

Option 0 - Do Nothing			
Criterion	Sub-Criteria	Qualitative Assessment	Score
Economy	Transport Efficiency and Effectiveness	No works involved.	4
	Wider Economic Impacts	The limited usage of the properties along the N83 Bridge street with most of the buildings being vacant currently.	2
	Funding Impacts	No impact of funding.	4
	Transport Quality and Reliability	Currently the transport quality is poor with HGVs needing to do the loop of the town and no facilities for safe pedestrian movements.	2
Economy Sub-Total Score			12
Safety	Design Standards	The N83 Bridge Street road alignment is completely off standards and also with blind spots.	1
	Collision Reduction	As per the accident data of RSA, all the accidents within study extents have occurred around the Junction at the Square except one each at Bridge Street, Barrack Street and R328. With this option, we will be leaving the issues as it is. This is bad compared to all the others options	1
	Security	No dedicated space of non-motorist users . Vulnerable for pedestrians and cyclists	1
Safety Sub-Total Score			3
Environment	Air Quality & Climate	No change to existing baseline conditions.	3
	Noise	No change to existing baseline conditions.	4
	Waste	No Waste generation required.	7
	Biodiversity (Flora and Fauna)	No identified impact based on leaving the existing bridge in situ.	4
	Agriculture	No identified impact	4
	Non-Agricultural Properties	No impacts identified at this point.	4
	Architectural Heritage	The existing route is within the zone of notification surrounding the historic town of Dunmore. However, the present-day street pattern does not reflect the initial layout of the town and that it was the ford rather than the bridge that influenced the earliest street plan.	4
	Archaeological & Cultural Heritage	No Protected Structures or buildings recorded in the National Inventory of Architecture and the vast majority of the buildings, particularly at the southern end of the street, are not occupied and comprise of residential and commercial units facing onto the street.	3
	Landscape & Visual (including light)	No major change. Missed opportunity for improvement to visual impact.	3
	Soils and Geology	Neutral impact on local geology	4
	Hydrology	Installation of interceptors removes any risk to Sinking River.	5
Hydrogeology	Considered slight or neutral due to existing infrastructure.	4	
Environment Sub-Total Score			49
Accessibility & Social Inclusion	Deprived Geographical Areas	Generally this option will have negative impact on the deprived geographical areas compared to the other options.	1
	Vulnerable Groups	Will have negative impact on vulnerable groups to town centre facilities with no improvement being done and leaving the safety and visibility concerns as it is.	1
Accessibility & Social Inclusion Sub-Total Score			2
Integration	Transport Integration	This option does not provide integration of transport. HGVs need to do loop of the town of Dunmore and there is no facility for pedestrians and cyclists in the current scenario.	2
	Land Use Integration	This option is not compatible with Development Plan which aims to streamline strategic connectivity and mitigates urban sprawl.	2

	Geographical Integration	This option will not offer any extra or better connectivity between hubs which would be beneficial to local services	2
	Other Government Policy Integration: Regional Balance	This option will not offer any better links between urban centres and improvement access between ports and Airports	3
Integration Sub-Total Score			9
Physical Activity	Ambience	Perception of fear and safety especially vulnerable users	2
	Absenteeism	With this option, no safe footpath for people to walk as due the narrow width of the road the vehicles drive on the footpath to while crossing each other.	1
	Reduced Health Risk	No Health benefits of Walk/cycle etc.	1
Physical Activity Sub-Total Score			4
Route Option Total Score			79

