Appendix C - Part 1 Appraisal Summary Tables

Proposal Details			
Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal)		Scottish Executive	
Proposal Name:	**Review of Signal Timings – Option 1**	Name of Planner:	Hugh Gillies, Scottish Executive Enterprise, Transport and Lifelong Learning Dept Trunk Roads – Transport Division 1 Victoria Quay, Edinburgh EH6 6QQ
Proposal Description:	Timings of the signals at the New Street/Townhead Junction will be reviewed and modelled to improve traffic flows.	Estimated Total Public Sector Funding Requirement:	*Capital costs/grant : N/A* *Annual revenue support: N/A* *Present Value of Cost to Govt.: N/A*
Funding Sought From: (if applicable)	N/A	Amount of Application:	*Sum: N/A*
Background Information			
Geographic Context:	Dalry is a small town within North Ayrshire, with a population of over 4000. The A737 is the main road transport link to the larger towns of Glasgow and Ayr. The wider environs consist of urban fringe areas containing low intensity grazed grassland, wetland areas, boundary features, the River Garnock (notable for its fish population), a number of local wildlife reserves and to the north and east, some pockets of contaminated land. The Putyan Burn also runs through Dalry. The New Street/Townhead area is located within the urban town centre environment. There are a number of listed buildings present in the vicinity.		
Social Context:	The Scottish Index of Multiple Deprivation (SIMD 2004) offers a comprehensive picture of relative area deprivation. It shows that there are 6 data zones in North Ayrshire falling within the 5% most deprived in Scotland (out of 325), and 50 falling within the 20% most deprived zones (out of 1301). In North Ayrshire, average gross weekly income and earnings in 2002 are well below the corresponding levels for Ayrshire-wide and Scotland. There are no social inclusion partnerships (SIP) or priority partnerships in the Dalry study area, but both Dalry and Garnock East wards are eligible for West of Scotland Objective 2 European funding under the current 2000-2006 Programme.		
Economic Context:	The A737 Dalry study area comprises Dalry and (part of) Garnock East. Dalry had a declining population of 6,130 in 2001. The demographic profile of the study area as a whole reflects that of all North Ayrshire. Employment within the study area remains heavily dependent upon manufacturing, and to an important but lesser extent wholesale and retail trade, and health and social work. Unemployment is higher than North Ayrshire and well above Scotland average. The study area is relatively well positioned in respect of educational qualifications, with 25% of the working age population holding a degree or similar qualification. Business formation levels are only marginally below the Scottish average.		

Planning Objectives	
Objective:	Performance against planning objective:
Planning Objective 1 – Stabilise average peak hour journey time over a prescribed length of the A737 through Dalry using 2004 October conditions as datum, without detriment to Town Centre conditions.	Not met for any one of the Planning Horizons. Analysis shows that the junction is operating close to its theoretical maximum and that this Option does not provide any measurable benefit when assessed against 2004 conditions.
Planning Objective 2 – 20% reduction in traffic volume in New Street by 2010 using 2004 conditions as datum	Not met at the Short term Planning Horizon - no impact.
Planning Objective 3 – Improved accessibility across the A737 for non-motorised users.	Not met for any one of the Planning Horizons. Accessibility across A737 likely to be worsened if lights cycle time is optimised (analysis suggests cycle time increase to 140 seconds from 90 seconds) i.e. pedestrians would normally have to wait up to 2 minutes 20 seconds for the pedestrian phase.
Planning Objective 4 – Enhance the attractiveness for walking and cycling in Dalry to improve access Schools, Town Centre etc.	Not met at the Short term Planning Horizon. As above.
Planning Objective 5 – Stabilise average bus journey times through Dalry at peak hours using 2004 conditions as datum.	Not met for any one of the Planning Horizons. Analysis shows that little benefit likely to be achieved since the junction is shown to be operating close to its theoretical maximum
Rationale for Rejection of Proposal:	Proposal is being **rejected** since it fails to demonstrate any improvement at 2004 conditions and therefore will not meet any of the Planning Objectives at any one of the Short (0-5 year), Medium (5-10 year) or Long (10-20 year) Planning Horizons regardless of the traffic growth model assumed.

Proposal Details			
Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal)		Scottish Executive	
Proposal Name:	**Junction modification, one-way traffic operation and improved signage – Option 2**	Name of Planner:	Hugh Gillies, Scottish Executive Enterprise, Transport and Lifelong Learning Dept Trunk Roads – Transport Division 1 Victoria Quay, Edinburgh EH6 6QQ
Proposal Description:	Modification of New Street/Townend Street and A737/Roche Way junction to improve traffic flow. Introduction of one way (southbound) traffic operation in New Street and improved signage of High Sided Vehicle divert route.	Estimated Total Public Sector Funding Requirement:	*Capital cost:* £120,000
			Annual revenue support: £1000
			Present Value of Cost to Govt: To follow at Part 2
Funding Sought From: (if applicable)	Scottish Executive	Amount of Application:	*Sum:* To follow at Pt 2
Background Information			
Geographic Context:	Dalry is a small town within North Ayrshire, with a population of over 4000. The A737 is the main road transport link to the larger towns of Glasgow and Ayr. The wider environs consist of urban fringe areas containing low intensity grazed grassland, wetland areas, boundary features, the River Garnock (notable for its fish population), a number of local wildlife reserves and to the north and east, some pockets of contaminated land. The Putyan Burn also runs through Dalry. The New Street/Townhead area is located within the urban town centre environment. There are a number of listed buildings present in the vicinity.		
Social Context:	The Scottish Index of Multiple Deprivation (SIMD 2004) offers a comprehensive picture of relative area deprivation. It shows that there are 6 data zones in North Ayrshire falling within the 5% most deprived in Scotland (out of 325), and 50 falling within the 20% most deprived zones (out of 1301). In North Ayrshire, average gross weekly income and earnings in 2002 are well below the corresponding levels for Ayrshire-wide and Scotland. There are no social inclusion partnerships (SIP) or priority partnerships in the Dalry study area, but both Dalry and Garnock East wards are eligible for West of Scotland Objective 2 European funding under the current 2000-2006 Programme.		
Economic Context:	The A737 Dalry study area comprises Dalry and (part of) Garnock East. Dalry had a declining population of 6,130 in 2001. The demographic profile of the study area as a whole reflects that of all North Ayrshire. Employment within the study area remains heavily dependent upon manufacturing, and to an important but lesser extent wholesale and retail trade, and health and social work. Unemployment is higher than North Ayrshire and well above Scotland average. The study area is relatively well positioned in respect of educational qualifications, with 25% of the working age population holding a degree or similar qualification. Business formation levels are only marginally below the Scottish average		

