

Stage 1 WeITAG Appraisals:

Option Description:

Do Minimum: No further improvements undertaken to the Heart of Wales or Cambrian lines beyond a 5th train per day on the HoW line and the introduction of an Hourly Service on the Cambrian Main line.

Criteria	RTP Objective	Assessment	Distribution	Significance
Welsh Impact Areas				
Economy				
Transport Economic Efficiency		Capital cost to this option would be zero, however no further journey time benefits or journey reliability benefits would be created for users. Value for money in the service for users may decrease as no further improvements implemented on line. Do minimum unlikely to effect user charges or revenue funding. No ability to meet potential latent demand from no further increases in frequency of services.	TraCC Region	Moderate Adverse
EALI	O4, O9	The possible resulting regeneration effects from increased accessibility created by possible new station sites, station improvements or improvements in frequency will not be achieved. A lack of investment in the rail infrastructure could negatively effect the economic growth of the area.	TraCC Region	Moderate Adverse
Environment/Sustainability				
Noise	O1, O2, O6	Inability to met any latent demand could lead to increases in car journeys and this noise levels along key travel corridors.	Key Travel Corridors in TraCC Region	Slight adverse
Local Air Quality	O1, O2, O6	Inability to met any latent demand could lead to increases in car journeys, increasing emissions and negatively influencing local air quality.	Key Travel Corridors in TraCC Region	Slight adverse
Greenhouse Gas Emissions	O1, O2, O6	Inability to met any latent demand could lead to increases in car journeys, increasing emissions.	Key Travel Corridors in TraCC Region	Slight adverse
Landscape and Townscape	O8	Increased road traffic (from inability to met any latent rail travel demand), may cause a negative impact on the local land and townscape.	Key Travel Corridors in TraCC Region	Slight adverse
Biodiversity	O1, O2, O6	Increase road traffic (from inability to met latent demand) may negatively effect biodiversity in some areas.	Key Travel Corridors in TraCC Region	Slight adverse
Heritage	O1	Increased road traffic (from inability to met any latent rail travel demand), may cause a negative impact on the local heritage, especially in areas populated by tourists, where rail could provide a sustainable travel option.	Local heritage areas within the TraCC Region	Slight adverse
Water Environment	O2	Do minimum unlikely to effect this criteria.		Neutral
Soil	None	Do minimum unlikely to effect this criteria.		Neutral
Social				
Transport Safety	O3	Inability to met any latent rail demand may lead to increased road traffic levels, and possible increased road traffic accidents.	Key Travel Corridors in TraCC Region	Slight adverse
Personal Security	O3	Do minimum unlikely to effect this criteria.		Neutral
Permeability	O8	Inability to met latent rail demand may lead to increased road traffic levels on key roads. Busy roads have a higher severance effect, reducing the ability for pedestrian and cyclists to cross.	Key Travel Corridors in TraCC Region	Slight adverse
Physical Fitness	O6	Do minimum unlikely to effect this criteria.		Neutral
Social Inclusion	O4, O8	No improvements undertaken in a key public transport network such as the HoW line and Cambrian railway lines could disadvantage those in society without access to a private car, thus increasing social exclusion where caused by a lack of transport options.	Communities in TraCC Region	Slight adverse
Equality, Diversity and Human Rights	O4	Lack of improvements to public transport could disadvantage those in society without access to a private car.	Communities in TraCC Region	Slight adverse
Transport Planning Objectives				
TPO1 Improve the quality and integration of public transport system including the role of community transport.		Do minimum would not improve the quality of the public transport system, it may lead to a slow decline in its quality.	Public Transport Network in TraCC Region	Moderate Adverse
TPO2 Maintain and improve the existing transport infrastructure (road and rail)		Do minimum would not allow for improvements to be made to the existing transport infrastructure and may lead to its slow decline.	Transport infrastructure in TraCC Region	Moderate Adverse
TPO3 Deliver a co-ordinated and integrated travel and transport network through effective partnership working.		With no further improvements to the network undertaken as part of the do minimum, effective partnership working would not be encouraged.	TraCC Region	Slight adverse
TPO4 Reduce journey times and increase railway line speeds.		Do minimum will not effect this criteria.		Neutral
TPO5 Increase railway service frequencies.		Do minimum will not effect this criteria.		Neutral
TPO6 Increase railway line utilisation for the movement of freight (freight tonnage)		Do minimum will not effect this criteria.		Neutral
TPO7 Improve the strategic importance and connection of railway lines with key surrounding transport networks.		With no further future investment the strategic importance of the HoW line and Cambrian Lines is likely to decline.	Heart of Wales and Cambrian Lines	Moderate Adverse

Public acceptability:	Likely to be adverse reaction from public to lack of further investment into the railway network.
Acceptability to other stakeholders:	Acceptability likely to be low to no further future investment, as TOC and Network Rail will see no further investments in their assets. Local Authorities unlikely to be incepting of no future investment.
Technical and operational feasibility:	With lack of further investment the operational feasibility of the network could be hindered in the future.
Financial affordability and deliverability:	N/A
Risks	
Risks	<p>Failure to meet the potential latent demand for the rail network.</p> <p>Failure to support and encourage sustainable travel within the region, particular to tourist areas.</p> <p>Potential restriction in future economic development of region.</p> <p>Failure to support development of the region and transport network.</p>

NOTES:

Measurement	Qualitative at Stage 1
Assessment	Statement of impact
Distribution	Statement of locational impact
Significance	Quantify measure where appropriate or include qualitative measure using a Likert scale (mostly qualitative assumed for Stage 1)
	For Example
	Large Beneficial
	Moderate Beneficial
	Slight beneficial
	Neutral
	Slight adverse
	Moderate Adverse
	Severe Adverse

TRaCC RTP Objectives:

- O1. Reduce the demand for travel.
- O2. Minimise the impact of movement of the global and local environment and ensure the highest levels of protection to European Sites
- O3. Improve safety and security for all transport users.
- O4. Improve travel accessibility to services, jobs and facilities for all sectors of society.
- O5. Improve the quality and integration of the public transport system including the role of community transport.
- O6. Provide, promote and improve sustainable forms of travel.
- O7. Maintain and improve the existing transport infrastructure (road and rail).
- O8. Ensure travel and accessibility issues are properly integrated into land use decisions.
- O9. Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England.
- O10. Deliver a co-ordinated and integrated travel and transport network through effective partnership working.

Health Impact Assessment Summary Table

Option Description:

Do Minimum: No further improvements undertaken to the Heart of Wales or Cambrian lines beyond a 5th train per day on the HoW line and the introduction of an Hourly Service on the Cambrian Main line.

Appraisal Criteria	Assessment	Distribution	Significance
Health Impact Assessment			
Lifestyle / capacities affecting health	Do minimum unlikely to effect this criteria.		Neutral
Social and Community	Lack of access to services (from lack of investment in the rail network) in the future may inhibit community development and also incoming habitants to the area.	TraCC Region	Slight adverse
Living Conditions	Do minimum unlikely to effect this criteria.		Neutral
Working Conditions	Lack of investment in the rail network may inhibit ability for some to access higher paid jobs.	TraCC Region	Slight adverse
Services (access and quality)	Lack of access to services from a lack of investment in the rail network likely to result from the Do Minimum.	TraCC Region	Slight adverse
Socio-economic, cultural and environmental and sustainability factors	Lack of investment in the rail network will inhibit sustainable travel, especially for access to tourist destinations.	TraCC Region	Slight adverse
Macro-economic factors	Lack of further investment in the HoW and Cambrian lines could potentially negatively impact on the economy of the TraCC Region.	TraCC Region	Moderate Adverse
Others			

Stage 1 WelTAG Appraisals:

Option Description:

Heart of Wales Line Frequency Enhancement Option 1: Five trains per day plus a Swansea / Llandeilo Shuttle Service

