6 Part 1 Appraisal

6.1 Outline of Initial Appraisal

The options described in Table 4.1 were assessed and options A2, A4 and A5 were packaged together; the rationale being that A2 could not be expected to be successful without the concurrent implementation of A4, and that A5 could be expected to be implemented in parallel as an additional traffic management aid.

6.2 Final Packaged Option

The final packaging of options considered in this part of the appraisal is summarised in the following table:

Table 6.1: Option Packaging

OPTIONS		
Ref	**Description**	**Packaged Option to test**
A1	Review signal timings on existing Traffic Lights at New Street / Townend Street junction to improve traffic flows.	**One**
A2	Modify main New Street / Townend Street and A737/Roche Way junctions to improve traffic flows.	**Two**
A4	Introduction of one way traffic operation along North Street and New Street and possible one-way traffic operation in Main Street and review operation of Courthill Street and Aitken Street.	
A5	Improve signing of High Sided Vehicle divert route and / or high load sensor	
A3	Car Parking, deliveries and bus stops: a. Review/Revise waiting restrictions on A737 near junctions and on non-trunk roads, and enforce. b. Review and improve where necessary off-street car park accesses and signage. c. Additional signage, bollards and guardrails around town centre d. Regularise shop deliveries to reduce conflict with other users of the network. e. Relocate bus-halts from Dalry Cross to more convenient location	**Three**
A6	Introduce an A737 by-pass to east of Dalry from Highfield to Monk Castle.	**Four**
A7	Introduce pedestrian crossing on A737 from Merksworth Ave / Lynn Ave area for largely elderly residents to Health Centre on west side of A737	**Five**
A8	Improve footpath/cycle way south west from Railway Station to A737, and provision of cycle racks / secure storage in Town Centre and Railway Station	**Six**
A9	Preparation and implementation of school travel plans with view to reducing car borne pupils.	**Seven**
A10	Improve bus services from town centre to Train Station to ensure reasonable connectivity with train services.	**Eight**

6.2.1 Approach to the appraisal of specific options

6.2.1.1 Option One

To assist in the appraisal of **Option One** a TRANSYT (and CYOP) assessment was undertaken for the existing junction configuration for the PM peak period at 2004 flows.

6.2.1.2 Option Two

To assist in the appraisal of **Option Two** a S-Paramics model was coded and tested for the arrangement described below which, following an internal assessment, was considered the most likely arrangement to yield benefit to the operation of the road network.

Table 6.2: S-Paramics model tested for Option Two:

Junction/Road	Assumed Operation
Existing Traffic Light Junction	Assumed conversion to three stage operation (all operating under fixed time plans): Stage 1: 2-way flow on A737 (achieved by geometric modification of junction layout and to be checked using swept path analyses). Stage 2: High Street (New Street (West)) phase Stage 3: Pedestrian phase
Roche Way / Townend Street Junction	Traffic Light Controls introduced and parking restriction applied to east kerbline of Townend Street in vicinity of junction to allow provision of south bound right turn lane.
High Street (New Street (West))	Converted to 1-way (south bound) operation from Dalry Cross to the Traffic Light Junction

A summary of the output from the model testing is provided in Section 6.3 of this Report.

6.2.1.3 Option Three

To assist in the appraisal of **Option Three**, a detailed review of the existing car parking restrictions and provisions was carried out, and appropriate measures drawn up and costed. The outline proposals considered at this stage include:

a. the introduction of a comprehensive set of signage to advise motorists of the route to, and size of, off-street car parking. The rationale for the signing is to direct drivers to car parks such that they do have to travel on New Street between the traffic signals and The Cross.

b. The replacement of the now non-compliant signs showing time limited parking restrictions on New Street.

c. The reconstruction of the existing (wide) footway outside the Library/Bookmakers in New Street to allow a shared footway/vehicle unloading area plus installation of bollards to limit the area taken by unloading vehicles. (This would regularise the use of the area which is currently already used illegally by unloading vehicles).

d. The introduction of one-way (west bound) traffic operation on Main Street between North Street and Kirk Close, and the removal of the current parking restrictions on the north channel of Main Street on the same section.

e. The extension of the double yellow no parking restrictions on the east channel of Townend Street opposite Roche Way junction to allow space for southbound through traffic to pass queuing right turning traffic.