Planning Objectives	
Objective:	Performance against planning objective:
Planning Objective 1 – Stabilise average peak hour journey time over a prescribed length of the A737 through Dalry using 2004 October conditions as datum, without detriment to Town Centre conditions.	Not fully met for any one of the Planning Horizons. As modelled using CENTRAL traffic growth and using fixed signal timings, this intervention provides benefits over the Do-Nothing option but fails to satisfy the Objective because of the adverse impact on the non-Trunk Town Centre roads. The modelling also shows severe queuing during the pm peak by 2010 to such an extent that the Town Centre becomes severely congested. However a more sophisticated model incorporating demand responsive signal operation and a more detailed representation of traffic growth may change and improve the situation.
Planning Objective 2 – 20% reduction in traffic volume in New Street by 2010 using 2004 conditions as datum	Not met at Short Term Horizon. 2010 model output data using CENTRAL traffic growth is incomplete due to extensive queuing therefore unable to assess using directly comparable data although it is clear that the severe congestion at 2010 results in significant (and probably unacceptable) delays on all journeys. At both 2004 traffic levels (zero growth) and 2007 (5% based on CENTRAL growth) this option results in increased journey time along New Street.
Planning Objective 3 – Improved accessibility across the A737 for non-motorised users.	Not met at any one of the Planning Horizons. Negative impact due to increased width of pedestrian crossings at the existing traffic light junction (modified to allow 2-way flow) and the more freely flowing traffic conditions on the A737 due to the 2-way flow.
Planning Objective 4 – Enhance the attractiveness for walking and cycling in Dalry to improve access Schools, Town Centre etc.	Not met at any one of the Planning Horizons. No impact
Planning Objective 5 – Stabilise average bus journey times through Dalry at peak hours using 2004 conditions as datum.	Not met at any one of the Planning Horizons – same issues as described above for Planning Objective 1.

Rationale for Selection	This proposal is **accepted.** Whilst it fails to satisfactorily meet any one of the Planning Objectives at any one of the Short (0-5 year), Medium (5-10 year) or Long (10-20 year) Planning Horizons, when CENTRAL traffic growth is assumed, there are short term benefits which are eroded by 2007. However it is thought that more detailed modelling could extend the life of these benefits. Model testing at Part 2 will need to review and apply appropriate targeted traffic growth scenarios and employ a more sophisticated approach to modelling the signal green times.

Implementability Appraisal	
Technical:	This is a straightforward option to implement with no technical difficulties or risks identified.
Operational:	No
Financial:	Proposals are financially feasible.
Public:	Proposal has not yet been made public. It may meet with some objections, primarily due to the plans to introduce one way traffic operation along New Street.

Government's Objectives for Transport		
Objective	Assessment Summary	Supporting Information
Environment:	**Overall minor positive** Minor positive Minor positive Minor negative No change	Instigation of a one-way route with reduction in congestion, delays and stop-start movements giving a consequential reduction in traffic emissions (CO_2, PM_{10}, NO_2), thus promoting an increase in air quality. Possible water quality improvements through a reduction in pollutant accumulation on road surface and therefore in run-off due to the improved through-flow of traffic. Possibility of vibrations from increased traffic speed affecting listed buildings. Noise levels may increase as traffic speed increases as a result of free flow conditions however this is balanced by the reduction in noise from queuing traffic. No additional nuisance envisaged.
Safety:	Moderate Benefit	Improved signage should lead to a reduction of High sided Vehicles passing through Dalry which should improve safety for vehicle travellers and pedestrians. Improved traffic flow would reduce driver frustration and stress and also improve safety.
Economy:	Minor Benefit	Modification of New Street/Townend Street and A737/Roche Way junction will seek to improve vehicle movements and alleviate traffic congestion in Dalry. Similarly, introduction of the proposed one-way system along New Street will help traffic flows, and encourage greater reliability and reduced journey times. Improved HGV signage would complement these actions. Prospective positive benefits also for existing local businesses and residents through easing in congestion and improved local environment. It will not though open-up any new development land and sites in the study area.
Integration:	No benefit or impact	Proposal is primarily aimed at vehicles travellers and thus will not promote transport integration to any great extent.
Accessibility & Social Inclusion:	Minor benefit	Traffic flow and thus accessibility should be improved by junction modification.

Proposal Details			
Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal)		Scottish Executive	
Proposal Name:	**Review of Car Parking, delivery and bus stops – Option 3**	Name of Planner:	Hugh Gillies, Scottish Executive Enterprise, Transport and Lifelong Learning Dept Trunk Roads – Transport Division 1 Victoria Quay, Edinburgh EH6 6QQ
Proposal Description:	Involves a review of waiting restrictions, improvements to off-street car park accesses and signage, and additional signage and bollards where necessary. Provision for shop deliveries would be reviewed and bus-halts relocated.	Estimated Total Public Sector Funding Requirement:	*Capital costs/grant :* £50,000 *Annual revenue support*: £500 (Excluding parking enforcement support) *Present Value of Cost to Govt.* To follow at Pt *2*
Funding Sought From: (if applicable)	North Ayrshire Council & The Scottish Executive	Amount of Application:	*Sum:* To follow at Part 2
Background Information			
Geographic Context:	Dalry is a small town within North Ayrshire, with a population of over 4000. The A737 is the main road transport link to the larger towns of Glasgow and Ayr. The wider environs consist of urban fringe areas containing low intensity grazed grassland, wetland areas, boundary features, the River Garnock (notable for its fish population), a number of local wildlife reserves and to the north and east, some pockets of contaminated land. There are a number of listed buildings present in the town centre. The Putyan Burn also runs through Dalry. The proposed improvements are located in the urban town centre environment.		
Social Context:	The Scottish Index of Multiple Deprivation (SIMD 2004) offers a comprehensive picture of relative area deprivation. It shows that there are 6 data zones in North Ayrshire falling within the 5% most deprived in Scotland (out of 325), and 50 falling within the 20% most deprived zones (out of 1301). In North Ayrshire, average gross weekly income and earnings in 2002 are well below the corresponding levels for Ayrshire-wide and Scotland. There are no social inclusion partnerships (SIP) or priority partnerships in the Dalry study area, but both Dalry and Garnock East wards are eligible for West of Scotland Objective 2 European funding under the current 2000-2006 Programme.		
Economic Context:	The A737 Dalry study area comprises Dalry and (part of) Garnock East. Dalry had a declining population of 6,130 in 2001. The demographic profile of the study area as a whole reflects that of all North Ayrshire. Employment within the study area remains heavily dependent upon manufacturing, and to an important but lesser extent wholesale and retail trade, and health and social work. Unemployment is higher than North Ayrshire and well above Scotland average. The study area is relatively well positioned in respect of educational qualifications, with 25% of the working age population holding a degree or similar qualification. Business formation levels are only marginally below the Scottish average		

