustrate that the level of traffic using the CLR in 2011 is almost double that using the SG slip roads. What this demonstrates is that a substantial level of traffic in the SG scenario continues to use other, less appropriate routes, particularly to reach the town centre, as demonstrated in Figures 3.5 -3.7.'

and

'3.5.6 With WEL in place in 2026, CLR outperforms SG by 24.2% overall.'

6.2.8 The conclusion of the TMFR makes clear the benefits of CLR compared with other schemes examined. In addition, the Complementary Measures Study Report (CMSR) highlights the potential additional benefits that would be gained by the introduction of targeted traffic management measures in Witney town centre. The TMFR has included these measures in the traffic modelling exercise, and the results show that these reinforce the beneficial performance of CLR in comparison with the SG scheme. The modelling also highlights the relative disbenefits of SG in dealing with trips to the town centre, as it would involve a relatively long detour along the A40 and through the already congested Ducklington Lane/Station Lane junction.

6.2.9 It could be argued that the impact of CLR is primarily a function of the larger area affected. However, in terms of wider planning and land use issues affecting the Witney area these negative impacts have to be set against policy aims and wider economic objectives. CLR has long been a key part of the land use planning strategy for Witney, and is a high priority in the OCC highways capital

programme. This is reinforced by the amount of developer funding already secured for the project due to its relationship with developments north east of the town centre. It also has an important relationship with the north east distributor road in allowing traffic to move freely around the eastern side of the conurbation and to access the commercial area south of the town centre.

6.2.10 In terms of timescales and procurement CLR is in a more advantageous position. It is in the OCC Capital Programme and together with a substantial amount of confirmed full developer contributions is nearly fully funded. Allowing for statutory processes, the scheme could be procured in a relatively short timescale. SG is not in any plan and also has no funding. Although this scheme could perhaps be procured in a relatively short time, it is only of significant benefit in combination with WEL. The full benefit of this alternative is therefore dictated by the completion of the WEL scheme and a likely completion date is estimated by OCC no earlier than 2016.

6.2.11 Given the relative difference in likely timescales outlined above and the importance of CLR to the Local Plan Strategy for Witney, it is considered that the environmental disadvantages of the CLR alternative are outweighed by the potential economic advantages to Witney of an early solution to the town centre traffic problems.

6.2.12 SG would in effect only deal with through traffic currently passing through the town centre area a relatively small percentage of the total. The SG west facing slips would effectively allow traffic moving north-east to south west to make use of the existing A40 crossing of the Windrush, but without providing relief for Bridge Street from local traffic accessing the town centre facilities.

6.2.13 The overall process has shown that, whilst SG initially appears to be an environmentally less damaging option, it does not in reality provide a true alternative solution to the traffic congestion problems in central Witney as it tends to deal mainly with through traffic, which is a relatively small part of the issue.

6.2.14 Therefore, notwithstanding the marginal benefits of SG in relation to the ‘soft’ environmental topics, it is recommended that the CLR is taken forward to the full TAG assessment as the preferred scheme, with SG as the next best ‘alternative’.

Appendix A: Initial Screening Traffic Change Figures

Appendix A

Initial Screening Traffic Change Figures

TOTAL AM & PM PEAK	DM	SG	WEL	CLR	SGWEL	CLRWEL	CLRSG	CLRSGWEL
Air Quality Management Area	13785	12581	12151	11733	11609	11164	11544	10814
Change from Do Min		-1204	-1634	-2052	-2176	-2621	-2241	-2971
% Change		**-8.7%**	**-11.9%**	**-14.9%**	**-15.8%**	**-19.0%**	**-16.3%**	**-21.6%**
RANK		**7**	**6**	**5**	**4**	**2**	**3**	**1**
SCORE		**2**	**3**	**3**	**4**	**4**	**4**	**5**

TOTAL AM & PM PEAK	DM	SG	WEL	CLR	SGWEL	CLRWEL	CLRSG	CLRSGWEL
Conservation Area Cordon	14681	14870	24873	13489	21594	18809	13692	18510
Change from Do Min		188	10191	-1193	6913	4128	-990	3828
% Change		**1.3%**	**69.4%**	**-8.1%**	**47.1%**	**28.1%**	**-6.7%**	**26.1%**
RANK		**3**	**7**	**1**	**6**	**5**	**2**	**4**
SCORE		**-1**	**-3**	**2**	**-3**	**-3**	**2**	**-3**