f. Refreshing the double yellow lines on the radii of the Townend Street / New Street Junction.

g. The installation of bollards on the footway on the north radius at the junction between Courthill Street and North Street to put a stop to illegal unloading practices which block the footway for pedestrians. To provide suitable alternative unloading area, this would need to be done in conjunction with the introduction of a "loading only" area along Main Street (only possible if (d) above is implemented). This would also assist in removing an existing occasional conflict when unloading vehicles use the north bound bus lay-by at The Cross.

h. The allocation of part of the existing time limited parking area to a "loading only" area in New Street (e.g. between the Co-op and the Butcher's shop) to overcome the current difficulties for delivery vehicles finding suitable unloading areas. This could be limited to specific time periods. Detailed discussion and agreement with shop keepers would be required prior to proceeding.

i. The removal of the through Service buses from New Street onto Roche Way. Local (smaller) feeder bus services would still be permitted to stop at the Cross to give access to shops etc. Since the existing bus stops at the Cross are quite heavily used this would require detailed surveys and discussions with patrons and bus operators prior to finalising / proceeding.

j. Introduction of effective enforcement of the parking restrictions – this would require discussion and agreement with North Ayrshire Council and Strathclyde Police.

6.2.1.4 Option Four

To assist in the appraisal of **Option Four** the preliminary design of the by-pass (as prepared by North Ayrshire Council in 1997) has been reviewed, revised and costed. The amount of "by-passable" traffic has been estimated from the 2004 traffic surveys. Given the assumed turning counts, roundabouts are proposed at either end. The S-Paramics model has been re-run to establish the likely impact of removing the "by-passable" traffic from Dalry Town Centre – the results are discussed in paragraph 6.3.7 of this Report.

6.2.1.5 Option Five

Following an inspection of the proposed site just south of the Merksworth Avenue junction with Townend Street, it has been determined that a pedestrian crossing could be introduced at this location (although it will require the relocation of the north bound bus halt and shelter on Townend Street slightly northwards, and the relocation of the existing road traffic sign). Given the location and nature of the road it is proposed that a Puffin Crossing is most appropriate.

6.2.2 Environmental Appraisal of Options

An environmental appraisal of the eight options outlined in Table 6.1 has been undertaken in accordance with the requirements of the STAG Part 1 assessment. An

AST has been completed for each option with background environmental information included as necessary. Significance criteria follow that outlined in the STAG manual (i.e. the seven point scale) and for Part 1 are largely based on a subjective judgement using the baseline information available at that time. For the Part 2 assessment definitions of sensitivity, magnitude and significance will be detailed and a more robust determination of significance established as a result of site visits and desk study (i.e. noise emission modelling).

6.3 Traffic Modelling using S-Paramics Microsimulation Software

6.3.1 The Existing Situation and Base Model

To provide a clear understanding of the nature of the existing situation, a detailed Traffic Survey was carried out in October 2004 as part of this commission.

The primary objectives of the survey were as follows:

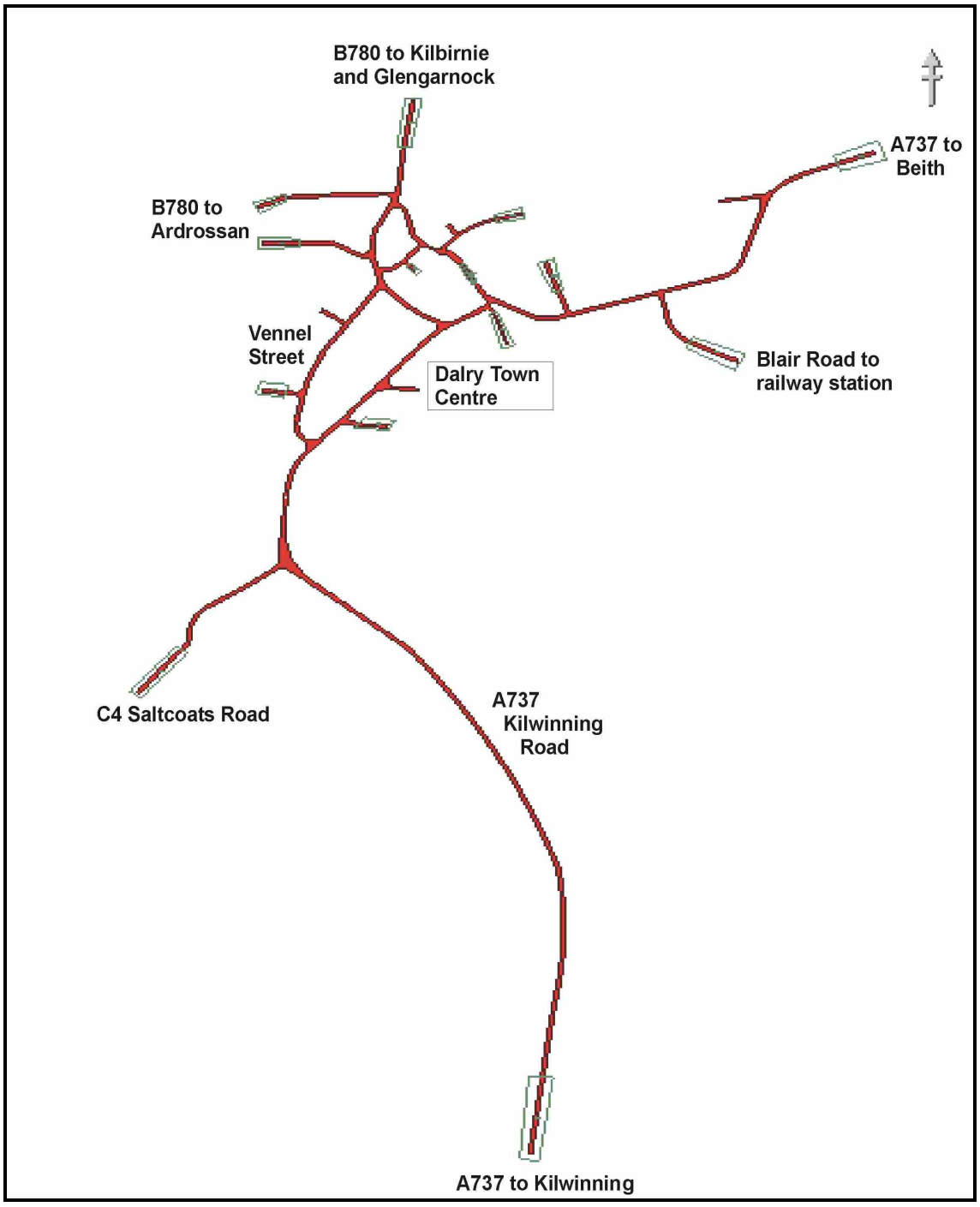
a. To establish accurate current traffic flows and turning counts at key points in the road network in and around Dalry.
b. To establish the journey time through the network, and measure how this varies throughout the day.
c. To identify “through” movements in both directions on the A737 in Dalry.
d. To identify the proportion of high sided vehicles required to divert to avoid the low bridge, and
e. To identify the demand for parking within the town centre.

A S-Paramics Microsimulation Traffic model of the Town of Dalry and its adjoining strategic road network was then developed, and a 2004 “Base” model was constructed and validated against the recorded data and the available Automatic Traffic Count (ATC) data.

Testing of this “Base” model was used to provide baseline data against which proposals could be measured and assessed.

6.3.2 Modelling of Traffic Management Solution (Option Two – see table 6.2)

Option Two (as described in Table 6.2) had been developed with a view to satisfying Objective 1 and Objective 2 in the Short to Medium Term. A “Design” S-Paramics traffic model was constructed and tested to simulate the provisions of this Option. A representation of the S-Paramics model is provided in the following figure.



Representation of the S- Paramics Traffic Model

6.3.3 Future Year Traffic Growth

Central National Road Traffic Forecast (NRTF) growth has been assumed as being the most appropriate assumption for the Part 1 Assessment. North Ayrshire Council and the Scottish Executive were consulted on an appropriate level of traffic growth for

future years. North Ayrshire Council considered that due to the lack of employment opportunities to the south of Glasgow, traffic growth could be expected to continue to rise at a rate greater than Low NRTF growth. The Scottish Executive Standards, Traffic and Environmental Branch agreed that the application of Low NRTF growth would be inappropriate and that the use of Central NRTF growth would be compatible with the most recently issued Network Evaluation from Surveys and Analysis (NESA) modelling guidance.