Planning Objectives	
Objective:	Performance against planning objective:
Planning Objective 1 – Stabilise average peak hour journey time over a prescribed length of the A737 through Dalry using 2004 October conditions as datum, without detriment to Town Centre conditions.	Not fully met at any one of the Planning Horizons, but there will be a minor positive impact from introduction of effective parking enforcement, and the extension of parking restrictions on Townend Street near Roche Way Junction. Will all assist in removing impediments to free flow of traffic on the A737.
Planning Objective 2 – 20% reduction in traffic volume in New Street by 2010 using 2004 conditions as datum	Not fully met at the Short term Planning Horizon, but there will be a minor positive impact from the expected greater use of off-street car parks, and the possible removal of the through service buses from New Street.
Planning Objective 3 – Improved accessibility across the A737 for non-motorised users.	Not met at any one of the Planning Horizons – no significant impact.
Planning Objective 4 – Enhance the attractiveness for walking and cycling in Dalry to improve access Schools, Town Centre etc.	Not fully met at the Short term Planning Horizon – minor positive increase in pedestrians entering New Street expected from greater use of off-street car parks.
Planning Objective 5 – Stabilise average bus journey times through Dalry at peak hours using 2004 conditions as datum.	Not fully met at any one of the Planning Horizons, but there will be a minor positive impact from potential introduction of effective parking enforcement, the measures in New Street & Main Street, and the extension of parking restrictions on Townend Street near Roche Way Junction. Will all assist in removing impediments to free flow on the A737.
Rationale for Selection	This proposal is selected for consideration at Part 2 since it partially meets four of the Planning Objectives and would provide a small amount of immediate relief to the Town Centre congestion. It can be expected to complement Option 2 interventions.

Implementability Appraisal	
Technical:	Straightforward. No technical difficulties or abnormal risks foreseen.
Operational:	No factors have been identified which might adversely affect the ability to operate the proposal over its projected life without major additional costs. Appropriate car parking provision, and enforcement of car parking is seen as being very important to maintaining satisfactory conditions – this will require inter-agency working (Scottish Executive, North Ayrshire Council and Strathclyde Police) to implement and maintain.
Financial:	This option primarily affects non-trunk roads and as such it is assumed that the bulk of the funding would be required to be met from North Ayrshire Council's capital works programme with a contribution from the Scottish Executive since some of the proposals affect the A737 Trunk Road. Parking enforcement may well be affected by funding availability.
Public:	Proposal has not yet been made public. Re-routing of through service buses has the potential to meet with a degree of public objection. Improved signage and street furniture are likely to be met with general approval. Introduction of effective parking enforcement likely to be unpopular despite the greater good it is expected to bring. Introduction of "loading only" area in New Street is expected to have a mixed reception from shop keepers and shop patrons.

Government's Objectives for Transport		
Objective	Assessment Summary	Supporting Information
Environment:	Overall minor positive Minor positive Minor positive Minor negative No change	Reduction in congestion, delays and stop-start movements giving a consequential reduction in traffic emissions (CO_2, PM_{10}, NO_2), thus promoting an increase in air quality. Possible water quality improvements through a reduction in pollutant accumulation on road surface and therefore in run-off due to the improved through-flow of traffic. Possibility of vibrations from increased traffic speed affecting listed buildings. Noise levels may increase as traffic speed increases as a result of free flow conditions however this is offset by the reduction in noise from queuing traffic – No additional nuisance envisaged.
Safety:	Minor benefit	New bollards should increase safety for pedestrians and motorists. Improved signage of off street parking may lead to an increase in the volume of traffic using these facilities and thus fewer cars parking 'on street' thus improving safety for all. Enforcement of parking restrictions should reduce illegal parking significantly making the street and footways safer for motorists and non-motorists alike.
Economy:	Moderate benefit	Reviewing current car parking, delivery and bus stop arrangements could have considerable positive impact for Dalry. Improved regulation and enforcement of waiting restrictions and deliveries will assist car and vehicle movements and ease congestion, and along with improved bus stop and car park provision will improve accessibility and environment, all to the benefit of businesses and residents. This will not release development land and sites in the study area.
Integration:	No impact	This proposal will have no overall significant impact on transport integration – the improvements to New Street will assist in easing congestion and will slightly improve the reliability of journey times. But re-routing of service buses to Roche Way will have a small negative impact on transport integration.

Accessibility & Social Inclusion:	Minor benefit	By addressing Dalry's parking issues and taking steps to revise and enforce parking restrictions, facilities in Dalry town centre should become more accessible to all. Regularising delivery times, and promotion of off street car parking facilities should reduce congestion, predominantly on New Street.

Proposal Details			
Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal)		Scottish Executive	
Proposal Name:	**Dalry Bypass – Option 4**	Name of Planner:	Hugh Gillies, Scottish Executive Enterprise, Transport and Lifelong Learning Dept Trunk Roads – Transport Division 1 Victoria Quay, Edinburgh EH6 6QQ
Proposal Description:	A737 by-pass to the east of Dalry from Highfield to Monk Castle.	Estimated Total Public Sector Funding Requirement:	*Capital costs:* £18.0M
			Annual maintenance: £20,000 per annum
			Present Value of Cost to Govt.: To follow at Part 2
Funding Sought From: (if applicable)	Scottish Executive	Amount of Application:	*Sum:* To follow at Part 2
Background Information			
Geographic Context:	Dalry is a small town within North Ayrshire, with a population of over 4000. The A737 is the main road transport link to the larger towns of Glasgow and Ayr. The wider environs consist of urban fringe areas containing low intensity grazed grassland, wetland areas, boundary features, the River Garnock (notable for its fish population), a number of local wildlife reserves and to the north and east, some pockets of contaminated land. There are a number of listed buildings present in the town centre. The Putyan Burn also runs through Dalry. The by-pass would cross the River Garnock, as well as potentially impact upon contaminated land. The majority of the land affected would be agricultural, though the presence of other habitats, such as woodland, wetland and hedgerows has yet to be fully established (consultation responses awaited).		
Social Context:	The Scottish Index of Multiple Deprivation (SIMD 2004) offers a comprehensive picture of relative area deprivation. It shows that there are 6 data zones in North Ayrshire falling within the 5% most deprived in Scotland (out of 325), and 50 falling within the 20% most deprived zones (out of 1301). In North Ayrshire, average gross weekly income and earnings in 2002 are well below the corresponding levels for Ayrshire-wide and Scotland. There are no social inclusion partnerships (SIP) or priority partnerships in the Dalry study area, but both Dalry and Garnock East wards are eligible for West of Scotland Objective 2 European funding under the current 2000-2006 Programme.		