Criteria	RTP Objective	Assessment	Distribution	Significance
Welsh Impact Areas				
Economy				
Transport Economic Efficiency		Capital Costs are £0 are no infrastructure costs. Revenue cost implications (crew, unit maintenance and units required) from running an increased service. Increase in subsidy paid by WAG to TOC for operation of additional services. No impact likely on train fares for users. Likely to be journey time benefits (from an increase in service frequency) for users of the southern half of the line and journey time reliability, with times between services reduced, so late running or missing of a service will have a reduced impact on users. Forecast estimated demand for this option of 277,681 trips per annum (2014). This is a 7% increase on the 2009 base. BCR for option is 0.2:1.	Southern end of the Heart of Wales Line	Slight adverse
EALI	O4, O9	Increased train frequencies on the southern end of the line will lead to regeneration benefits, with increased access. Positive impact on employment, income and output in the area. 7% increase in demand compared to a 2009 base.	Southern end of the Heart of Wales Line	Slight beneficial
Environment/Sustainability				
Noise	O1, O2, O6	Slight increase in noise likely in localised area of southern end of the line from increased train units on the line operating more frequently. Possible minimal decrease in noise on key commuter corridors from reduced traffic levels that may occur due to modal shift, as the train service becomes a more viable option for commuter usage.	Southern end of the Heart of Wales Line	Slight adverse
Local Air Quality	O1, O2, O6	Slight increase in emissions likely due to increased in train units operating on the southern end of the line which may negatively influence local air quality. Possible minimal decrease in emissions on key commuter corridors from reduced traffic levels that may occur due to modal shift, as the train service becomes a more viable option for commuter usage.	Southern end of the Heart of Wales Line	Slight adverse
Greenhouse Gas Emissions	O1, O2, O6	Slight increase in emissions likely due to increased in train units operating on the southern end of the line. Possible minimal decrease in emissions on key commuter corridors from reduced traffic levels that may occur due to modal shift, as the train service becomes a more viable option for commuter usage.	Southern end of the Heart of Wales Line	Slight adverse
Landscape and Townscape	O8	Increase in train frequencies unlikely to be visually intrusive, as service already operating on the line.	Southern end of the Heart of Wales Line	Neutral
Biodiversity	O1, O2, O6	This option does not require any infrastructure works so is unlikely to damage or disturb local ecosystems or habitats and associated flora and fauna.	Southern end of the Heart of Wales Line	Neutral
Heritage	O1	Increase in train frequencies are unlikely to impact on local heritage sites or features.	Southern end of the Heart of Wales Line	Neutral
Water Environment	O2	Unlikely to be impacted by this option.		Neutral
Soil	None	As no infrastructure works required, unlikely to be effected by this option.	Southern end of the Heart of Wales Line	Neutral
Social				
Transport Safety	O3	Modal shift may lead to a decrease in road traffic levels on key travel corridors in the vicinity of the southern end of the line leading to a possible decrease in road traffic accidents.	Southern end of the Heart of Wales Line	Slight beneficial
Personal Security	O3	Unlikely to be impacted by this option.		Neutral
Permeability	O8	Unlikely to be impacted by this option.		Neutral
Physical Fitness	O6	Possible increase in associated journeys made by foot and bicycle to train station from increased train frequencies. This will benefit physical fitness levels.	Users of the HoW Line	Slight beneficial

Social Inclusion	O4, O8	Increased train frequencies will provide improved access to services and employment opportunities (with commuter viable operating times) for all, especially those without access to a private car. Particular benefits to the communities at the southern end of the line. This will help address social exclusion where caused by a lack of transport options.	Communities surrounding the Southern end of the HoW line.	Moderate Beneficial
Equality, Diversity and Human Rights	O4	Railway open to use by all as a public transport facility. Increased rail frequencies will help improve access for all in society.	Communities surrounding the Southern end of the HoW line.	Slight beneficial
Transport Planning Objectives				
TPO1 Improve the quality and integration of public transport system including the role of community transport.		This option will aid in helping integration as more frequent rail services will increase the viability of possible integration with other modes of travel. Those option will not address the role of community transport.	Users of the HoW line	Slight beneficial
TPO2 Maintain and improve the existing transport infrastructure (road and rail)		Increase usage of the railway will help to support the strategic importance of the line and hopefully help to improve the future infrastructure.	HoW line	Slight beneficial
TPO3 Deliver a co-ordinated and integrated travel and transport network through effective partnership working.		This option will require good partnership working between TOC, TraCC, WAG and local authorities in order to be a success. It will aid in helping to improve integrated travel.	HoW line	Slight beneficial
TPO4 Reduce journey times and increase railway line speeds.		Overall journey times for users from journey start to end may be improved by increases in service frequencies. However, line speeds and journey times on the railway line will not be reduced.	HoW line	Slight beneficial
TPO5 Increase railway service frequencies.		This option directly address this criteria by providing increases in frequencies on the southern end of the line.	Southern end of the HoW Line	Moderate Beneficial
TPO6 Increase railway line utilisation for the movement of freight (freight tonnage)		This option does not address this criteria.		Neutral
TPO7 Improve the strategic importance and connection of railway lines with key surrounding transport networks.		Increased frequencies will improve the connection of the HoW line to other mainline services. Further, increased frequencies will aid in improving the strategic importance of the HoW line, through an increase patronage.	HoW line	Moderate Beneficial
Public acceptability:	Likely to be high from communities on southern end of line, who could now use the rail service as a viable option for commuter travel. However, possible adverse reaction from communities in the mid and northern area of the line who also desire an increase in service frequency.			
Acceptability to other stakeholders:	WAG may need to see a strong business case if option results in increased subsidy to TOC.			
Technical and operational feasibility:	Option modelled uses four shuttle services to maximise unit utilisation and to indicate what pathways are available, however the actual number operated can be dedicated by market forces. The first train from Llandeilo offers a reasonable commuter arrival at 0801 in Swansea. The 1715 Swansea to Shrewsbury offers the corresponding evening departure. A later trip at 1821 is included to match the current 2009 timetable departure to Shrewsbury. A commuter trip from Shrewsbury to Llandrindod in the evening before the 1805 departure is not possible due to pathing constraints. Option would require 4 train units (and train crew arrangement implications). No additional infrastructure on permanent way required for this measure.			
Financial affordability and deliverability:	Option requires the provision of additional resources. The current service of four trains only needs 2 units; the five train service on its own requires one more; and with the extra shuttles a further one unit on top of that. This has implications for ongoing costs to service and deliverability in terms of sourcing additional train units. No additional permanent way infrastructure required for the option to be implement.			
Risks				
Risks	Funding Train unit availability Implications on subsidy to TOC and acceptability from WAG. Potential adverse reaction from communities along other parts of line which will not see an increase in frequency.			

NOTES:

Measurement
Assessment
Distribution
Significance

Qualitative at Stage 1
Statement of impact
Statement of locational impact
Quantify measure where appropriate or include qualitative measure using a Likert scale (mostly qualitative assumed for Stage 1)
For Example

Large Beneficial
Moderate Beneficial
Slight beneficial
Neutral
Slight adverse
Moderate Adverse
Severe Adverse

TRaCC RTP Objectives:

- O1. Reduce the demand for travel.
- O2. Minimise the impact of movement on the global and local environment and ensure the highest levels of protection to European Sites
- O3. Improve safety and security for all transport users.
- O4. Improve travel accessibility to services, jobs and facilities for all sectors of society.
- O5. Improve the quality and integration of the public transport system including the role of community transport.
- O6. Provide, promote and improve sustainable forms of travel.
- O7. Maintain and improve the existing transport infrastructure (road and rail).
- O8. Ensure travel and accessibility issues are properly integrated into land use decisions.
- O9. Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England.
- O10. Deliver a co-ordinated and integrated travel and transport network through effective partnership working.