Option 1 - Green Option

Criterion	Sub-Criteria	Quantitative Assessment	Qualitative Assessment	Score
Economy	Transport Efficiency and Effectiveness	<p>CBA analyses how projects could increase overall welfare, after allowing for economic costs. If Benefits exceed Costs, or if the Benefits/Costs ratio greatly exceeds 1, then the project should add to overall welfare of society.</p> <p>The Present Value of Benefits relating to the transport user benefits for each option should be recorded and each option ranked on a scale from Highly Positive to Highly Negative.</p>	Construction cost would include demolition of the existing buildings but this option won't need a new bridge on the sinking river and also this option would have major part of online road compared to other options.	6
	Wider Economic Impacts	<p>Competition in the market - Agglomeration - Inward investment - Labour Supply - Urban Regeneration -</p>	Related to all elements except Economic and this option would provide better opportunities.	5
	Funding Impacts	<p>Option 1 and 2 would bring funding from Dunmore Regeneration Scheme.</p> <p>Option 3 and 4 may lightly bring a portion as they are semi by-pass.</p> <p>Option 5 would not attract it as it is going to leave the town segregated.</p>	Aim of scheme to deal with village revitalisation.	6
	Transport Quality and Reliability		Currently the transport quality is poor with HGVs needing to do the loop of the town and no facilities for safe pedestrian movements. This option would improve the quality and reliability of the transport compared to the present scenario.	6
Economy Sub-Total Score				23
Safety & Design Standards	Design Standards		<p>The road could not be designed to full standards as the existing bridge which is to be retained and tied in is a constraint.</p> <p>On the N83 bridge street , we had to provide a very tight sub-standard radius of 26 m and this would also have some impact on visibility on the road as well.</p>	2
	Collision Reduction		<p>As per the accident data of RSA, all the accidents within study extents have occurred around the Junction at the Square except one each at Bridge Street, Barrack Street and R328.</p> <p>With this option, we will improve the Bridge Street and also the junction at the Square and hence , this will bring highly positive change from collision reduction perspective.</p>	6
	Security		This option would see dedicated space for shared pedestrian and cycle track as well. This will help for the vulnerable users like pedestrians etc. Visibility to pedestrians at the bend to bridge crossing location.	6
Safety Sub-Total Score				14
	Air Quality & Climate	No overall change. Risk of dust during construction phase.	No change to existing baseline conditions following construction phase.	3
	Noise	No overall change. Risk of increased noise during construction phase.	No overall change. Risk of increased noise during construction phase.	3

Environment	Waste	Demolition of existing buildings required. Quantities or duration of works not yet defined.	Extra traffic movements on site to remove any waste.	2
	Biodiversity (Flora and Fauna)	No identified impact based on leaving the existing bridge in situ. Possible impact on bats.	No identified impact based on leaving the existing bridge in situ. Possible impact on bats.	3
	Agriculture	No identified impact	No identified impact	4
	Non-Agricultural Properties	Requirement for demolition of buildings. Nature and extent is not clear at this point.	Requirement for demolition of buildings	2
	Architectural Heritage		The proposed re-alignment of Bridge Street is within the zone of notification surrounding the historic town of Dunmore. However, the present-day street pattern does not reflect the initial layout of the town and that it was the ford rather than the bridge that influenced the earliest street plan.	4
	Archaeological & Cultural Heritage		No Protected Structures or buildings recorded in the National Inventory of Architecture are impacted by this route	3
	Landscape & Visual (including light)	Requirement for demolition of buildings. Nature and extent is not clear at this point	Requirement for demolition of buildings. Nature and extent is not clear at this point	2
	Soils and Geology	May have slight impact on local geology but thought slight due to the proposed development being in a built area.	May have slight impact on local geology but thought slight due to the proposed development being in a built area.	3
	Hydrology	Proximity to the Sinking River creates a risk. If no change to existing bridge then this risk is slight to moderate.	Proximity to the Sinking River creates a risk. If no change to existing bridge then this risk is slight to moderate.	2
	Hydrogeology	Considered slight or neutral due to existing infrastructure.	Considered slight or neutral due to existing infrastructure.	3
Environment Sub-Total Score				34
Accessibility & Social Inclusion	Deprived Geographical Areas		Generally this option will improve access and help on the deprived geographical area however it will also impact on viable operation on existing business premises.	3
	Vulnerable Groups		Will have positive impact on vulnerable with improved town centre facilities	4
Accessibility & Social Inclusion Sub-Total Score				7
Integration	Transport Integration		On the desire line of N83 traffic with option of connectivity between modes and enhancing existing route without need for new bridge. However impact on property business will require greater consideration for connectivity	5
	Land Use Integration		Compatible with Development Plan, aims to streamline strategic connectivity and mitigates urban sprawl.	6
	Geographical Integration		Will offer connectivity between hubs and is beneficial to local services	5
	Other Government Policy Integration: Regional Balance		Links between urban centres and improvement access between ports and Airports	4
Integration Sub-Total Score				20

Physical Activity	Ambience		Perception of reduced fear and attraction to feature. Perception of safety especially vulnerable users	5
	Absenteeism		Use of road for exercise could potentially improve health	3
	Reduced Health Risk		Health benefits of Walk/cycle etc.	2
Physical Activity Sub-Total Score				10
Route Option Total Score				108