As such, Central NRTF traffic growth for the future years of 2007, 2010, 2015 and 2025 has been applied at 5%, 10%, 19% and 32%.

6.3.4 S-Paramics Output Summary

For both models (i.e. "Base" and "Design") the journey times along four routes or paths were analysed and compared. The four paths are listed below.

- Path 1 (length 745m): A737 Southbound from the Railway Bridge to Roche Way
- Path 2 (length 285m): A737 Northbound from Merksworth Avenue to New Street signals
- Path 3 (length 315m): Roche Way from Sharon Street junction to New Street signals
- Path 4 (length 137m): New Street from Courthill Street to New Street signals

A separate report on the testing and comparison of the "Base" and "Design" models described above has been completed. A summary of the primary findings is provided below:

6.3.4.1 Path 1 – A737 Southbound

When assessed against 2004 conditions (i.e. zero growth) the "Design" model provides a reduction in the 12 hour average journey time (0700hrs to 1900hrs) of just over 1 minute from 163 seconds to 100 seconds. During the pm peak it reduces the average journey time along this path by nearly 2 minutes, from 268 seconds to 154 seconds. In each case the reliability of the journey is significantly improved as demonstrated by significantly reduced standard deviation times.

When assessed against 2007 conditions (assumed year of opening) the "Design" model provides a reduction of 77 seconds (from 191 seconds to 114 seconds) in the 12 hour average journey time. During the pm peak it reduces the average journey time along this path by nearly 2½ minutes, from 368 seconds to 209 seconds. In case of the 12 hour average, the "Design" model continues to demonstrate improved reliability with reduced standard deviation times. During the pm peak the standard deviation of the "Design" model is higher than the "Base" model – this however is attributed to the fact that in the "Base" model the traffic is already queuing at 16.30, whereas in the "Design model traffic benefits from a longer "free-flow" condition.

When assessed against 2010 conditions (Short Term Planning Horizon) both the "Base" and "Design" models show extensive queuing to such an extent that the Town Centre becomes severely congested during the pm peak hour leading to significantly increased journey times on all routes. Traffic modelling output for 2010 is incomplete due to the extensive queuing meaning that direct comparisons cannot be made.

Summary: journey times on this path are significantly reduced and reliability improved when assessed against 2004 and 2007 conditions. Extensive queuing on each of the four paths develops by 2010 during the pm peak.

6.3.4.2 Path 2 – A737 Northbound

When assessed against 2004 conditions (i.e. zero growth) the "Design" model provides a slight reduction in the 12 hour average journey time of just 7 seconds from 74 seconds to 67 seconds. During the am peak, there is a slightly greater reduction in the average journey time with it reducing from 83 seconds to 56 seconds. During the pm peak however, it increases the average journey time along this path by 42 seconds from 93 seconds to 135 seconds. In the case of the am peak, the reliability of the journey is improved, but there is less reliability in the 12 hour average and the pm peak journeys as demonstrated by increased standard deviation times.

When assessed against 2007 conditions (assumed year of opening) the "Design" model provides a similar picture to the 2004 conditions with journey time reductions in the 12 hour and am peak average journey times, but with an increased journey time during the pm peak.

When assessed against 2010 conditions (Short Term Planning Horizon) both the "Base" and "Design" models show extensive queuing to such an extent that the Town Centre becomes severely congested during the pm peak hour leading to significantly increased journey times on all routes. Traffic modelling output for 2010 is incomplete due to the extensive queuing meaning that direct comparisons cannot be made.

Summary: journey times on this route are generally reduced in the "Design" model over the full 12 hour test, and during the am peak. Journey times during the pm peak are however adversely affected. Extensive queuing on each of the four paths develops by 2010 during the pm peak.

6.3.4.3 Path 3 – Roche Way to New Street signals

When assessed against 2004 conditions (i.e. zero growth) the "Design" model provides an increase in the 12 hour average journey time of 29 seconds from 100 seconds to 129 seconds. During the am peak, there is a slight reduction in the average journey time with it reducing from 107 seconds to 99 seconds. During the pm peak however, it significantly increases the average journey time along this path by 231 seconds from 132 seconds to 361 seconds. In the case of the 12 hour average and the pm peak the reliability of the journey is worsened, but there is a slight improvement in reliability in the am peak.