Health Impact Assessment Summary Table

Option Description:

Heart of Wales Line Frequency Enhancement Option 1: Five trains per day plus a Swansea / Llandeilo Shuttle Service

Appraisal Criteria	Assessment	Distribution	Significance
Health Impact Assessment			
Lifestyle / capacities affecting health	Possible increase in associated journeys made by foot and bicycle to train station from increased train frequencies. This will benefit physical fitness levels.	Users of the HoW Line	Slight beneficial
Social and Community	Increased frequency for southern end of the line may improve access to services and employment opportunities, especially for those without a private car. This may have associated community and social benefits.	Communities at the southern end of the HoW Line	Slight beneficial
Living Conditions	Increased frequency for southern end of the line may improve access to higher paid employment opportunities, especially for those without a private car. This could help improve living conditions.	Communities at the southern end of the HoW Line	Slight beneficial
Working Conditions	Increased frequency for southern end of the line may improve access to higher paid employment opportunities, especially for those without a private car. This could help improve working conditions.	Communities at the southern end of the HoW Line	Slight beneficial
Services (access and quality)	Increased frequency for southern end of the line may improve access to services of higher quality in Swansea, especially for those without a private car.	Communities at the southern end of the HoW Line	Slight beneficial
Socio-economic, cultural and environmental and sustainability factors	Increased frequency for southern end of the line and commuter viable operating times may encourage sustainable travel and modal shift to train from car. Better access to cultural facilities in Swansea through increase service frequencies.	Communities at the southern end of the HoW Line	Slight beneficial
Macro-economic factors	Increased train frequencies on the southern end of the line will lead to regeneration benefits, with increased access. Positive impact on employment, income and output in the area.	Communities at the southern end of the HoW Line	Slight beneficial
Others			

Stage 1 WelTAG Appraisals:

Option Description:

Heart of Wales Line Frequency Enhancement Option 2: Five trains per day plus Swansea / Llandeilo and Shrewsbury / Llandrindod Shuttle Services.
 - Option utilises the timetable as outlined for option 1 and has an additional three shuttle services added between Shrewsbury and Llandrindod.

Criteria	RTP Objective	Assessment	Distribution	Significance
Welsh Impact Areas				
Economy				
Transport Economic Efficiency		Capital Costs are £0 as no infrastructure required. Revenue cost implications (crew, unit maintenance and units required) from running an increased service. Increase in subsidy paid by WAG to TOC for operation of additional services. No impact likely on train fares for users. Likely to be journey time benefits (from an increase in service frequency) for users of the southern and northern half of the line and journey time reliability, with times between services reduced, so late running or missing of a service will have a reduced impact on users. Forecast estimated demand for this option of 306,130 trips per annum (2014). This is a 18% increase on the 2009 base. BCR for option is 0.3:1.	Southern and Northern End of the HoW line.	Slight adverse
EALI	O4, O9	Increased train frequencies on the southern and northern end of the line will lead to regeneration benefits, with increased access. Positive impact on employment, income and output in the area. 18% increase in demand compared to a 2009 base.	Communities on the southern and north end of the HoW line	Moderate Beneficial
Environment/Sustainability				
Noise	O1, O2, O6	Increase in noise likely in localised area of southern and northern end of the line from increased train units on the line operating more frequently. Possible minimal decrease in noise on key commuter corridors from reduced traffic levels that may occur due to modal shift, as the train service becomes a more viable option for commuter usage.	Southern and northern end of the Heart of Wales Line	Moderate Adverse
Local Air Quality	O1, O2, O6	Increase in emissions likely due to increase in train units operating on the southern and northern end of the line which may negatively influence local air quality. Possible minimal decrease in emissions on key commuter corridors from reduced traffic levels that may occur due to modal shift, as the train service becomes a more viable option for commuter usage.	Southern and northern end of the Heart of Wales Line	Moderate Adverse
Greenhouse Gas Emissions	O1, O2, O6	Increase in emissions likely due to increased in train units operating on the southern and northern end of the line. Possible minimal decrease in emissions on key commuter corridors from reduced traffic levels that may occur due to modal shift, as the train service becomes a more viable option for commuter usage.	Southern and northern end of the Heart of Wales Line	Moderate Adverse
Landscape and Townscape	O8	Increase in train frequencies unlikely to be visually intrusive, as service already operating on the line.	Southern and northern end of the Heart of Wales Line	Neutral
Biodiversity	O1, O2, O6	This option does not require any infrastructure works so is unlikely to damage or disturb local ecosystems or habitats and associated flora and fauna.	Southern and northern end of the Heart of Wales Line	Neutral
Heritage	O1	Increase in train frequencies are unlikely to impact on local heritage sites or features.	Southern and northern end of the Heart of Wales Line	Neutral
Water Environment	O2	Unlikely to be impacted by this option.		Neutral
Soil	None	As no infrastructure works required, unlikely to be effected by this option.	Southern and northern end of the Heart of Wales Line	Neutral
Social				
Transport Safety	O3	Modal shift may lead to a decrease in road traffic levels on key travel corridors in the vicinity of the southern and northern end of the line leading to a possible decrease in road traffic accidents.	Southern and northern end of the Heart of Wales Line	Moderate Beneficial
Personal Security	O3	Unlikely to be impacted by this option.		Neutral
Permeability	O8	Unlikely to be impacted by this option.		Neutral

Physical Fitness	O6	Possible increase in associated journeys made by foot and bicycle to train station from increased train frequencies. This will benefit physical fitness levels.	Users of the HoW Line	Slight beneficial
Social Inclusion	O4, O8	Increased train frequencies will provide improved access to services and employment opportunities (with commuter viable operating times) for all, especially those without access to a private car. Particular benefits to the communities at the southern and northern end of the line. This will help address social exclusion where caused by a lack of transport options.	Communities surrounding the Southern and northern end of the HoW line.	Moderate Beneficial
Equality, Diversity and Human Rights	O4	Railway open to use by all as a public transport facility. Increased rail frequencies will help improve access for all in society.	Communities surrounding the Southern and northern end of the HoW line.	Slight beneficial
Transport Planning Objectives				
TPO1 Improve the quality and integration of public transport system including the role of community transport.		This option will aid in helping integration as more frequent rail services will increase the viability of possible integration with other modes of travel. Those option will not address the role of community transport.	Users of the HoW line	Moderate Beneficial
TPO2 Maintain and improve the existing transport infrastructure (road and rail)		Increase usage of the railway will help to support the strategic importance of the line and hopefully help to improve the future infrastructure.	HoW line	Slight beneficial
TPO3 Deliver a co-ordinated and integrated travel and transport network through effective partnership working.		This option will require good partnership working between TOC, TraCC, WAG and local authorities in order to be a success. It will aid in helping to improve integrated travel.	HoW line	Slight beneficial
TPO4 Reduce journey times and increase railway line speeds.		Overall journey times for users from journey start to end may be improved by increases in service frequencies. However, line speeds and journey times on the railway line will not be reduced.	HoW line	Slight beneficial
TPO5 Increase railway service frequencies.		This option directly address this criteria by providing increases in frequencies on the southern and northern end of the line.	Southern and northern end of the HoW Line	Large Beneficial
TPO6 Increase railway line utilisation for the movement of freight (freight tonnage)		This option does not address this criteria.		Neutral
TPO7 Improve the strategic importance and connection of railway lines with key surrounding transport networks.		Increased frequencies will improve the connection of the HoW line to other mainline services. Further, increased frequencies will aid in improving the strategic importance of the HoW line, through an increase in patronage.	HoW line	Moderate Beneficial
Public acceptability:	Likely to be high from communities on southern and northern end of line, who could now use the rail service as a viable option for commuter travel. Could be adverse reaction from communities in the middle of the line desiring additional services.			
Acceptability to other stakeholders:	WAG may need to see a strong business case if option results in increased subsidy to TOC.			
Technical and operational feasibility:	Spacing of northern shuttle services is erratic to fit in with the through trains, however as with southern shuttle as many services that are viable could be run . If required, an evening service could be run departing Shrewsbury at 20:15. One additional unit is required to operate the cycles, however no infrastructure is required. 5 units would be required to operate this option.			
Financial affordability and deliverability:	Implications for ongoing costs to service and deliverability in terms of sourcing additional train units.			
Risks				
Risks	Funding Train unit availability Implications on subsidy to TOC and acceptability from WAG.			