TOTAL AM & PM PEAK	DM	SG	WEL	CLR	SGWEL	CLRWEL	CLRSG	CLRSGWEL
All flows Analysed	28466	27451	37024	25222	33203	29973	25236	29324
Change from Do Min		-1016	8557	-3245	4737	1507	-3231	857
% Change		**-3.6%**	**30.1%**	**-11.4%**	**16.6%**	**5.3%**	**-11.3%**	**3.0%**
RANK		**3**	**7**	**1**	**6**	**5**	**2**	**4**
SCORE		**1**	**0**	**5**	**1**	**1**	**6**	**2**

AQMA Scoring	
Reduction 1-5%	**1**
Reduction 5-10%	**2**
Reduction 10 to 15%	**3**
Reduction 15 to 20%	**4**
Reduction over 20%	**5**

Conservation Area Scoring	
Traffic Increase 10%+	**-3**
Traffic Increase 5-10%	**-2**
Traffic Increase 0-5%	**-1**
Reduction to 5%	**1**
Reduction 5-10%	**2**
Reduction over 10%	**3**

All Flows Scoring
Sum of AQMA & Conservation Area Scores

Key

DM	Do Minimum
SG	Shores Green Slip Roads
WEL	West End Link Phase 2 (N)
CLR	Cogges Link Road

Appendix B: Initial Screening – Summary

APPENDIX B
INITIAL SCREENING - SUMMARY

	Assessment Scores					Suggested Screening Options			
Alternative	Technically feasible	% Change in traffic entering AQMA	% Change in traffic entering CA cordon	All flows analysed	All Flows screening analysis score	Filter better than 5% reduction in all flows to Part 2 assessment	Filter any reduction in all flows to Part 2 assessment	Filter analysis score of 1 and above to Part 2 assessment	Notes
Do Minimum	-	0	0	0.0%	0				
Shores Green Interchange with Full Access	Yes	-8.70%	1.30%	-3.6%	1		Yes	Yes	
West End Link Phase 2 (N)	Yes	-11.90%	69.40%	30.1%	0				
Cogges Link	Yes	-14.90%	-8.10%	-11.4%	5	Yes	Yes	Yes	NB Cogges Link V3
Shores Green + West End Link Phase 2 (N)	Yes	-15.80%	47.10%	16.6%	1			Yes	
Cogges Link + West End Link Phase 2 (N)	Yes	-19.00%	28.10%	5.3%	1			Yes	NB Cogges Link V3
Cogges Link + Shores Green	Yes	-16.30%	-6.70%	-11.3%	6	Yes	Yes	Yes	NB Cogges Link V3
Cogges Link + Shores Green + West End Link Phase 2 (N)	Yes	-21.60%	26.10%	3.0%	2			Yes	NB Cogges Link V3

Stand alone schemes are shown in bold

Appendix C: Cost of Alternatives

APPENDIX C

COSTS OF ALTERNATIVES £m

	Alternative	Construction Cost	Land Cost	Stats Diversion Cost	**Gross cost of scheme**	LTP Funding	Developer contributions Held	Potential Developer contributions	**Net Cost of Alternative**	Score
	Do Minimum	£0	£0	£0	£0	£0	£0	£0	£0	0
	Cogges Link	£13,230,000	£2,200,000	£920,000	£16,350,000	£4,591,000	£7,916,537	£3,842,463	£4,591,000	-1
	Shores Green Interchange - Full access	£8,912,000	£230,000	£60,000	£9,202,000	£6,991,098	£2,210,902	£0	£6,991,098	-2
	Cogges Link + West End Link Phase 2 (N)	£19,030,000	£3,200,000	£980,000	£23,210,000	£11,451,000	£7,916,537	£3,842,463	£11,451,000	-3
	Shores Green+West End Link Phase 2 (N)	£14,712,000	£1,230,000	£120,000	£16,062,000	£13,851,098	£2,210,902	£0	£13,851,098	-3

Scoring Bands	£0-5m	-1
	£5-10m	-2
	£10m+	-3

Developer contributions held = refers to current agreements where development has occurred/will occur soon and money is likely to be collected.