When assessed against 2007 conditions (assumed year of opening) the "Design" model provides a similar picture to 2004 conditions with journey time reduction in the am peak average journey time, but with increased journey times during the pm peak and the 12 hour average.

When assessed against 2010 conditions (Short Term Planning Horizon) both the "Base" and "Design" models show extensive queuing to such an extent that the Town

Centre becomes severely congested during the pm peak hour leading to significantly increased journey times on all routes. Traffic modelling output for 2010 is incomplete due to the extensive queuing meaning that direct comparisons cannot be made.

Summary: journey times on this route are generally adversely affected in the "Design" model, with the pm peak journey in particular suffering nearly 4 minutes of an increase by 2007. Extensive queuing on each of the four paths develops by 2010 during the pm peak.

6.3.4.4 Path 4 – New Street from Courthill Street to Traffic Lights

When assessed against 2004 conditions (i.e. zero growth) the "Design" model provides an increase in the 12 hour average journey time of 23 seconds from 51 seconds to 74 seconds. During the am peak, there is a slight reduction in the average journey time with it reducing from 56 seconds to 53 seconds. During the pm peak however, it increases the average journey time along this path by 41 seconds from 80 seconds to 121 seconds. In the case of the am and pm peaks the reliability of the journey is improved, but there is a slight worsening in reliability of the 12 hour average.

When assessed against 2007 conditions (assumed year of opening) the "Design" model provides a similar picture with a journey time reduction in the am peak average, but with increased journey times during the pm peak and the 12 hour average.

When assessed against 2010 conditions (Short Term Planning Horizon) both the "Base" and "Design" models show extensive queuing to such an extent that the Town Centre becomes severely congested during the pm peak hour leading to significantly increased journey times on all routes. Traffic modelling output for 2010 is incomplete due to the extensive queuing meaning that direct comparisons cannot be made.

Summary: journey times on this route are generally adversely affected in the "Design" model. Extensive queuing on each of the four paths develops by 2010 pm peak.

6.3.5 Assessment of overall improvement/delay

When comparison is made of the impact on the overall traffic journey times through the Dalry Town Centre Network (average journey time per route times the number of vehicles on that route) the following key points become evident:

a. The total traffic journey times for the "Design" model are less than the corresponding "Base" times for the year in question e.g. during the full 12-hour period in 2004 the "Design" model shows a saving of 14% over the 2004 "Base" and a 21% saving at 2007 conditions.

b. The total traffic journey times for the 2007 "Design" model are slightly greater than the 2004 "Base" times e.g. during the full 12-hour period the 2007 "Design" model shows an increase of 2% over the 2004 "Base".

c. The 2% increase discussed above masks (i) a significant benefit of 14% to Path 1 (A737 Southbound), and (ii) a significant dis-benefit to Paths 3 & 4 of 63%

and 58% respectively i.e. the improvement of conditions on the A737 is at the cost of marked worsening of conditions on other roads.

6.3.6 Sensitivity to Traffic Growth

As noted in 6.3.3 above the model was tested assuming Central NRTF growth on the advice of North Ayrshire Council and the Scottish Executive. This was seen by both of these parties as being the least growth that should be allowed for and equates to 10% growth by 2010.

The model testing carried out and as described as described above at 2004 and 2007 which equate to 0% and 5% growth respectively and can be used to assess the sensitivity of the traffic model.

As described above, the results for the "Design" model at 2004 conditions show significant improvement for the A737 southbound journeys, but result in an increase in the average pm peak hour journey times for the other routes, e.g. average pm peak hour journey time for Path 3 – Roche Way increases from 132 seconds to 363 seconds. By 2007 at the assumed 5% growth, the average time for this same journey is shown to increase to 460 seconds. The average pm peak journey time on Path 4 – New Street (Courthill Street to Traffic lights) shows an increase in the journey time of 50% (80 seconds to 141 seconds) under 2004 (or zero growth) conditions, and increases to 179 seconds under 2007 (5% growth) conditions. Thus even under zero growth or low growth conditions this option would lead to significant journey time delays on southbound movements down New Street and Roche Way.