NOTES:

Measurement	Qualitative at Stage 1
Assessment	Statement of impact
Distribution	Statement of locational impact
Significance	Quantify measure where appropriate or include qualitative measure using a Likert scale (mostly qualitative assumed for Stage 1) For Example
	Large Beneficial
	Moderate Beneficial
	Slight beneficial
	Neutral
	Slight adverse
	Moderate Adverse
	Severe Adverse

TRaCC RTP Objectives:

O1. Reduce the demand for travel.

- O2. Minimise the impact of movement of the global and local environment and ensure the highest levels of protection to European Sites
- O3. Improve safety and security for all transport users.
- O4. Improve travel accessibility to services, jobs and facilities for all sectors of society.
- O5. Improve the quality and integration of the public transport system including the role of community transport.
- O6. Provide, promote and improve sustainable forms of travel.
- O7. Maintain and improve the existing transport infrastructure (road and rail).
- O8. Ensure travel and accessibility issues are properly integrated into land use decisions.
- O9. Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England.
- O10. Deliver a co-ordinated and integrated travel and transport network through effective partnership working.

Health Impact Assessment Summary Table

Option Description:

Heart of Wales Line Frequency Enhancement Option 2: Five trains per day plus Swansea / Llandeilo and Shrewsbury / Llandrindod Shuttle Services. - Option utilises the timetable as outlined for option 1 and has an additional three shuttle services added between Shrewsbury and Llandrindod.

Appraisal Criteria	Assessment	Distribution	Significance
Health Impact Assessment			
Lifestyle / capacities affecting health	Possible increase in associated journeys made by foot and bicycle to train station from increased train frequencies. This will benefit physical fitness levels.	Users of the HoW Line	Slight beneficial
Social and Community	Increased frequency for southern and northern end of the line may improve access to services and employment opportunities, especially for those without a private car. This may have associated community and social benefits.	Communities at the southern and northern end of the HoW Line	Moderate Beneficial
Living Conditions	Increased frequency for southern and northern end of the line may improve access to higher paid employment opportunities, especially for those without a private car. This could help improve living conditions.	Communities at the southern and northern end of the HoW Line	Moderate Beneficial
Working Conditions	Increased frequency for southern and northern end of the line may improve access to higher paid employment opportunities, especially for those without a private car. This could help improve working conditions.	Communities at the southern and northern end of the HoW Line	Moderate Beneficial
Services (access and quality)	Increased frequency for southern and northern end of the line may improve access to services of higher quality in Swansea and Shrewsbury, especially for those without a private car.	Communities at the southern and northern end of the HoW Line	Moderate Beneficial
Socio-economic, cultural and environmental and sustainability factors	Increased frequency for southern and northern end of the line and commuter viable operating times may encourage sustainable travel and modal shift to train from car. Better access to cultural facilities in Swansea through increased service frequencies.	Communities at the southern and northern end of the HoW Line	Moderate Beneficial
Macro-economic factors	Increased train frequencies on the southern and northern end of the line will lead to regeneration benefits, with increased access. Positive impact on employment, income and output in the area.	Communities at the southern and northern end of the HoW Line	Moderate Beneficial
Others			

Stage 1 WelTAG Appraisals:

Option Description:

Heart of Wales Line Frequency Enhancement Option 3: Two hourly service: This option offers a two hourly service over the entire length of the line. This option provides an early evening departure from Shrewsbury to Llandrindod at 1844 and a mid evening departure from Swansea to Llandeilo at 2022.

Criteria	RTP Objective	Assessment	Distribution	Significance
Welsh Impact Areas				
Economy				
Transport Economic Efficiency		Capital Costs £1,353,375 from required infrastructure. Revenue cost implications (crew, unit maintenance and units required) from running an increased service. Increase in subsidy paid by WAG to TOC for operation of additional services. No impact likely on train fares for users. Likely to be journey time benefits (from an increase in service frequency) and journey time reliability, with times between services reduced, so late running or missing of a service will have a reduced impact on users. Forecast estimated demand for this option of 369,016 trips per annum (2014). This is a 42% increase on the 2009 base. BCR of option of 0.4:1.	HoW Line	Slight adverse
EALI	O4, O9	Increased train frequencies on the line will lead to regeneration benefits, with increased access. Positive impact on employment, income and output in the area. 42% increase in demand compared to a 2009 base.	HoW Line	Large Beneficial
Environment/Sustainability				
Noise	O1, O2, O6	Increase in noise likely in localised area from increased train units on the line operating more frequently. Possible minimal decrease in noise on key commuter corridors from reduced traffic levels that may occur due to modal shift, as the train service becomes a more viable option for commuter usage.	HoW Line	Moderate Adverse
Local Air Quality	O1, O2, O6	Increase in emissions likely due to increase in train units operating on the line which may negatively influence local air quality. Possible minimal decrease in emissions on key commuter corridors from reduced traffic levels that may occur due to modal shift, as the train service becomes a more viable option for commuter usage.	HoW Line	Moderate Adverse
Greenhouse Gas Emissions	O1, O2, O6	Increase in emissions likely due to increased in train units operating on the line. Possible minimal decrease in emissions on key commuter corridors from reduced traffic levels that may occur due to modal shift, as the train service becomes a more viable option for commuter usage.	HoW Line	Moderate Adverse
Landscape and Townscape	O8	Increase in train frequencies unlikely to be visually intrusive, as service already operating on the line.	HoW Line	Neutral
Biodiversity	O1, O2, O6	There are infrastructure works required as consequence of this option which may lead to damage or disturbance to local ecosystems or habitats and associated flora and fauna.	HoW Line (area around Brookland Road Level Crossing)	Slight adverse
Heritage	O1	Increase in train frequencies are unlikely to impact on local heritage sites or features.	HoW Line	Neutral
Water Environment	O2	Unlikely to be impacted by this option.		Neutral
Soil	None	Infrastructure works required under this option may lead to some disturbance to soil during the construction process.	Immediate area to of construction on the HoW Line (Brookland Road Level Crossing)	Slight adverse
Social				
Transport Safety	O3	Modal shift may lead to a decrease in road traffic levels on key travel corridors along the line leading to a possible decrease in road traffic accidents.	Key travel corridors in the area of the HoW Line	Moderate Beneficial
Personal Security	O3	Unlikely to be impacted by this option.		Neutral
Permeability	O8	Unlikely to be impacted by this option.		Neutral
Physical Fitness	O6	Possible increase in associated journeys made by foot and bicycle to train station from increased train frequencies. This will benefit physical fitness levels.	Users of the HoW Line	Slight beneficial