Economic Context:	The A737 Dalry study area comprises Dalry and (part of) Garnock East. Dalry had a declining population of 6,130 in 2001. The demographic profile of the study area as a whole reflects that of all North Ayrshire. Employment within the study area remains heavily dependent upon manufacturing, and to an important but lesser extent wholesale and retail trade, and health and social work. Unemployment is higher than North Ayrshire and well above Scotland average. The study area is relatively well positioned in respect of educational qualifications, with 25% of the working age population holding a degree or similar qualification. Business formation levels are only marginally below the Scottish average

Planning Objectives	
Objective:	Performance against planning objective:
Planning Objective 1 – Stabilise average peak hour journey time over a prescribed length of the A737 through Dalry using 2004 October conditions as datum, without detriment to Town Centre conditions.	Meets Objective at Medium and Long term Planning Horizons. Preliminary assessment shows that removal of the assumed "by-passable" traffic from Dalry has significant benefit to the remaining traffic passing through Dalry on the current A737 especially at peak hours. The assessment indicates that 2004 pm peak average journey times may not be exceeded until around 2025. The bypass will also both significantly reduce the journey times and significantly contribute to the reliability of journey times for traffic now able to by-pass Dalry.
Planning Objective 2 – 20% reduction in traffic volume in New Street by 2010 using 2004 conditions as datum	Not met at the Short term Planning Horizon – option will not be available by 2010. But there would be no impact since there is no change in number of vehicles travelling in New Street between the Cross and the Traffic Lights.
Planning Objective 3 – Improved accessibility across the A737 for non-motorised users.	Partially met in the Medium and Long Term Planning Horizons – the reduced traffic volume on the existing A737 through Dalry in the medium term will reduce the severance effect of the trunk road and thereby lead to improved accessibility for non-motorised users.
Planning Objective 4 – Enhance the attractiveness for walking and cycling in Dalry to improve access Schools, Town Centre etc by 2010.	Not met at the Short term Planning Horizon. Bypass solution unlikely to be introduced by 2010. Longer term benefits would however be experienced.
Planning Objective 5 – Stabilise average bus journey times through Dalry at peak hours using 2004 conditions as datum.	Meets Objective at Medium and Long term Planning Horizons. The reduced traffic volume will reduce queuing and result in bus journeys being stabilised and more reliable.

Rationale for Selection:	This proposal is selected for consideration at Part 2 since it meets Planning Objectives 1 and 5 in the Medium and Long Term Planning Horizons, and partially meets Planning Objective 3. Objectives 2 & 4 cannot be satisfied since they require a Short term solution (i.e. by 2010) which is most unlikely to be achieved with the bypass given the time required to procure such a scheme.

Implementability Appraisal	
Technical:	Towards the southern end of the bypass a structure or structures totalling approximately 160m in length will be required to carry the bypass across the River Garnock (and its flood plain on the west bank) and the Glasgow-Ayr Railway Line (on a 30° skew). Tried and tested design and construction materials are proposed. Old mapping indicates "Blair Iron Works" approximately 400m west of the proposed alignment where it crosses Blair Road with an Ironstone Pit to the south and Coal Pits to the north. No other details relating to this activity have been forthcoming so far. The historic mapping also shows a Lime Kiln on the line of the proposed alignment just south of Blair Road. From the crossing of Blair Road northwards the proposed by-pass alignment traverses an area which has a history of coal mining with 8no. mine entries identified by the Coal Authority. Detailed records of the treatment of the mine entries are not held by the Coal Authority. The Coal Authority also confirms that other mine entries may exist in this locality. A £1M contingency has been allowed in the costing to cover ground preparation/stabilisation works that might be required arising from this source.
Operational:	Providing the historic mine workings described above were properly dealt with at the time of original abandonment, or are suitably treated during construction, there are no factors which might adversely affect the ability to operate the proposal over its projected life without major additional costs.

Financial:	Funding would be required from the Scottish Executive.
Public:	The line of the proposed bypass is included in the 2003 version of the North Ayrshire Local Plan with confirmation that any development proposals prejudicing the long term provision of the by-pass would be resisted by the Council. Objections may arise from local businesses who may be concerned about a reduction in levels of passing trade, and from those whose land/access is affected by the bypass. Concerns may be expressed as to the environmental impacts of a bypass. However in terms of the reduction in traffic levels in Dalry, the project is expected to meet with public approval.

Government's Objectives for Transport			
Objective	Assessment Summary		Supporting Information
Environment:	**Overall moderate negative impact**	Major to minor negative	Habitat loss/fragmentation through land take by new bypass (e.g. hedgerows, wetlands and low intensity grazing land). Indirect impacts on fauna. New bridge or culvert required which, without mitigation, may adversely affect protected species such as otter and salmonid species. Possibility of negative impacts upon biodiversity of the River Garnock.
		Major to minor negative	Visual impacts on sensitive receptors (residential properties, footpaths etc.) and deterioration in landscape character as a result of the new road. Impacts would reduce in the longer term as landscaping matures.
		Major to minor negative	Possibility of negative impacts upon water quality of the River Garnock due to pollutant accumulation on new road surface/accidental spillage and run-off to the river/other watercourses
		Major to minor negative	Disturbance to areas of potentially contaminated land to the north and east of Dalry.
		Major to minor	Land take resulting in the loss of agricultural land.