Option 2 - Blue Option

Criterion	Sub-Criteria	Quantitative Assessment	Qualitative Assessment	Score
Economy	Transport Efficiency and Effectiveness		Construction cost would include demolition of the existing buildings but this option won't need a new bridge on the sinking river and also this option would have major part of online road compared to other options.	6
	Wider Economic Impacts	Competition in the market - Agglomeration - Inward investment - Labour Supply - Urban Regeneration -	Related to all elements except Economic	5
	Funding Impacts		Aim of scheme to deal with village revitalisation	6
	Transport Quality and Reliability		Currently the transport quality is poor with HGVs needing to do the loop of the town and no facilities for safe pedestrian movements. This option would improve the quality and reliability of the transport compared to the present scenario.	6
Economy Sub-Total Score				23
Safety	Design Standards		The N83 Bridge Street road alignment is designed to standards	7
	Collision Reduction		As per the accident data of RSA, all the accidents within study extents have occurred around the Junction at the Square except one each at Bridge Street, Barrack Street and R328. With this option, we will improve the Bridge Street and also the junction at the Square and hence, this will bring highly positive change from collision reduction perspective.	6
	Security		This option would see dedicated space for shared pedestrian and cycle track as well. This will help for the vulnerable users like pedestrians etc. This would allow people to come from the area around R360 as well to use the facility and walk to the town centre.	7
Safety Sub-Total Score				20
	Air Quality & Climate	No overall change. Risk of dust during construction phase.	No change to existing baseline conditions following construction phase.	3
	Noise	No overall change. Risk of increased noise during construction phase.	No change to existing baseline conditions following construction phase.	3
	Waste	Demolition of existing buildings required. Quantities or duration of works not yet defined.	Extra traffic movements on site to remove any waste.	2
	Biodiversity (Flora and Fauna)	No identified impact based on leaving the existing bridge in situ. Possible impact on bats.	No identified impact based on leaving the existing bridge in situ. Possible impact on bats.	3
	Agriculture	No identified impact	No identified impact	4
	Non-Agricultural Properties	Requirement for demolition of buildings. Nature and extent is not clear at this point.	Requirement for demolition of buildings	2

Environment	Architectural Heritage		The proposed re-alignment of Bridge Street is within the zone of notification surrounding the historic town of Dunmore. However, the present-day street pattern does not reflect the initial layout of the town and that it was the ford rather than the bridge that influenced the earliest street plan.	4
	Archaeological & Cultural Heritage		No Protected Structures or buildings recorded in the National Inventory of Architecture are impacted by this route	3
	Landscape & Visual (including light)	Requirement for demolition of buildings. Nature and extent is not clear at this point	Requirement for demolition of buildings. Nature and extent is not clear at this point	2
	Soils and Geology	May have slight impact on local geology but thought slight due to the proposed development being in a built area.	May have slight impact on local geology but thought slight due to the proposed development being in a built area.	3
	Hydrology	Proximity to the Sinking River creates a risk. If no change to existing bridge then this risk is slight to moderate.	Proximity to the Sinking River creates a risk. If no change to existing bridge then this risk is slight to moderate.	2
	Hydrogeology	Considered slight or neutral due to existing infrastructure.	Considered slight or neutral due to existing infrastructure.	3
Environment Sub-Total Score				34
Accessibility & Social Inclusion	Deprived Geographical Areas		Generally this option will improve access and help on the deprived geographical area - however it will impact on established built environment albeit the parts are falling into ruin.	6
	Vulnerable Groups		Will have positive impact on vulnerable with improved town centre facilities with nature of improvement allowing greater visibility	4
Accessibility & Social Inclusion Sub-Total Score				10
Integration	Transport Integration		on the desire line of N83 traffic with option of connectivity between modes and enhancing existing route without need for new bridge.	6
	Land Use Integration		Compatible with Development Plan, aims to streamline strategic connectivity and mitigates urban sprawl.	6
	Geographical Integration		Will offer connectivity between hubs and is beneficial to local services	5
	Other Government Policy Integration: Regional Balance		Links between urban centres and improvement access between ports and Airports	4
Integration Sub-Total Score				21
Physical Activity	Ambience		Perception of reduced fear and attraction to feature. Perception of safety especially vulnerable users	5
	Absenteeism		Use of road for exercise could potentially improve health	3
	Reduced Health Risk		Health benefits of Walk/cycle etc	2
Physical Activity Sub-Total Score				10
Route Option Total Score				118