Social Inclusion	O4, O8	Increased train frequencies will provide improved access to services and employment opportunities (with commuter viable operating times) for all, especially those without access to a private car. This will help address social exclusion where caused by a lack of transport options.	Communities surrounding the HoW line.	Moderate Beneficial
Equality, Diversity and Human Rights	O4	Railway open to use by all as a public transport facility. Increased rail frequencies will help improve access for all in society.	Communities surrounding the HoW line.	Slight beneficial
Transport Planning Objectives				
TPO1 Improve the quality and integration of public transport system including the role of community transport.		This option will aid in helping integration as more frequent rail services will increase the viability of possible integration with other modes of travel. Those option will not address the role of community transport.	Users of the HoW line	Moderate Beneficial
TPO2 Maintain and improve the existing transport infrastructure (road and rail)		Increase usage of the railway will help to support the strategic importance of the line and hopefully help to improve the future infrastructure. Provision of a passing loop will add to infrastructure.	HoW line	Moderate Beneficial
TPO3 Deliver a co-ordinated and integrated travel and transport network through effective partnership working.		This option will require good partnership working between TOC, TraCC, WAG and local authorities in order to be a success. It will aid in helping to improve integrated travel.	HoW line	Slight beneficial
TPO4 Reduce journey times and increase railway line speeds.		Overall journey times for users from journey start to end may be improved by increases in service frequencies. However, line speeds and journey times on the railway line will not be reduced.	HoW line	Slight beneficial
TPO5 Increase railway service frequencies.		This option directly address this criteria by providing increases in frequencies on the line.	HoW Line	Large Beneficial
TPO6 Increase railway line utilisation for the movement of freight (freight tonnage)		This option does not address this criteria.		Neutral
TPO7 Improve the strategic importance and connection of railway lines with key surrounding transport networks.		Increased frequencies will improve the connection of the HoW line to other mainline services. Further, increased frequencies will aid in improving the strategic importance of the HoW line, through an increase in patronage.	HoW line	Moderate Beneficial
Public acceptability:	Likely to be high for all communities along the line as increased frequencies provides increased access and wider transport options.			
Acceptability to other stakeholders:	WAG may need to see a strong business case if option results in increased subsidy to TOC.			
Technical and operational feasibility:	<p>Trains will in the main cross on another at Llandrindod Crossing and Llandovery (crews would be changed at Llandovery).</p> <p>To cater for commuting on the southern section of the line short working have been run to Llandovery although they could run only as far as Llandeilo depending on available market.</p> <p>To operate this service five unit diagrams would be required, three starting from Swansea and two from Shrewsbury. Any additional services above this level would require extra resources.</p> <p>Infrastructure works required for this option include extending the existing siding 100m northwards over the Brookland Road level crossing to provide an extended loop; and also provide a new 325m long siding beyond the northern loop end to replicate the existing facility.</p>			
Financial affordability and deliverability:	<p>Infrastructure requirements under this option.</p> <p>Implications for ongoing costs to service and deliverability in terms of sourcing additional train units.</p>			
Risks				
Risks	<p>Funding</p> <p>Train unit availability</p> <p>Implications on subsidy to TOC and acceptability from WAG.</p>			

NOTES:

Measurement	Qualitative at Stage 1
Assessment	Statement of impact
Distribution	Statement of locational impact
Significance	Quantify measure where appropriate or include qualitative measure using a Likert scale (mostly qualitative assumed for Stage 1)
	For Example
	Large Beneficial
	Moderate Beneficial
	Slight beneficial
	Neutral
	Slight adverse
	Moderate Adverse
	Severe Adverse

TRaCC RTP Objectives:

- O1. Reduce the demand for travel.
- O2. Minimise the impact of movement of the global and local environment and ensure the highest levels of protection to European Sites

- O3. Improve safety and security for all transport users.
- O4. Improve travel accessibility to services, jobs and facilities for all sectors of society.
- O5. Improve the quality and integration of the public transport system including the role of community transport.
- O6. Provide, promote and improve sustainable forms of travel.
- O7. Maintain and improve the existing transport infrastructure (road and rail).
- O8. Ensure travel and accessibility issues are properly integrated into land use decisions.
- O9. Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England.
- O10. Deliver a co-ordinated and integrated travel and transport network through effective partnership working.

Health Impact Assessment Summary Table

Option Description:

Heart of Wales Line Frequency Enhancement Option 3: Two hourly service: This option offers a two hourly service over the entire length of the line. This option provides an early evening departure from Shrewsbury to Llandrindod at 1844 and a mid evening departure from Swansea to Llandeilo at 2022.

Appraisal Criteria	Assessment	Distribution	Significance
Health Impact Assessment			
Lifestyle / capacities affecting health	Possible increase in associated journeys made by foot and bicycle to train station from increased train frequencies. This will benefit physical fitness levels.	Users of the HoW Line	Slight beneficial
Social and Community	Increased frequency on the line will improve access to services and employment opportunities, especially for those without a private car. This may have associated community and social benefits.	Communities on the HoW Line	Moderate Beneficial
Living Conditions	Increased frequency on the line may improve access to higher paid employment opportunities, especially for those without a private car. This could help improve living conditions.	Communities on the HoW Line	Moderate Beneficial
Working Conditions	Increased frequency on the line may improve access to higher paid employment opportunities, especially for those without a private car. This could help improve working conditions.	Communities on the HoW Line	Moderate Beneficial
Services (access and quality)	Increased frequency on the line may improve access to services of higher quality in Swansea and Shrewsbury, especially for those without a private car.	Communities on the HoW Line	Moderate Beneficial
Socio-economic, cultural and environmental and sustainability factors	Increased frequency on the line and commuter viable operating times may encourage sustainable travel and modal shift to train from car. Better access to cultural facilities in Swansea through increased service frequencies.	Communities on the HoW Line	Moderate Beneficial
Macro-economic factors	Increased train frequencies on the line will lead to regeneration benefits, with increased access. Positive impact on employment, income and output in the area.	Communities on the HoW Line	Large Beneficial
Others			

Stage 1 WelTAG Appraisals:

Option Description:

Cambrian Coast Line Frequency Enhancement Option 1: Hourly service Dovey Junction to Pwllheli

Criteria	RTP Objective	Assessment	Distribution	Significance
Welsh Impact Areas				
Economy				
Transport Economic Efficiency		Estimated Capital Costs of £5,754,618 from required infrastructure (two passing loops). Revenue cost implications (crew, unit maintenance and units required) from running an increased service. Increase in subsidy paid by WAG to TOC for operation of additional services. No impact likely on train fares for users. Likely to be journey time benefits (from an increase in service frequency) for users of the line and journey time reliability, with times between services reduced, so late running or missing of a service will have a reduced impact on users. Forecast estimated demand for this option of 1,687,305 trips per annum (2014). This is a 65% increase on the 2009 base. BCR for option is 1.5:1.	Cambrian Coast Line	Slight beneficial
EALI	O4, O9	Increased train frequencies on the line will lead to regeneration benefits, with increased access. Positive impact on employment, income and output in the area. 65% increase in demand compared to a 2009 base.	Communities along the Cambrian Coast Line	Moderate Beneficial
Environment/Sustainability				
Noise	O1, O2, O6	Increase in noise likely in localised area from increased train units on the line operating more frequently. Possible minimal decrease in noise on key commuter corridors from reduced traffic levels that may occur due to modal shift, as the train service becomes a more viable travel option.	Cambrian Coast Line	Moderate Adverse
Local Air Quality	O1, O2, O6	Increase in emissions likely due to increase in train units operating on the line which may negatively influence local air quality. Possible minimal decrease in emissions on key commuter corridors from reduced traffic levels that may occur due to modal shift, as the train service becomes a more viable travel option	Cambrian Coast Line	Moderate Adverse
Greenhouse Gas Emissions	O1, O2, O6	Increase in emissions likely due to increase in train units operating on the line which may negatively influence local air quality. Possible minimal decrease in emissions on key commuter corridors from reduced traffic levels that may occur due to modal shift, as the train service becomes a more viable travel option.	Cambrian Coast Line	Moderate Adverse
Landscape and Townscape	O8	Increase in train frequencies unlikely to be visually intrusive, as service already operating on the line.	Cambrian Coast Line	Neutral
Biodiversity	O1, O2, O6	There are infrastructure works required as consequence of this option which may lead to damage or disturbance to local ecosystems or habitats and associated flora and fauna. Passing loop required at Criccieth is located near to protected environmental sites (SAC and SSSIs)	Area at Criccieth where passing loop required.	Moderate Adverse
Heritage	O1	Increase in train frequencies are unlikely to impact on local heritage sites or features.	Cambrian Coast Line	Neutral
Water Environment	O2	Unlikely to be impacted by this option.		Neutral
Soil	None	Infrastructure works required under this option may lead to some disturbance to soil during the construction process.	Area at Criccieth where passing loop required.	Slight adverse
Social				
Transport Safety	O3	Modal shift may lead to a decrease in road traffic levels on key travel corridors along the line leading to a possible decrease in road traffic accidents.	Key Travel corridors in area of Cambrian Costs line	Moderate Beneficial
Personal Security	O3	Unlikely to be impacted by this option.		Neutral
Permeability	O8	Unlikely to be impacted by this option.		Neutral