6.3.7 Removal of By-passable traffic

Preliminary assessment of the possible impact of a by-pass on the Dalry road network conditions suggests that the road network in Dalry will be able to cope with Central NRTF traffic growth until around 2025.

6.3.8 Summary of findings for Option 2

The model testing carried out to date demonstrates that in the immediate short term, this intervention provides

(a) a significant reduction in journey times on the A737,

(b) benefits to the overall network which are quite unevenly distributed.

(c) These benefits are lost by 2007 when Central NRTF traffic growth is applied.

Further analysis of the results suggests that these short term benefits may be able to be extended in time through the utilisation of a more sophisticated traffic signal model, and the adoption of more detailed traffic growth modelling.

6.4 Brief Assessment of the Impacts of the considered Options

A brief description of the impact of the options is provided in the following table:

Table 6.3: Brief Assessment of Impacts

Option	Summary Description	Brief Assessment of Impact
One	Optimisation of timings at Existing traffic light junction.	This option is to seek to re-programme the traffic light schedule to optimise the operation of the junction particularly during the pm peak. A minor to moderate positive impact in the Short Term could be expected depending on the suitability of the current programming.
Two	Traffic management alterations	This option will seek to introduce new traffic management controls to improve the traffic flow through Dalry Town Centre. A minor to moderate positive impact in the Short Term is anticipated.
Three	Car Parking etc	Minor benefit expected arising from the package of proposed improvements.
Four	Eastern By-pass	Major benefit expected in the Long Term with the removal of by-passable traffic from Dalry Town Centre.
Five	New pedestrian Crossing	Minor benefit expected due to the increased accessibility across the A737 thereby reducing the community severance.
Six	Footpath + Cyclepath etc improvements	Minor benefit expected from the introduction of this option
Seven	School Travel plans	Minor benefit expected from the introduction of this option through the probable reduction in “school runs” by car-borne parents.
Eight	Improve Bus Services to train station	Negligible benefit expected. Potential would be to remove a small number of local park and ride train users

6.5 Option Appraisal Summary

A summary of the option appraisal is provided below:

Table 6.4: Option Appraisal Summary

Planning Objectives (Refer to Table 2.1 for details)		Options (refer to Table 6.1 for details)							
		One	Two	Three	Four	Five	Six	Seven	Eight
1	S	× ×	$	×	n/a	× ×	× ×	×	×
	M	× ×	$	×	✓	× ×	× ×	×	×
	L	× ×	$	×	✓	× ×	× ×	×	×
2	S	× ×	× ×	×	n/a	× ×	×	× ×	× ×
	M	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	L	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
3	S	× ×	× ×	× ×	n/a	✓	× ×	× ×	× ×
	M	× ×	× ×	× ×	×	✓	× ×	× ×	× ×
	L	× ×	× ×	× ×	×	✓	× ×	× ×	× ×
4	S	× ×	× ×	×	n/a	×	×	×	× ×
	M	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	L	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
5	S	× ×	× ×	×	n/a	× ×	× ×	× ×	×
	M	× ×	× ×	×	✓	× ×	× ×	× ×	×
	L	× ×	× ×	×	✓	× ×	× ×	× ×	×
Accepted?	S	No	**Yes**	**Yes**	n/a	**Yes**	**Yes**	**Yes**	**Yes**
	M	No	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**
	L	No	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**	**Yes**

Key:

S	-	Short Term Horizon	(0 – 5 years)
M	-	Medium Term Horizon	(5 – 10 years)
L	-	Long Term Horizon	(10 – 20 years)
✓	-	Objective Met	
$	-	Carry forward – evidence of potential benefit	
×	-	Objective partially met, minor positive impact	
× ×	-	Objective not met, no significant impact	
n/a	-	Not applicable - either Objective has limited Horizon, or option is not available in the short term e.g. by-pass unlikely to be available by 2010.	

6.6 Options Rejected – Summary Discussion

The outcome of the Part 1 Appraisal has resulted in the rejection of Option One only. A short discussion is provided below:

6.6.1 Option One Rejection

This proposal is rejected since it fails to 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) term Planning Horizons. Analysis shows the junction to be operating close to its theoretical capacity meaning that little or no benefit can be expected either in the relief of journey times at peak hours on the A737 or queuing traffic on New Street.