Option 3 - Red Option

Criterion	Sub-Criteria	Quantitative Assessment	Qualitative Assessment	Score
Economy	Transport Efficiency and Effectiveness		Construction cost would include demolition of the existing fuel station and would also need a new bridge on the sinking river. This option would see majority of its stretch as new offline carriageway.	2
	Wider Economic Impacts	Competition in the market - Agglomeration - Inward investment - Labour Supply - Urban Regeneration -	Related to all elements except Economic	5
	Funding Impacts		Aim of scheme to deal with village revitalisation	5
	Transport Quality and Reliability		Currently the transport quality is poor with HGVs needing to do the loop of the town and no facilities for safe pedestrian movements. This option would improve the quality and reliability of the transport compared to the present scenario.	6
Economy Sub-Total Score				18
Safety	Design Standards		The N83 Bridge Street road alignment is designed to standards	7
	Collision Reduction		As per the accident data of RSA, all the accidents within study extents have occurred around the Junction at the Square except one each at Bridge Street, Barrack Street and R328. With this option, we won't improve the Junction at the square completely though we would divert HGV traffic to the new junction. Also, the new junction on the Barrack Street would be closer to the junction at Barrack Square where there is a severe accident recorded in the past.	3
	Security		This option would see dedicated space for shared pedestrian and cycle track as well. This will help for the vulnerable users like pedestrians etc. But this will not see dedicated footpath for people coming from the R360 in the north towards the city	5
Safety Sub-Total Score				15
Environment	Air Quality & Climate	No overall change. Risk of dust during construction phase	No change to existing baseline conditions following construction phase.	3
	Noise	No overall change. Risk of increased noise during construction phase.	No change to existing baseline conditions following construction phase.	3
	Waste	Quantities or duration of works not yet defined. Little or no demolition required. Construction waste will be generated in bridge building.	Extra traffic movements on site to remove any waste.	2
	Biodiversity (Flora and Fauna)	Potential for negative impact in building bridge. Some loss of habitat identified.	Potential for negative impact in building bridge.	2
	Agriculture	No identified impact	No identified impact	4
	Non-Agricultural Properties	Nature and extent is not clear at this point.	Limited requirement for demolition of buildings	3
	Architectural Heritage		This route is located 43m west of the Augustinian Friary - a National Monument (Reg. No. 273) and a Protected Structure (No. 20). The route is located immediately west of The Bank of Ireland Building - recorded in the National Inventory of Architectural Heritage (Reg. 30330009)	2.5

	Archaeological & Cultural Heritage		Archaeological excavations associated with a sewerage scheme along Barrack Street have uncovered some 287 human skeleton remains (C120, E2037). These burials are thought to be associated with the Augustinian Friary and it is possible that further remains are located in the area of Route 3.	1.5
	Landscape & Visual (including light)	Nature and extent is not clear at this point. Neutral impact predicted.	Nature and extent is not clear at this point. Neutral impact predicted.	4
	Soils and Geology	Slight to moderate impact on local geology due to excavations and construction of bridge.	Slight to moderate impact on local geology due to excavations and construction of bridge.	2
	Hydrology	Proximity to the Sinking River creates a risk. A bridge is required for this option creating a greater risk.	Proximity to the Sinking River creates a risk. A bridge is required for this option creating a greater risk.	1
	Hydrogeology	Considered moderate to slight due to excavation and requirement for a bridge to be built..	Considered moderate to slight due to excavation and requirement for a bridge to be built..	2
Environment Sub-Total Score				30
Accessibility & Social Inclusion	Deprived Geographical Areas		Generally this option will improve access and help on the deprived geographical area- however it will detract from the free flow accessibility by the introduction of more torturous route to negotiate the area.	4
	Vulnerable Groups		Will have positive impact on vulnerable with improved town centre facilities with nature of improvement allowing greater visibility, however it requires new alternative route resulting in the existing substandard section remaining	2
Accessibility & Social Inclusion Sub-Total Score				6
Integration	Transport Integration		Closer to desire line of N83 traffic with option of connectivity between modes however it duplicates route and requires new bridge.	3
	Land Use Integration		Compatible with Development Plan while this is a new route and not a part of plan, aims to streamline strategic connectivity and mitigates urban sprawl. However offers less fluent integration with existing network	5
	Geographical Integration		Will offer connectivity between hubs and is beneficial to local services	5
	Other Government Policy Integration: Regional Balance		Links between urban centres and improvement access between ports and Airports	4
Integration Sub-Total Score				17
Physical Activity	Ambience		Perception of reduced fear and attraction to feature. Perception of safety especially vulnerable users	4
	Absenteeism		Use of road for exercise could potentially improve health	4
	Reduced Health Risk		Health benefits of Walk/cycle etc.	4
Physical Activity Sub-Total Score				12
Route Option Total Score				98