Appendix D: Predicted Timescales to Opening

APPENDIX D
PREDICTED TIME SCALES TO OPENING

Ref	Alternative	Predicted date of opening (latest of combinations)	Band	Score
	Cogges Link Road	2011	3-6	+2
	Shores Green	2011	3-6	+2
	Cogges Link Road + West End Link Phase 2 (N)	2016	6-9	+1
	Shores Green + West End Link Phase 2 (N)	2016	6-9	+1

Score based on banding of time to opening, as follows:

0-3 years	+3
3-6 years	+2
6-9 years	+1
9+ years	0

Base Date - Jan 2008

Appendix E: Land Use Policy Score Sheet

APPENDIX E
Land Use Policy Sub-Objective

Cogges Link	Effect on Policy			
	Adverse	Neutral	Beneficial	Combined Score
Local				
OCC Structure Plan			✓	
West Oxfordshire Local Plan		✓		
OCC Local Transport Plan			✓	**Beneficial**
Windrush in Witney Project		✓		
Witney Integrated Transport Strategy			✓	
Regional				
Regional Planning Guidance 9			✓	**Beneficial**
Draft South East Plan			✓	
National				
A New Deal for Transport: Better for Everyone			✓	
Future of Transport: A Network for 2030			✓	
Accessibility Strategic Plan			✓	
Integration Strategic Plan			✓	
Environmental Strategic Plan			✓	**Beneficial**
PPS 1: Delivering Sustainable Communities			✓	
PPS 9 Biodiversity and Geological Conservation	✓			
PPG 13: Transport 2001			✓	
PPS 23: Planning and Pollution Control			✓	
PPG 24: Planning and Noise			✓	
PPS 25: Development and Flood Risk		✓		

Shores Green	Effect on Policy			
	Adverse	Neutral	Beneficial	Combined Score
Local				
OCC Structure Plan	✓			
West Oxfordshire Local Plan		✓		
OCC Local Transport Plan			✓	**Neutral**
Windrush in Witney Project		✓		
Witney Integrated Transport Strategy		✓		
Regional				
Regional Planning Guidance 9			✓	**Beneficial**
Draft South East Plan			✓	
National				
A New Deal for Transport: Better for Everyone			✓	
Future of Transport: A Network for 2030			✓	
Accessibility Strategic Plan			✓	
Integration Strategic Plan			✓	
Environmental Strategic Plan			✓	**Beneficial**
PPS 1: Delivering Sustainable Communities			✓	
PPS 9 Biodiversity and Geological Conservation	✓			
PPG 13: Transport 2001			✓	
PPS 23: Planning and Pollution Control			✓	
PPG 24: Planning and Noise			✓	
PPS 25: Development and Flood Risk		✓		

West End Link	Effect on Policy			
	Adverse	Neutral	Beneficial	Combined Score
Local				
OCC Structure Plan		✓		
West Oxfordshire Local Plan		✓		
OCC Local Transport Plan			✓	**Neutral**
Windrush in Witney Project		✓		
Witney Integrated Transport Strategy			✓	
Regional				
Regional Planning Guidance 9			✓	**Beneficial**
Draft South East Plan			✓	
National				
A New Deal for Transport: Better for Everyone			✓	
Future of Transport: A Network for 2030			✓	
Accessibility Strategic Plan			✓	
Integration Strategic Plan			✓	
Environmental Strategic Plan			✓	
PPS 1: Delivering Sustainable Communities			✓	**Beneficial**
PPS 9 Biodiversity and Geological Conservation		✓		
PPG 13: Transport 2001			✓	
PPS 23: Planning and Pollution Control			✓	
PPG 24: Planning and Noise			✓	
PPS 25: Development and Flood Risk		✓		

Appendix F: Appraisal of Alternatives – Summary Score Table

APPENDIX F

ASSESSMENT OF ALTERNATIVES
SUMMARY SCORE TABLE

Alternative	Environment			Safety			Accessibility			SCORE
name	Score b/f	Weighting	Subtotal	Score	Weighting	Subtotal	Score	Weighting	Subtotal	PART 1
Shores Green Interchange - Full access	0	1	0	-3	1	-3	0	1	0	-3
Cogges Link	-7	1	-7	0	1	0	1	1	1	-6
Cogges Link + West End Link	-8	1	-8	0	1	0	2	1	2	-6
Shores Green + West End Link	-4	1	-4	-3	1	-3	1	1	1	-6