6.7 Options Taken Forward – Discussion

The outcome of the Part 1 Appraisal has resulted in the selection of Options Two, Three, Four, Five, Six, Seven and Eight for consideration at Part 2. A short discussion on each is provided below:

6.7.1 Option Two Acceptance

The outcome of the appraisal as carried out is inconclusive. The results indicate that some short term benefits can be expected, but that these benefits could be short lived depending on the level of future traffic growth.

The blanket Central NRTF growth figure used is accepted as an appropriate starting point, however a more detailed representation of differential traffic growth according to location and time of day may provide a more realistic forecast.

Similarly, it was recognised that the inclusion of a more sophisticated demand responsive traffic signal operation at both the existing New Street junction and the Townend Street/Roche Way junction would bring likely further benefits.

It was therefore determined that although the apparent benefits of this option are short lived, and unevenly distributed, there are factors which suggest that a more sophisticated modelling approach might yield further benefits. Option 2 is therefore carried forward for further analysis during the Part 2 Assessment.

Due to the limited distance between the building lines of Nos 43 and 42/44 New Street further survey and swept path analysis will need to be undertaken to check that safe 2-way operation through the traffic signals can be achieved.

6.7.2 Option Three Acceptance

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. This Option is a combination of relatively low cost measures, which, working together are expected to contribute to a reduction in levels of queuing and delay within Dalry town centre.

There is no significant implementation risk attached to any of the individual elements and all should be achievable in the relative short term.

With respect to the assessment against the Government's Objectives for Transport the summary finding at Part 1 is as follows:

Objective	Assessment Summary (seven point scale)
Environment	Minor benefit
Safety	Minor benefit
Economy	Moderate benefit
Integration	No impact
Accessibility and Social Inclusion	Minor benefit

6.7.3 Option Four Acceptance

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 by-pass given the time required to procure such a scheme. Preliminary assessment suggests that conditions in Dalry Town Centre generally can be expected to improve significantly with the removal of "by-passable" traffic.

With respect to the implementability of the by-pass the only significant abnormal risks are technical in so far that there is an identifiable risk associated with historic mine workings (coal and ironstone). There is also a lime kiln on or near the alignment. At present there is relatively little information available on these mines/pits but there is the possibility that significant ground remediation measures will be required.

With respect to the assessment against the Government's Objectives for Transport the summary finding at Part 1 is as follows:

Objective	Assessment Summary (seven point scale)
Environment	Overall moderate negative impact
Safety	Minor to moderate benefit
Economy	Moderate to major benefit
Integration	Minor benefit
Accessibility and Social Inclusion	Minor benefit

6.7.4 Option Five Acceptance

This proposal is selected for consideration at Part 2 since it fully meets Planning Objective 3. There are no Implementability risks identified at this stage. Assessment if the Government's Objectives for Transport the summary finding at Part 1 is as follows:

Objective	Assessment Summary (seven point scale)
Environment	Minor negative impact
Safety	Major benefit
Economy	No benefit or impact
Integration	Minor benefit
Accessibility and Social Inclusion	Moderate benefit

6.7.5 Option Six Acceptance

Although this proposal only partially meets two of the Objectives, it is selected for consideration at Part 2 since it is anticipated that if it is taken along with a package of other options, it might be expected to contribute to an improvement in the Town Centre Conditions.

6.7.6 Option Seven Acceptance

This proposal is accepted for consideration at Part 2 since it partially meets all five of the Objectives provided a meaningful reduction in the number of car trips can be achieved. To assess the potential for such a meaningful reduction during Part 2, a survey will be carried of the number of pupils currently arriving at school by car – if the number is significant then there is a potential for this to be reduced by a reasonable percentage.

6.7.7 Option Eight Acceptance

Whilst this proposal in isolation is assessed as only partially meeting two of the Objectives, it might be expected to contribute to a general improvement in the Town Centre conditions when included as part of an improvement package. It is therefore accepted for consideration at Part 2.

6.8 Part 1 Appraisal Summary Tables

Submitted separately at **Appendix C**.