Option 4 - Magenta Option				
Criterion	Sub-Criteria	Quantitative Assessment	Qualitative Assessment	Score
Economy	Transport Efficiency and Effectiveness		Construction cost would include the need a new bridge on the sinking river .This option would see majority of its stretch as new offline carriageway.	3
	Wider Economic Impacts	Competition in the market - Agglomeration - Inward investment - Labour Supply - Urban Regeneration -	Related to all elements except Economic	4.5
	Funding Impacts		Aim of scheme to deal with village revitalisation	1
	Transport Quality and Reliability		Currently the transport quality is poor with HGVs needing to do the loop of the town and no facilities for safe pedestrian movements. This option would slightly improve the quality and reliability of the transport compared to the present scenario.	5
Economy Sub-Total Score				13.5
Safety	Design Standards		The N83 Bridge Street road alignment is designed to standards	7
	Collision Reduction		As per the accident data of RSA, all the accidents within study extents have occurred around the Junction at the Square except one each at Bridge Street, Barrack Street and R328. With this option , we won't be doing anything at the junction at the square and also N83 Bridge Street. Though the traffic would be diverted from the current Bridge street. But people who want to come to the city would be still using the Bridge Street and the Junction at the Square.	3
	Security		This option would see dedicated space for shared pedestrian and cycle track as well. This will help for the vulnerable users like pedestrians etc. But this will not see dedicated footpath for people coming from the R360 in the north towards the city	5
Safety Sub-Total Score				15
Environment	Air Quality & Climate	No overall change. Risk of dust during construction phase.	No change to existing baseline conditions following construction phase.	3
	Noise	No overall change. Risk of increased noise during construction phase.	No change to existing baseline conditions following construction phase.	3
	Waste	Quantities or duration of works not yet defined. demolition required. Construction waste will be generated in bridge building.	Extra traffic movements on site to remove any waste.	2
	Biodiversity (Flora and Fauna)	Potential for negative impact in building bridge. Some loss of habitat identified.	Potential for negative impact in building bridge.	2
	Agriculture	No identified impact	No identified impact	4
	Non-Agricultural Properties	Nature and extent is not clear at this point.	Limited requirement for demolition of buildings	3
	Architectural Heritage			3
	Archaeological & Cultural Heritage			3.5
	Landscape & Visual (including light)	Nature and extent is not clear at this point. Neutral impact predicted.	Nature and extent is not clear at this point. Neutral impact predicted.	4
	Soils and Geology	Slight to moderate impact on local geology due to excavations and construction of bridge.	Slight to moderate impact on local geology due to excavations and construction of bridge.	2
Hydrology	Proximity to the Sinking River creates a risk. A bridge is required for this option creating a greater risk.	Proximity to the Sinking River creates a risk. A bridge is required for this option creating a greater risk.	1	

	Hydrogeology	Considered moderate to slight due to excavation and requirement for a bridge to be built.	Considered moderate to slight due to excavation and requirement for a bridge to be built.	2
Environment Sub-Total Score				32.5
Accessibility & Social Inclusion	Deprived Geographical Areas		Generally this option will not help the deprived geographical area and result in more difficult accessibility	2
	Vulnerable Groups		Will have little positive impact on vulnerable with improved facilities removed from the desire line vulnerable groups	2
Accessibility & Social Inclusion Sub-Total Score				4
Integration	Transport Integration		Further distance from desire line of N83 traffic with lesser option of connectivity between modes which will inevitably concentrate on village centre	2
	Land Use Integration		route not on Development Plan, will link the strategic connectivity on N83 but will not mitigate urban sprawl and offers less fluent integration with existing network. Could potentially open up further lands for development	4
	Geographical Integration		Will offer connectivity between hubs but not as beneficial to local services	4
	Other Government Policy Integration: Regional Balance		Links between urban centres and improvement access between ports and Airports	4
Integration Sub-Total Score				14
Physical Activity	Ambience		Perception of reduced fear and attraction to feature less evident as off desire line and longer distance. Perception of safety especially vulnerable users will not be as attractive because of longer length	3
	Absenteeism		Use of road for exercise could potentially improve health additional length	5
	Reduced Health Risk		Health benefits of Walk/cycle etc.	5
Physical Activity Sub-Total Score				13
Route Option Total Score				92