	negative Major negative to no change Major/Moderate Positive Moderate Positive	Possibility of impact on as yet unrealised archaeological resources. Reduction in traffic volumes and congestion in Dalry and high sided diversion route with a consequential reduction in traffic emissions (CO_2, PM_{10}, NO_2), thus promoting an increase in air quality. Increase in traffic emissions and potential deterioration in air quality for those receptors in close proximity of the new road. Reduced noise/vibration levels in Dalry and high sided diversion route as a result of lower traffic volumes and free flow conditions. Potential traffic noise/vibration nuisance to properties in the vicinity of the new road.
Safety:	Minor to moderate benefit	The reduction of the traffic volume passing through Dalry can be expected to result in a general improvement in safety for all road users in Dalry including pedestrians. This may however be off-set by the ability of vehicles to travel at greater speed along the A737 due to the lighter traffic. Traffic using the by-pass will be able to travel at greater speeds along this section of road, which may be detrimental to the safety of travellers. However this may be negated by the decreased levels of stress (and hence increased safety) which will be experienced by drivers as they are able to drive at a speed more consistent with their wishes. The bypass will also significantly reduce the number of high sided vehicles using the diversion route via Kilbirnie and Glengarnock which will lead to increase in the general safety through these built up areas and Dalry.
Economy:	Moderate to Major benefit	The Dalry bypass option to the east of the town could have strong long term positive benefits for Dalry, especially the town centre and its local businesses. The bypass would assist in removing a proportion of through traffic from the town, thereby alleviating traffic congestion and easing safety concerns. The bypass may provide opportunity for improvements (i.e. traffic or environmental) to counter any perceived short term 'negative' bypass effects. The bypass may also release additional development land, for say residential or employment use, which would most likely be beneficial to the local Dalry economy. The introduction of the bypass will also introduce considerable savings in journey times for all road users, both using the bypass and those passing through Dalry.

Integration:	Minor Benefit	From a route corridor point of view the bypass will lead to greater reliability in travel times leading to greater confidence in making train, ferry and airplane connections for car users. It would also complement the Hunterston development in providing improved road connections for the road freight element should the development proceed. Within Dalry, the reduction in traffic volumes will improve the reliability of travel times to make bus and train connections for local users.
Accessibility & Social Inclusion:	Minor Benefit	The reduced traffic through Dalry will increase the accessibility of facilities generally within Dalry (as there will be less congestion in the town centre). Will increase the accessibility of the DSM Nutritional Products (formerly Roche) factory – an important local employer. The reduction in traffic through the town centre will result in a reduction in the severance effect caused by the existing A737 allowing motorised and non-motorised road users alike improved opportunity to cross the A737 corridor. Inevitably a by-pass acts as a barrier to pedestrians and agricultural activities, and breaks up existing land parcels.

Proposal Details			
Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal)		Scottish Executive	
Proposal Name:	**Pedestrian Crossing – Option 5**	Name of Planner:	Hugh Gillies, Scottish Executive Enterprise, Transport and Lifelong Learning Dept Trunk Roads – Transport Division 1 Victoria Quay, Edinburgh EH6 6QQ
Proposal Description:	Introduction of a Puffin type pedestrian crossing on the A737 near Merksworth Avenue / Lynn Avenue	Estimated Total Public Sector Funding Requirement:	*Capital costs/grant :* £60,000
			Annual revenue support: £500
			Present Value of Cost to Govt.: To follow at Pt 2
Funding Sought From: (if applicable)	Scottish Executive	Amount of Application:	*Sum:* To follow at Pt 2
Background Information			

Geographic Context:	Dalry is a small town within North Ayrshire, with a population of over 4000. The A737 is the main road transport link to the larger towns of Glasgow and Ayr. The wider environs consist of urban fringe areas containing low intensity grazed grassland, wetland areas, boundary features, the River Garnock (notable for its fish population), a number of local wildlife reserves and to the north and east, some pockets of contaminated land. There are a number of listed buildings present in the town centre. The Putyan Burn also runs through Dalry. The proposed pedestrian crossing is located in the urban town centre environment.
Social Context:	The Scottish Index of Multiple Deprivation (SIMD 2004) offers a comprehensive picture of relative area deprivation. It shows that there are 6 data zones in North Ayrshire falling within the 5% most deprived in Scotland (out of 325), and 50 falling within the 20% most deprived zones (out of 1301). In North Ayrshire, average gross weekly income and earnings in 2002 are well below the corresponding levels for Ayrshire-wide and Scotland. There are no social inclusion partnerships (SIP) or priority partnerships in the Dalry study area, but both Dalry and Garnock East wards are eligible for West of Scotland Objective 2 European funding under the current 2000-2006 Programme.
Economic Context:	The A737 Dalry study area comprises Dalry and (part of) Garnock East. Dalry had a declining population of 6,130 in 2001. The demographic profile of the study area as a whole reflects that of all North Ayrshire. Employment within the study area remains heavily dependent upon manufacturing, and to an important but lesser extent wholesale and retail trade, and health and social work. Unemployment is higher than North Ayrshire and well above Scotland average. The study area is relatively well positioned in respect of educational qualifications, with 25% of the working age population holding a degree or similar qualification. Business formation levels are only marginally below the Scottish average

Planning Objectives	
Objective:	Performance against planning objective:

Planning Objective 1 – Stabilise average peak hour journey time over a prescribed length of the A737 through Dalry using 2004 October conditions as datum, without detriment to Town Centre conditions.	Not met for any one of the Planning Horizons – slight negative impact due to introduction of additional set of controls on the A737 (although the proposed Puffin crossing causes less delay to vehicles in comparison with other crossing types).
Planning Objective 2 – 20% reduction in traffic volume in New Street by 2010 using 2004 conditions as datum	Not met at the Short Term Planning Horizon – no impact.
Planning Objective 3 – Improved accessibility across the A737 for non-motorised users.	Met – the crossing will significantly reduce the time taken for a significant proportion of Dalry residents to reach a controlled crossing point on the A737. The proposed Puffin crossing, which automatically varies the crossing times by way of infra-red cameras, is considered most appropriate given the width of the road and the significant proportion of elderly residents understood to be living to the east of the crossing location.
Planning Objective 4 – Enhance the attractiveness for walking and cycling in Dalry to improve access Schools, Town Centre etc.	Partially met at the Short Term Planning Horizon – but minor positive impact expected due to additional crossing point.
Planning Objective 5 – Stabilise average bus journey times through Dalry at peak hours using 2004 conditions as datum.	Not met for any one of the Planning Horizons – no impact.
Rationale for Selection:	This proposal is selected for consideration at Part 2 since it meets Planning Objective 3. It is also seen as being likely to complement Option 7 (implementation of green travel plans).