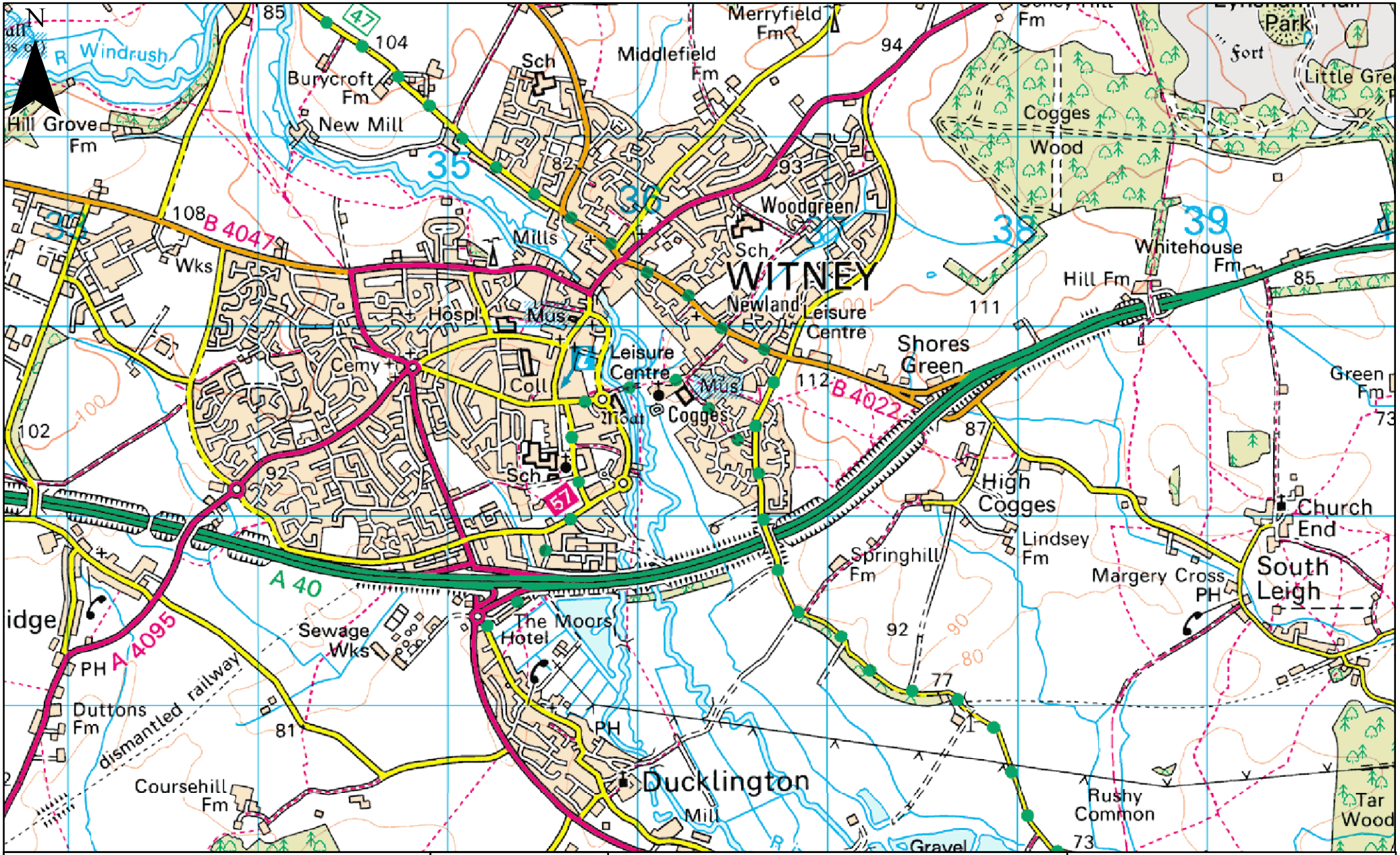
Alternative	Economy			Integration			SCORE	SCORE
name	Score	Weighting	Subtotal	Score	Weighting	Subtotal	PART 2	TOTAL
Shores Green Interchange - Full access	1	1	1	3	1	3	4	1
Cogges Link	3	1	3	6	1	6	9	3
Cogges Link + West End Link	0	1	0	6	1	6	6	0
Shores Green + West End Link	0	1	0	3	1	3	3	-3

NOTES

Standard weighting (multiplier) = 1

The full TAG (GOMMMS) process does not provide an overall summary assessment, only a summary of each sub-objective assessment score.