Physical Fitness	O6	Possible increase in associated journeys made by foot and bicycle to train station from increased train frequencies. This will benefit physical fitness levels.	Users of Cambrian Coast Line	Slight beneficial
Social Inclusion	O4, O8	Increased train frequencies will provide improved access to services and possible employment opportunities for all, especially those without access to a private car. This will help address social exclusion where caused by a lack of transport options.	Communities surrounding the Cambrian Coast Line.	Moderate Beneficial
Equality, Diversity and Human Rights	O4	Railway open to use by all as a public transport facility. Increased rail frequencies will help improve access for all in society.	Communities surrounding the Cambrian Coast Line.	Slight beneficial
Transport Planning Objectives				
TPO1 Improve the quality and integration of public transport system including the role of community transport.		This option will aid in helping integration as more frequent rail services will increase the viability of possible integration with other modes of travel. Those option will not address the role of community transport.	Users of the Cambrian Cost Line	Moderate Beneficial
TPO2 Maintain and improve the existing transport infrastructure (road and rail)		Increase usage of the railway will help to support the strategic importance of the line and hopefully help to improve the future infrastructure. Provision of passing loop will add to infrastructure.	Cambrian Coast Line	Moderate Beneficial
TPO3 Deliver a co-ordinated and integrated travel and transport network through effective partnership working.		This option will require good partnership working between TOC, TraCC, WAG and local authorities in order to be a success. It will aid in helping to improve integrated travel.	Cambrian Coast Line	Slight beneficial
TPO4 Reduce journey times and increase railway line speeds.		Overall journey times for users from journey start to end may be improved by increases in service frequencies. However, line speeds and journey times on the railway line will not be reduced.	HoW line	Slight beneficial
TPO5 Increase railway service frequencies.		This option directly address this criteria by providing increases in frequencies on the line.	Cambrian Coast Line	Large Beneficial
TPO6 Increase railway line utilisation for the movement of freight (freight tonnage)		This option does not address this criteria.		Neutral
TPO7 Improve the strategic importance and connection of railway lines with key surrounding transport networks.		The Aberystwyth (Cambrian Main line) and Pwllheli (Cambrian Coast line) services are interchangeable; i.e. option 1 for the Cambrian Coast line can operate in unison with option 2 for the Cambrian Main line, and vice versa. Therefore this option will allow good connection in to the surrounding rail network. Increased services frequency will hopefully also provide increased strategic importance of the coastal line.	Cambrian Coast Line	Moderate Beneficial
Public acceptability:	Likely to be high for all communities along the line as increased frequencies provides increased access and wider transport options.			
Acceptability to other stakeholders:	WAG may need to see a strong business case if option results in increased subsidy to TOC.			
Technical and operational feasibility:	<p>An hourly service can be provided on the route with the re-instatement of the passing loop at Criccieth, and reintroduction of one or more of the passing loops at Aberdovey, Llywngwrl and Dyffryn Arduw. Services would pass en route at four locations namely Tywyn, Barmouth, Harlech and Criccieth.</p> <p>Downside to an hourly service on this route (and particularly the Aberystwyth route) is that the Pwllheli service in the main would need to start and terminate at Dovey Junction connecting with the Aberystwyth service. If the Pwllheli service did run to Machynlleth it would have to precede the Aberystwyth service in both directions due to occupation of the single line between Machynlleth and Dovey Junction and have a long layover at Machynlleth which would result in poor resource utilisation.</p> <p>Five train units are required to operate this option.</p>			
Financial affordability and deliverability:	<p>To use Dovey Junction as the starting point for this service would probably require upgrading of facilities at this location.</p> <p>Option requires route enhancement with provision of a passing loop at Criccieth and one other location. This has implications on the cost of the option.</p> <p>Large capital cost to option, however does generate a 65% increase in trips per annum (2014).</p>			
Risks				
Risks	<p>Funding</p> <p>Train unit availability</p> <p>Implications on subsidy to TOC and acceptability from WAG.</p>			

NOTES:

Measurement	Qualitative at Stage 1
Assessment	Statement of impact
Distribution	Statement of locational impact
Significance	Quantify measure where appropriate or include qualitative measure using a Likert scale

(mostly qualitative assumed for Stage 1)

For Example

Large Beneficial
Moderate Beneficial
Slight beneficial
Neutral
Slight adverse
Moderate Adverse
Severe Adverse

TRaCC RTP Objectives:

- O1. Reduce the demand for travel.
- O2. Minimise the impact of movement of the global and local environment and ensure the highest levels of protection to European Sites
- O3. Improve safety and security for all transport users.
- O4. Improve travel accessibility to services, jobs and facilities for all sectors of society.
- O5. Improve the quality and integration of the public transport system including the role of community transport.
- O6. Provide, promote and improve sustainable forms of travel.
- O7. Maintain and improve the existing transport infrastructure (road and rail).
- O8. Ensure travel and accessibility issues are properly integrated into land use decisions.
- O9. Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England.
- O10. Deliver a co-ordinated and integrated travel and transport network through effective partnership working.

Health Impact Assessment Summary Table

Option Description:

Cambrian Coast Line Frequency Enhancement Option 1: Hourly service Dovey Junction to Pwllheli

Appraisal Criteria	Assessment	Distribution	Significance
Health Impact Assessment			
Lifestyle / capacities affecting health	Possible increase in associated journeys made by foot and bicycle to train station from increased train frequencies. This will benefit physical fitness levels.	Users of Cambrian Coast Line	Slight beneficial
Social and Community	Increased frequency on the line will improve access to services and employment opportunities, especially for those without a private car. This may have associated community and social benefits.	Communities along the Cambrian Coast Line	Moderate Beneficial
Living Conditions	Increased frequency on the line may improve access to higher paid employment opportunities, especially for those without a private car. This could help improve living conditions.	Communities along the Cambrian Coast Line	Moderate Beneficial
Working Conditions	Increased frequency on the line may improve access to higher paid employment opportunities, especially for those without a private car. This could help improve working conditions.	Communities along the Cambrian Coast Line	Moderate Beneficial
Services (access and quality)	Increased frequency on the line may improve access to services of higher quality in larger strategic centres such as Shrewsbury, especially for those without a private car.	Communities along the Cambrian Coast Line	Moderate Beneficial
Socio-economic, cultural and environmental and sustainability factors	Increased frequency on the line may encourage sustainable travel and modal shift to train from car. Better access to cultural facilities in larger strategic centres through increased service frequencies.	Communities along the Cambrian Coast Line	Moderate Beneficial
Macro-economic factors	Increased train frequencies on the line will lead to regeneration benefits, with increased access. Positive impact on employment, income and output in the area.	Communities along the Cambrian Coast Line	Moderate Beneficial
Others			

Stage 1 WelTAG Appraisals:

Option Description:

Cambrian Cost Line Frequency Enhancement Option 2: Two hourly service Dovey Junction to Pwllheli (odd hours), Two hourly service Dovey Junction to Harlech (even hours).