Option 5 - Cyan Option				
Criterion	Sub-Criteria	Quantitative Assessment	Qualitative Assessment	Score
Economy	Transport Efficiency and Effectiveness		Construction cost would include the need a new bridge on the sinking river .This option would see majority of its stretch as new offline carriageway.	3
	Wider Economic Impacts	Competition in the market - Agglomeration - Inward investment - Labour Supply - Urban Regeneration -	Related to all elements except Economic	4.5
	Funding Impacts		Aim of scheme to deal with village revitalisation	1
	Transport Quality and Reliability		Currently the transport quality is poor with HGVs needing to do the loop of the town and no facilities for safe pedestrian movements. This option would slightly improve the quality and reliability of the transport compared to the present scenario.	5
Economy Sub-Total Score				13.5
Safety	Design Standards		The N83 Bridge Street road alignment is designed to standards	7
	Collision Reduction		As per the accident data of RSA, all the accidents within study extents have occurred around the Junction at the Square except one each at Bridge Street, Barrack Street and R328. With this option , we won't be doing anything at the junction at the square and also N83 Bridge Street. Though the traffic would be diverted from the current Bridge street. But people who want to come to the city would be still using the Bridge Street and the Junction at the Square.	3
	Security		This option wont have a footpath as it is a by pass from the town centre.	4
Safety Sub-Total Score				14
Environment	Air Quality & Climate	No overall change. Greater risk of dust during construction phase from other options due to size.	No overall change. Greater risk of dust during construction phase from other options due to size.	2
	Noise	Risk of increased noise during construction phase due to size.	Risk of increased noise during construction phase due to size.	2
	Waste	Quantities or duration of works not yet defined. demolition required. Construction waste will be generated in bridge building.	Extra traffic movements on site to remove any waste.	2
	Biodiversity (Flora and Fauna)	Potential for negative impact in building bridge. Some loss of habitat identified.	Potential for negative impact in building bridge.	2
	Agriculture	Some impact on agricultural fields identified.	Some impact on agricultural fields identified.	3
	Non-Agricultural Properties	None identified.	None identified.	4
	Architectural Heritage			3
	Archaeological & Cultural Heritage			4.5
	Landscape & Visual (including light)	Slight to moderate impact predicted due to size of option.	Slight to moderate impact predicted due to size of option.	2
	Soils and Geology	Slight to moderate impact on local geology due to excavations and construction of bridge.	Slight to moderate impact on local geology due to excavations and construction of bridge.	2
	Hydrology	Proximity to the Sinking River creates a risk. A bridge is required for this option creating a greater risk.	Proximity to the Sinking River creates a risk. A bridge is required for this option creating a greater risk.	1
Hydrogeology	Considered moderate to slight due to excavation and requirement for a bridge to be built.	Considered moderate to slight due to excavation and requirement for a bridge to be built.	2	
Environment Sub-Total Score				29.5

Accessibility & Social Inclusion	Deprived Geographical Areas		Generally this option will not help the deprived geographical area and is too far removed for transport integration	1
	Vulnerable Groups		Will have little positive impact on vulnerable with improved facilities removed from the desire line of vulnerable groups	1
Accessibility & Social Inclusion Sub-Total Score				2
Integration	Transport Integration		Greatest distance from desire line of N83 traffic with least option of connectivity between modes which will inevitably concentrate on village centre	1
	Land Use Integration		route not on Development Plan, will link the strategic connectivity on N83 but will not mitigate urban sprawl and offers less fluent integration with existing network. Could potentially open up further lands for development	3
	Geographical Integration		Will offer connectivity between hubs but not as beneficial to local services	4
	Other Government Policy Integration: Regional Balance		Links between urban centres and improvement access between ports and Airports	4
Integration Sub-Total Score				12
Physical Activity	Ambience		Perception of reduced fear and attraction to feature less evident as off desire line and longer distance. Perception of safety especially vulnerable users will not be as attractive because of longer length	3
	Absenteeism		Use of road for exercise could potentially improve health - this is longer route	6
	Reduced Health Risk		Health benefits of Walk/cycle etc.	6
Physical Activity Sub-Total Score				15
Route Option Total Score				86