Appendix G: Figures



Not to scale	**Project**	**Cogges Link**
	Figure 1	**Project Context**
	Date	**January 2008**

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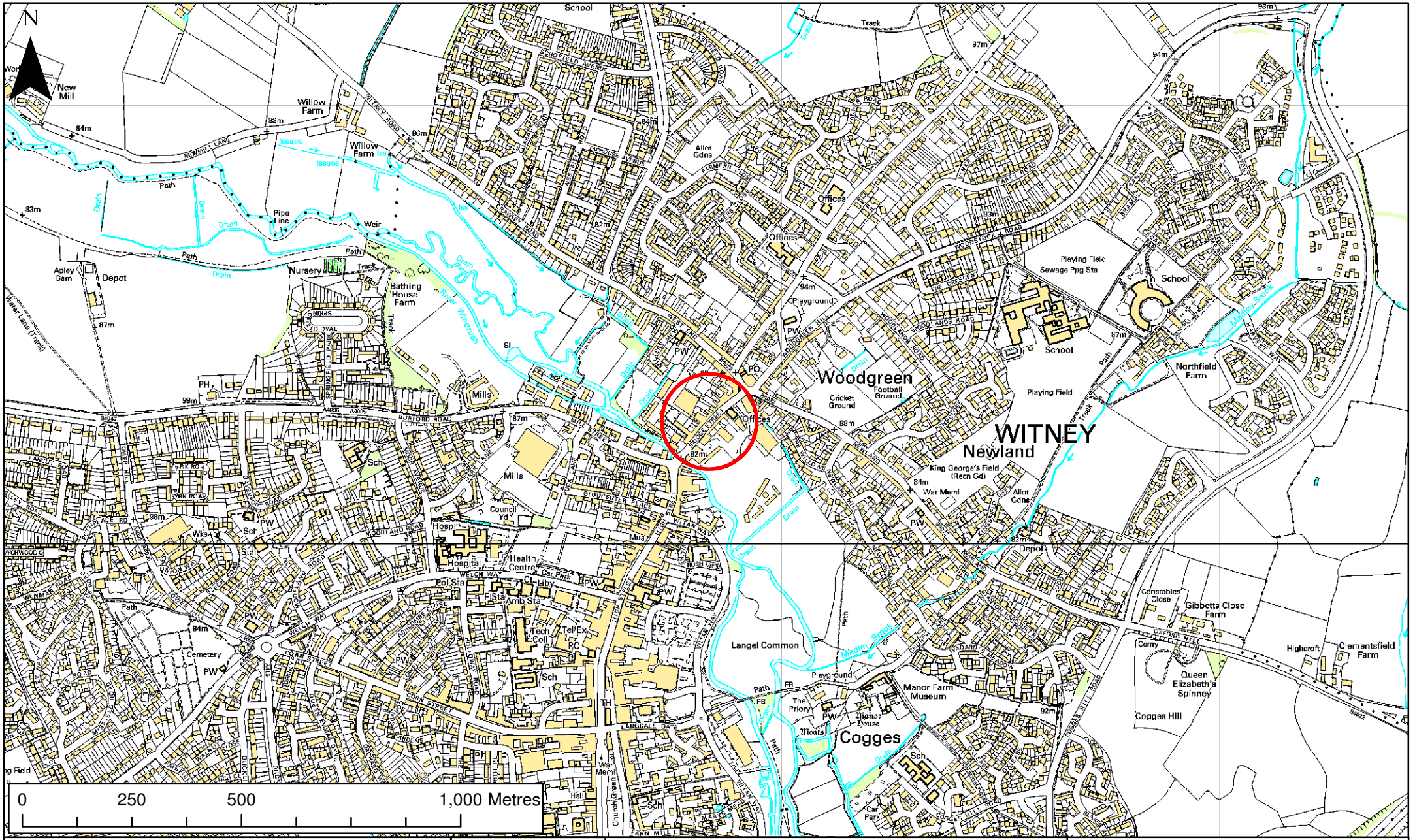

Legend

Bridge Street

Project	**Cogges Link**
Figure 2	**Bridge Street Context**
Date	**January 2008**

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