Criteria	RTP Objective	Assessment	Distribution	Significance
Welsh Impact Areas				
Economy				
Transport Economic Efficiency		Capital Costs of £2,877,309 as infrastructure required. Revenue cost implications (crew, unit maintenance and units required) from running an increased service. Increase in subsidy paid by WAG to TOC for operation of additional services. No impact likely on train fares for users. Likely to be journey time benefits (from an increase in service frequency) for users of the line and journey time reliability, with times between services reduced, so late running or missing of a service will have a reduced impact on users. Forecast estimated demand for this option of 1,348,584 trips per annum (2014). This is a 32% increase on the 2009 base. BCR for option is 2.1:1.	Cambrian Coast Line	Moderate Beneficial
EALI	O4, O9	Increased train frequencies on the line will lead to regeneration benefits, with increased access. Positive impact on employment, income and output in the area. 32% increase in demand compared to a 2009 base.	Communities along the Cambrian Coast Line	Moderate Beneficial
Environment/Sustainability				
Noise	O1, O2, O6	Increase in noise likely in localised area from increased train units on the line operating more frequently. Possible minimal decrease in noise on key commuter corridors from reduced traffic levels that may occur due to modal shift, as the train service becomes a more viable travel option.	Cambrian Coast Line	Slight adverse
Local Air Quality	O1, O2, O6	Increase in emissions likely due to increase in train units operating on the line which may negatively influence local air quality. Possible minimal decrease in emissions on key commuter corridors from reduced traffic levels that may occur due to modal shift, as the train service becomes a more viable travel option	Cambrian Coast Line	Slight adverse
Greenhouse Gas Emissions	O1, O2, O6	Increase in emissions likely due to increase in train units operating on the line which may negatively influence local air quality. Possible minimal decrease in emissions on key commuter corridors from reduced traffic levels that may occur due to modal shift, as the train service becomes a more viable travel option.	Cambrian Coast Line	Slight adverse
Landscape and Townscape	O8	Increase in train frequencies unlikely to be visually intrusive, as service already operating on the line.	Cambrian Coast Line	Neutral
Biodiversity	O1, O2, O6	No infrastructure measures implemented as part of this proposal so unlikely to be an impact on damage or disturbance to local ecosystems or habitats and associated flora and fauna.	Cambrian Coast Line	Neutral
Heritage	O1	Increase in train frequencies are unlikely to impact on local heritage sites or features.	Cambrian Coast Line	Neutral
Water Environment	O2	Unlikely to be impacted by this option.		Neutral
Soil	None	No construction works necessary as part of this option to unlikely to be an impact on soil.	Cambrian Coast Line	Neutral
Social				
Transport Safety	O3	Modal shift may lead to a decrease in road traffic levels on key travel corridors along the line leading to a possible decrease in road traffic accidents.	Key Travel corridors in area of Cambrian Costs line	Slight beneficial
Personal Security	O3	Unlikely to be impacted by this option.		Neutral
Permeability	O8	Unlikely to be impacted by this option.		Neutral
Physical Fitness	O6	Possible increase in associated journeys made by foot and bicycle to train station from increased train frequencies. This will benefit physical fitness levels.	Users of Cambrian Coast Line	Slight beneficial

Social Inclusion	O4, O8	Increased train frequencies will provide improved access to services and possible employment opportunities for all, especially those without access to a private car. This will help address social exclusion where caused by a lack of transport options. Possible decrease in impact as communities north of Harlech will not be serviced by as higher level of service as those on the line south of Harlech.	Communities surrounding the Cambrian Coast Line.	Slight beneficial
Equality, Diversity and Human Rights	O4	Railway open to use by all as a public transport facility. Increased rail frequencies will help improve access for all in society. Possible decrease in impact as communities north of Harlech will not be serviced by as higher level of service as those on the line south of Harlech.	Communities surrounding the Cambrian Coast Line.	Slight beneficial
Transport Planning Objectives				
TPO1 Improve the quality and integration of public transport system including the role of community transport.		This option will aid in helping integration as more frequent rail services will increase the viability of possible integration with other modes of travel. Those option will not address the role of community transport.	Users of the Cambrian Coast Line	Moderate Beneficial
TPO2 Maintain and improve the existing transport infrastructure (road and rail)		Increase usage of the railway will help to support the strategic importance of the line and hopefully help to improve the future infrastructure.	Cambrian Coast Line	Slight beneficial
TPO3 Deliver a co-ordinated and integrated travel and transport network through effective partnership working.		This option will require good partnership working between TOC, TraCC, WAG and local authorities in order to be a success. It will aid in helping to improve integrated travel.	Cambrian Coast Line	Slight beneficial
TPO4 Reduce journey times and increase railway line speeds.		Overall journey times for users from journey start to end may be improved by increases in service frequencies. However, line speeds and journey times on the railway line will not be reduced.	HoW line	Slight beneficial
TPO5 Increase railway service frequencies.		This option directly addresses this criteria by providing increases in frequencies on the line. However communities north of Harlech will not be serviced by as higher level of service as those on the line south of Harlech.	Cambrian Coast Line	Moderate Beneficial
TPO6 Increase railway line utilisation for the movement of freight (freight tonnage)		This option does not address this criteria.		Neutral
TPO7 Improve the strategic importance and connection of railway lines with key surrounding transport networks.		The Aberystwyth (Cambrian Main line) and Pwllheli (Cambrian Coast line) services are interchangeable; i.e. option 1 for the Cambrian Coast line can operate in unison with option 2 for the Cambrian Main line, and vice versa. Therefore this option will allow good connection in to the surrounding rail network. Increased services frequency will hopefully also provide increased strategic importance of the coastal line.	Cambrian Coast Line	Moderate Beneficial
Public acceptability:	Likely to be high for increases in service frequencies. However, may be slight adverse reaction from those communities north of Harlech which wont received as high a frequency of services.			
Acceptability to other stakeholders:	WAG may need to see a strong business case if option results in increased subsidy to TOC.			
Technical and operational feasibility:	Passing loop required for operation of this service.			
	Four train units are required to operate this option.			
Financial affordability and deliverability:	Infrastructure costs as part of the option.			
Risks				
Risks	Funding Train unit availability Implications on subsidy to TOC and acceptability from WAG. Adverse reactions from communities north of Harlech.			

NOTES:

Measurement	Qualitative at Stage 1
Assessment	Statement of impact
Distribution	Statement of locational impact
Significance	Quantify measure where appropriate or include qualitative measure using a Likert scale (mostly qualitative assumed for Stage 1)
	For Example
	Large Beneficial
	Moderate Beneficial
	Slight beneficial
	Neutral

Slight adverse
Moderate Adverse
Severe Adverse

TraCC RTP Objectives:

- O1. Reduce the demand for travel.
- O2. Minimise the impact of movement of the global and local environment and ensure the highest levels of protection to European Sites
- O3. Improve safety and security for all transport users.
- O4. Improve travel accessibility to services, jobs and facilities for all sectors of society.
- O5. Improve the quality and integration of the public transport system including the role of community transport.
- O6. Provide, promote and improve sustainable forms of travel.
- O7. Maintain and improve the existing transport infrastructure (road and rail).
- O8. Ensure travel and accessibility issues are properly integrated into land use decisions.
- O9. Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England.
- O10. Deliver a co-ordinated and integrated travel and transport network through effective partnership working.

Health Impact Assessment Summary Table

Option Description:

Cambrian Coast Line Frequency Enhancement Option 2: Two hourly service Dovey Junction to Pwllheli (odd hours), Two hourly service Dovey Junction to Harlech (even hours).