Implementability Appraisal

Technical:	Straightforward. No technical difficulties or abnormal risks foreseen. The "Puffin" type crossing proposed is approved by the Highways Authorities.
Operational:	No factors have been identified which might adversely affect the ability to operate the proposal over its projected life without major additional costs.
Financial:	Funding would be required from the Scottish Executive.
Public:	Proposal has not been made public, but is expected to meet with general approval from the public. Proposals will not result in significant detrimental effect on traffic flow on the A737 and thus objections are not expected to originate from vehicle travellers or local residents.

Government's Objectives for Transport

Objective	Assessment Summary	Supporting Information
Environment:	Minor negative impact	Increase in noise and air emissions due to decelerating/accelerating traffic (stop-start effect) at the new pedestrian crossing. Potential for queuing traffic.
Safety:	Major Benefit	Provision of pedestrian crossings will inherently improve safety for both pedestrians and vehicles using the corridor. A pedestrian crossing is particularly desirable at this location given the high number of elderly residents crossing the A737. The crossing point coincides with the location of a school crossing patrol, and will therefore provide improved safety to school children.
Economy:	No benefit or impact	The introduction of a pedestrian crossing on the A737 near Merksworth Avenue and Lynn Avenue would likely have a neutral 'economy' impact upon the A737 Dalry study area.
Integration:	Minor Benefit	Provision of a pedestrian crossing would increase the attractiveness of Dalry for pedestrians, reducing reliance on car transport and enhancing integration with public transport methods. The crossing will directly link up with the footpath leading to the Health Centre.
Accessibility & Social Inclusion:	Moderate Benefit	The crossing will reduce the isolation caused by the A737 and will significantly improve the access to the most of Dalry's community facilities including schools and shops for residents living to the east of the A737. Reduces social exclusion as facilities will be available for all, particularly vulnerable groups in society.

Proposal Details			
Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal)		Scottish Executive	
Proposal Name:	**Cyclist/Pedestrian Facilities – Option 6**	Name of Planner:	Hugh Gillies, Scottish Executive Enterprise, Transport and Lifelong Learning Dept Trunk Roads – Transport Division 1 Victoria Quay, Edinburgh EH6 6QQ
Proposal Description:	Improve the footpath/cycleway south west from the Railway Station to A737, and the provision of cycle racks/secure storage in Dalry Town Centre and Railway Station.	Estimated Total Public Sector Funding Requirement:	*Capital costs:* £62,000
			Annual revenue support: £1000
			Present Value of Cost to Govt.: To follow at Pt 2
Funding Sought From: (if applicable)	North Ayrshire Council / Scottish Executive	Amount of Application:	*Sum:* To follow at Pt 2
Background Information			
Geographic Context:	Dalry is a small town within North Ayrshire, with a population of over 4000. The A737 is the main road transport link to the larger towns of Glasgow and Ayr. The wider environs consist of urban fringe areas containing low intensity grazed grassland, wetland areas, boundary features, the River Garnock (notable for its fish population), a number of local wildlife reserves and to the north and east, some pockets of contaminated land. There are a number of listed buildings present in the town centre. The Putyan Burn also runs through Dalry. The footpath/cycleway is located on the edge of the urban area, following the course of the Putyan Burn and across the River Garnock. Amenity grassland is mainly present here.		
Social Context:	The Scottish Index of Multiple Deprivation (SIMD 2004) offers a comprehensive picture of relative area deprivation. It shows that there are 6 data zones in North Ayrshire falling within the 5% most deprived in Scotland (out of 325), and 50 falling within the 20% most deprived zones (out of 1301). In North Ayrshire, average gross weekly income and earnings in 2002 are well below the corresponding levels for Ayrshire-wide and Scotland. There are no social inclusion partnerships (SIP) or priority partnerships in the Dalry study area, but both Dalry and Garnock East wards are eligible for West of Scotland Objective 2 European funding under the current 2000-2006 Programme.		

Economic Context:	The A737 Dalry study area comprises Dalry and (part of) Garnock East. Dalry had a declining population of 6,130 in 2001. The demographic profile of the study area as a whole reflects that of all North Ayrshire. Employment within the study area remains heavily dependent upon manufacturing, and to an important but lesser extent wholesale and retail trade, and health and social work. Unemployment is higher than North Ayrshire and well above Scotland average. The study area is relatively well positioned in respect of educational qualifications, with 25% of the working age population holding a degree or similar qualification. Business formation levels are only marginally below the Scottish average

Planning Objectives	
Objective:	Performance against planning objective:
Planning Objective 1 – Stabilise average peak hour journey time over a prescribed length of the A737 through Dalry using 2004 October conditions as datum, without detriment to Town Centre conditions.	Not met for any one of the Planning Horizons – no impact
Planning Objective 2 – 20% reduction in traffic volume in New Street by 2010 using 2004 conditions as datum	Partially met at the Short term Planning Horizon – possible minor positive impact resulting if modal shift from cars to walking/cycling achieved.
Planning Objective 3 – Improved accessibility across the A737 for non-motorised users.	Not met for any one of the Planning Horizons – no impact
Planning Objective 4 – Enhance the attractiveness for walking and cycling in Dalry to improve access Schools, Town Centre etc.	Partially met at the Short term Planning Horizon – likely minor positive impact since improved footpath/cyclepath and introduction of cycle racks / secure storage can be expected to encourage more residents to walk/cycle in Dalry.
Planning Objective 5 – Stabilise average bus journey times through Dalry at peak hours using 2004 conditions as datum.	Not met for any one of the Planning Horizons – no impact

Rationale for Selection	Accept for Part 2 Assessment. Whilst this intervention in isolation is assessed as only partially meeting two of the Objectives, when taken as a part of a package of other options, it might be expected to contribute to an improvement in the Town Centre conditions.

Implementability Appraisal	
Technical:	No novel/untried technologies will be used. No technical risk foreseen.
Operational:	Secure bike storage boxes likely to be subject to vandalism/ongoing maintenance.
Financial:	Operational costs are negligible, but Secure bike storage boxes can be expected to require maintenance.

Public:	Proposal has not been made public, but is expected to meet with general approval from the public.

Government's Objectives for Transport		
Objective	Assessment Summary	Supporting Information
Environment:	Overall minor benefit Minor positive Minor positive Minor positive	May increase the ratio of bicycle users to car users, thus reducing traffic emissions (CO_2, PM_{10}, NO_2), thus promoting an increase in air quality. Possible water quality improvements through a reduction in pollutant accumulation on road surface and therefore in run-off due to decreased vehicular. Reduction in noise and vibration to listed buildings in the town centre through reductions in vehicular traffic.
Safety:	No benefit or impact	An overall neutral impact is likely. Increased numbers of walkers and cyclists can be expected – there are main likely consequences: firstly a minor benefit from the slight reduction in vehicle trips and increased pedestrian/cyclist usage of (safer) off-road paths, and secondly a minor negative impact from the increased number of walkers and cyclists who will be introduced to the Dalry road network, and increased number of road crossing trips by walkers and cyclists. Lighting of the cycleway must be sufficient to ensure personal safety of users.
Economy:	No benefit or impact	The implementation of improvements to the footpath/cycleway south west from the Railway Station to the A737, along with the provision of cycle racks/secure storage in Dalry town centre and at the railway station is likely to result in a neutral effect/impact upon the A737 Dalry 'economy'.

Integration:	Minor benefit	Increased facilities for cyclists, particularly at Dalry train station should enhance the attractiveness of a cycling/train interchange and improve integration of these transportation methods. Encourages green and sustainable methods of transport.
Accessibility & Social Inclusion:	Minor Benefit	Provision of secure storage should encourage cyclists to utilise cycleway and hence increase accessibility to all facilities in Dalry. Will facilitate easier access to / regress from the train station. Increase accessibility for all and thus reduces impacts of social exclusion. Town Centre bike facilities can be expected to encourage greater frequency of cycling trips.

Proposal Details			
Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal)		Scottish Executive	
Proposal Name:	**School Travel Plans – Option 7**	Name of Planner:	Hugh Gillies, Scottish Executive Enterprise, Transport and Lifelong Learning Dept Trunk Roads – Transport Division 1 Victoria Quay, Edinburgh EH6 6QQ
Proposal Description:	Preparation and implementation of school travel plans with a view to reducing car borne pupils.	Estimated Total Public Sector Funding Requirement:	*Capital costs/grant :* N/A
			Annual revenue support: N/A
			Present Value of Cost to Govt.: N/A
Funding Sought From: (if applicable)	N/A	Amount of Application:	*Sum:* N/A
Background Information			
Geographic Context:	Dalry is a small town within North Ayrshire, with a population of over 4000. The A737 is the main road transport link to the larger towns of Glasgow and Ayr. The wider environs consist of urban fringe areas containing low intensity grazed grassland, wetland areas, boundary features, the River Garnock (notable for its fish population), a number of local wildlife reserves and to the north and east, some pockets of contaminated land. There are a number of listed buildings present in the town centre. The Putyan Burn also runs through Dalry.		
Social Context:	The Scottish Index of Multiple Deprivation (SIMD 2004) offers a comprehensive picture of relative area deprivation. It shows that there are 6 data zones in North Ayrshire falling within the 5% most deprived in Scotland (out of 325), and 50 falling within the 20% most deprived zones (out of 1301). In North Ayrshire, average gross weekly income and earnings in 2002 are well below the corresponding levels for Ayrshire-wide and Scotland. There are no social inclusion partnerships (SIP) or priority partnerships in the Dalry study area, but both Dalry and Garnock East wards are eligible for West of Scotland Objective 2 European funding under the current 2000-2006 Programme.		
Economic Context:	The A737 Dalry study area comprises Dalry and (part of) Garnock East. Dalry had a declining population of 6,130 in 2001. The demographic profile of the study area as a whole reflects that of all North Ayrshire. Employment within the study area remains heavily dependent upon manufacturing, and to an important but lesser extent wholesale and retail trade, and health and social work. Unemployment is higher than North Ayrshire and well above Scotland average. The study area is relatively well positioned in respect of educational qualifications, with 25% of the working age population holding a degree or similar qualification. Business formation levels are only marginally below the Scottish average.		

Planning Objectives	
Objective:	Performance against planning objective:
Planning Objective 1 – Stabilise average peak hour journey time over a prescribed length of the A737 through Dalry using 2004 October conditions as datum, without detriment to Town Centre conditions.	Partially met at all of the Planning Horizons – minor benefit will be achieved if target reduction in car trips is recognised.
Planning Objective 2 – 20% reduction in traffic volume in New Street by 2010 using 2004 conditions as datum	Not met at the Short Term Horizon – negligible effect on traffic volumes anticipated since New Street is not the shortest or quickest route to the schools for arrivals from the east of Dalry.
Planning Objective 3 – Improved accessibility across the A737 for non-motorised users.	Not met at any one of the Planning Horizons
Planning Objective 4 – Enhance the attractiveness for walking and cycling in Dalry to improve access Schools, Town Centre etc.	Partially met at the Short Term Horizon – minor benefit will be achieved if target reduction in car trips is recognised. It is noted that St Palladius has recently agreed to the installation of a new 12 cycle storage rack, and Dalry Primary School, a new 48 cycle rack. These new facilities should encourage more cycling trips by pupils.
Planning Objective 5 – Stabilise average bus journey times through Dalry at peak hours using 2004 conditions as datum.	Not met at any one of the Planning Horizons – minor benefit will be achieved if target reduction in car trips is recognised.
Rationale for Selection	This option is accepted for Part 2 Appraisal since it can be expected to make a (small) contribution to improving the Town Centre conditions. Any meaningful reduction in car trips would be of benefit. It is proposed that a survey be carried out to assess the number of pupils who arrive by car to determine whether there is scope for a meaningful reduction in car trips.

Implementability Appraisal	
Technical:	Implementation of school travel plans are outwith the control of MP – operate only in an advisory rather than a regulatory role. It is however expected that the implementation of the travel plans would be straightforward and that technical risk would be minimal.
Operational:	None identified.
Financial:	The capital cost of implication is envisaged to be minimal. Council has a programme for the introduction of such schemes, and both these schools are on the programme.
Public:	The schools have already been given the opportunity to participate by the Council – St Palladius has accepted, the main Primary School has determined not to take the opportunity at present.

Government's Objectives for Transport		
Objective	Assessment Summary	Supporting Information
Environment:	Overall minor positive Minor positive Minor positive Minor positive	Increase travel by public transport/bicycle/foot thereby reducing car use and congestion creating more freely flowing traffic conditions. Reduced traffic emissions (CO_2, PM_{10}, NO_2), thus promoting an increase in air quality. Associated reduction in noise due to lower volumes of traffic and more freely flowing. Possible water quality improvements through a reduction in pollutant accumulation on road surface and therefore in run-off due to decreased vehicular. Reduction in noise and vibration to listed buildings in the town centre through reductions in vehicular traffic.
Safety:	Moderate Benefit	Proposal will reduce traffic levels around schools at peak times thus increasing safety for pedestrians and all road users.
Economy:	Neutral	The preparation and implementation of school travel plans (with the view to reducing car borne trips for pupils) is most likely to achieve a more sustainable approach to school travel and a reduction in car vehicle trips. This is likely to have no major positive or negative 'economy' impact.
Integration:	Moderate Benefit	May encourage children and parents to walk to school thus alleviating the pressure of vehicle travellers. May be possible to integrate walking routines with bus stop services.
Accessibility & Social Inclusion:	Minor Benefit	Encourages groups of children to travel to /from school together thus reducing the likelihood of social exclusion. May reduce congestion levels around school locations thus increasing accessibility.

Proposal Details			
Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal)		Scottish Executive	
Proposal Name:	**Improve of bus service connections – Option 8**	Name of Planner:	Hugh Gillies, Scottish Executive Enterprise, Transport and Lifelong Learning Dept Trunk Roads – Transport Division 1 Victoria Quay, Edinburgh EH6 6QQ
Proposal Description:	Improvement of bus services from town centre to Train Station to ensure reasonable connectivity with train services.	Estimated Total Public Sector Funding Requirement:	*Capital costs/grant :* N/A
			Annual revenue support: unknown at present
			Present Value of Cost to Govt.: N/A
Funding Sought From: (if applicable)	N/A	Amount of Application:	*Sum:* N/A
Background Information			
Geographic Context:	Dalry is a small town within North Ayrshire, with a population of over 4000. The A737 is the main road transport link to the larger towns of Glasgow and Ayr. The wider environs consist of urban fringe areas containing low intensity grazed grassland, wetland areas, boundary features, the River Garnock (notable for its fish population), a number of local wildlife reserves and to the north and east, some pockets of contaminated land. There are a number of listed buildings present in the town centre. The Putyan Burn also runs through Dalry. The proposed improvements are located both within and on the periphery of the urban area of Dalry.		
Social Context:	The Scottish Index of Multiple Deprivation (SIMD 2004) offers a comprehensive picture of relative area deprivation. It shows that there are 6 data zones in North Ayrshire falling within the 5% most deprived in Scotland (out of 325), and 50 falling within the 20% most deprived zones (out of 1301). In North Ayrshire, average gross weekly income and earnings in 2002 are well below the corresponding levels for Ayrshire-wide and Scotland. There are no social inclusion partnerships (SIP) or priority partnerships in the Dalry study area, but both Dalry and Garnock East wards are eligible for West of Scotland Objective 2 European funding under the current 2000-2006 Programme.		

Economic Context:	The A737 Dalry study area comprises Dalry and (part of) Garnock East. Dalry had a declining population of 6,130 in 2001. The demographic profile of the study area as a whole reflects that of all North Ayrshire. Employment within the study area remains heavily dependent upon manufacturing, and to an important but lesser extent wholesale and retail trade, and health and social work. Unemployment is higher than North Ayrshire and well above Scotland average. The study area is relatively well positioned in respect of educational qualifications, with 25% of the working age population holding a degree or similar qualification. Business formation levels are only marginally below the Scottish average

Planning Objectives	
Objective:	Performance against planning objective:
Planning Objective 1 – Stabilise average peak hour journey time over a prescribed length of the A737 through Dalry using 2004 October conditions as datum, without detriment to Town Centre conditions.	Partially met at all of the Planning Horizons - possible minor benefit to traffic could be expected if modal shift from car to bus results from improved bus service.
Planning Objective 2 – 20% reduction in traffic volume in New Street by 2010 using 2004 conditions as datum	Not met at the Short Term Planning Horizon – no impact.
Planning Objective 3 – Improved accessibility across the A737 for non-motorised users.	Not met at any one of the Planning Horizons - no impact.
Planning Objective 4 – Enhance the attractiveness for walking and cycling in Dalry to improve access Schools, Town Centre etc.	Not met at the Short Term Planning Horizon – no impact.
Planning Objective 5 – Stabilise average bus journey times through Dalry at peak hours using 2004 conditions as datum.	Partially met at all of the Planning Horizons - possible minor benefit to traffic could be expected if modal shift from car to bus results from improved bus service.

Rationale for Selection	Accept for Part 2 Assessment. Whilst this intervention in isolation is assessed as only partially meeting two of the Objectives, when taken as a part of a package, it might be expected to contribute to a general improvement in the Town Centre conditions.

Implementability Appraisal	
Technical:	Expected to be straightforward in terms of technology, however improvement of bus services is outwith MP control.
Operational:	None envisaged but may only become apparent once bus operators are involved.
Financial:	Revenue from bus fares unlikely to be sufficient to make the improved service financially robust without the introduction of an element of subsidy which is likely to be required from the NAC/SE.

Public:	The proposal is expected to gain widespread support, It is expected to reduce congestion (provided passenger numbers are high enough), and improve transport integration in the area.

Government's Objectives for Transport		
Objective	Assessment Summary	Supporting Information
Environment:	Minor positive	Anticipated (small) reduction on car use as people move to public transport (train and bus) due to better service connections. Potential reduction in emissions (CO_2, PM_{10}, NO_2), thus promoting a increase in air quality. Associated reduction in noise due to lower volumes of traffic and more freely flowing conditions.
Safety:	Minor positive	Anticipated (small) reduction in car use will lead to a small reduction in congestion, and will consequently improve conditions for all road users which can be expected to lead to improved safety.
Economy:	Neutral	This option comprises the improvement of bus services from Dalry town centre to Dalry train station as a means to provide connectivity with current train services. The most likely beneficiaries would be those travelling to and from Dalry via train. This is considered, however, unlikely to have any significant positive or negative 'economy' impact.

Integration:	Moderate Benefit	Increased attractiveness of bus services and thus enhancement of the appeal of the public transport network. Bus service and train services to run at complementary times, thus increasing integration.
Accessibility & Social Inclusion:	Moderate benefit	Those people who are reliant on public transport would benefit as a result of the improved bus service which should lead to greater use and improved social inclusion.