Appraisal Criteria	Assessment	Distribution	Significance
Health Impact Assessment			
Lifestyle / capacities affecting health	Possible increase in associated journeys made by foot and bicycle to train station from increased train frequencies. This will benefit physical fitness levels.	Users of Cambrian Coast Line	Slight beneficial
Social and Community	Increased frequency on the line will improve access to services and employment opportunities, especially for those without a private car. This may have associated community and social benefits. Possible slight disadvantages for those communities north of Harlech under this option.	Communities along the Cambrian Coast Line	Slight beneficial
Living Conditions	Increased frequency on the line may improve access to higher paid employment opportunities, especially for those without a private car. This could help improve living conditions. Possible slight disadvantages for those communities north of Harlech under this option.	Communities along the Cambrian Coast Line	Slight beneficial
Working Conditions	Increased frequency on the line may improve access to higher paid employment opportunities, especially for those without a private car. This could help improve working conditions. Possible slight disadvantages for those communities north of Harlech under this option.	Communities along the Cambrian Coast Line	Slight beneficial
Services (access and quality)	Increased frequency on the line may improve access to services of higher quality in larger strategic centres such as Shrewsbury, especially for those without a private car. Possible slight disadvantages for those communities north of Harlech under this option.	Communities along the Cambrian Coast Line	Slight beneficial
Socio-economic, cultural and environmental and sustainability factors	Increased frequency on the line may encourage sustainable travel and modal shift to train from car. Better access to cultural facilities in larger strategic centres through increased service frequencies. Possible slight disadvantages for those communities north of Harlech under this option.	Communities along the Cambrian Coast Line	Slight beneficial
Macro-economic factors	Increased train frequencies on the line will lead to regeneration benefits, with increased access. Positive impact on employment, income and output in the area. Possible slight disadvantages for those communities north of Harlech under this option.	Communities along the Cambrian Coast Line	Moderate Beneficial
Others			

Stage 1 WelTAG Appraisals:

Option Description:

Cambrian Mainline Frequency Enhancements- Option 2: Hourly Service Shrewsbury to Aberystwyth (version 2): Proposed new station at Carno (and existing station at Caersws) would be served every 2 hours, whilst the proposed new station at Bow Street would be served hourly, along with the existing station at Both. Infrastructure enhancement required for this option of an extension of the Welshpool to Fron Junction Loop to the site of the former Forde Station.

The 'Do Minimum' already includes the assessment of the option for the provision of an hourly service on the Cambrian Mainline. This WelTAG stage 1 assessment just assesses the impact of the introduction of the additional infrastructure that may possibly be required to facilitate an hourly service and additional new stations. This WelTAG AST should therefore be read in conjunction with the 'Do Minimum' WelTAG AST.

Criteria	RTP Objective	Assessment	Distribution	Significance
Welsh Impact Areas				
Economy				
Transport Economic Efficiency		Estimated capital costs of £3,701,798 from required infrastructure. No impact likely on train fares for users. No journey time benefits, however could be slight journey time reliability benefits if service operational reliability is improved. Extension of the passing loop will allow for facilitation of the addition of new stations into the timetable on the main line, this could result in increases in patronage (please refer to individual station WelTAG stage 1 AST's for demand forecast information). Forecast estimated demand for this option (of an hourly service) of 1,410,778 trips per annum (2014). This is a 65% increase on the 2009 base.	Cambrian Main line	Slight beneficial
EALI	O4, O9	Loop will allow the introduction of new stations on the Cambrian Mainline. This will have a positive regeneration impact on surrounding areas in terms of employment, income and output. Impacts of regeneration benefits are outlined in individual new station WelTAG stage 1 AST.	Communities close to new proposed station sites on the Cambrian Main line	Moderate Beneficial
Environment/Sustainability				
Noise	O1, O2, O6	Extension of passing loop unlikely to impact upon this criteria.		Neutral
Local Air Quality	O1, O2, O6	Extension of passing loop unlikely to impact upon this criteria.		Neutral
Greenhouse Gas Emissions	O1, O2, O6	Extension of passing loop unlikely to impact upon this criteria.		Neutral
Landscape and Townscape	O8	Extension of passing loop unlikely to be visually intrusive to unlikely to have an impact on the local land and townscape.	Land and townscape surrounding the extension of the passing loop.	Neutral
Biodiversity	O1, O2, O6	Construction works undertaken to extend loop could lead to possible damage or disturbance to local ecosystems or habitats and associated flora and fauna.	Area immediate to the extension of the passing loop	Slight adverse
Heritage	O1	Extension of passing loop unlikely to impact upon this criteria.		Neutral
Water Environment	O2	Extension of passing loop unlikely to impact upon this criteria.		Neutral
Soil	None	Construction works could lead to some disruption to soil.	Area immediate to the extension of the passing loop	Slight adverse
Social				
Transport Safety	O3	Extension of passing loop unlikely to impact upon this criteria.		Neutral
Personal Security	O3	Extension of passing loop unlikely to impact upon this criteria.		Neutral
Permeability	O8	Extension of passing loop unlikely to impact upon this criteria.		Neutral
Physical Fitness	O6	Extension of passing loop unlikely to impact upon this criteria.		Neutral
Social Inclusion	O4, O8	Extension of passing loop will facilitate opening of new station which will improve access which will help to address social exclusion where caused by a lack of transport options.	Communities where new stations proposed along Cambrian Mainline	Slight beneficial
Equality, Diversity and Human Rights	O4	Option provides improvements to infrastructure of a public transport network which is open to all to use.	Communities along Cambrian Mainline	Slight beneficial
Transport Planning Objectives				
TPO1 Improve the quality and integration of public transport system including the role of community transport.		Extension of passing loop will facilitate opening of new station, which will allow for better integration.	Cambrian mainline	Slight beneficial
TPO2 Maintain and improve the existing transport infrastructure (road and rail)		Implementation of a new passing loop will be adding to the existing transport infrastructure.	Cambrian mainline	Slight beneficial
TPO3 Deliver a co-ordinated and integrated travel and transport network through effective partnership working.		Option will require partnership working to implement, from Network Rail, TraCC and TOC.	Cambrian mainline	Slight beneficial
TPO4 Reduce journey times and increase railway line speeds.		Maybe some reduction in total end to start journey times if new stations facilitated by passing loop are implement.	Users of Cambrian mainline	Slight beneficial
TPO5 Increase railway service frequencies.		Option will facilities increase railway frequencies.	Users of Cambrian mainline	Slight beneficial
TPO6 Increase railway line utilisation for the movement of freight (freight tonnage)		Extension of passing loop unlikely to impact upon this criteria.		Neutral

TPO7 Improve the strategic importance and connection of railway lines with key surrounding transport networks.		Passenger loop may help with better connections into Shrewsbury and other surrounding rail networks for services on the Cambrian main and coast line.	Cambrian mainline	Slight beneficial
Public acceptability:	Public likely to be accepting of measures which allow for new stations.			
Acceptability to other stakeholders:	Funding providers may be reluctant to pay for implementing further infrastructure, when recent works funded to install a passing loop at Welshpool to Fron Junction.			
Technical and operational feasibility:	Infrastructure enhancement required for this option of an extension of the Welshpool to Fron Junction Loop to the site of the former Forden Station.			
Financial affordability and deliverability:	Large capital cost to option of £3,701,798 for required infrastructure.			
Risks				
Risks	<p>Funding</p> <p>Train unit availability</p> <p>Implications on subsidy to TOC and acceptability from WAG</p> <p>Assumption that infrastructure works put in place to facilitate a regular Cambrian hourly service (i.e. the installation of the dynamic loop from Welshpool to Fron Junction) is adequate to allow this operation.</p>			

NOTES:

Measurement	Qualitative at Stage 1
Assessment	Statement of impact
Distribution	Statement of locational impact
Significance	Quantify measure where appropriate or include qualitative measure using a Likert scale (mostly qualitative assumed for Stage 1) For Example
	Large Beneficial
	Moderate Beneficial
	Slight beneficial
	Neutral
	Slight adverse
	Moderate Adverse
	Severe Adverse

TRaCC RTP Objectives:

- O1. Reduce the demand for travel.
- O2. Minimise the impact of movement of the global and local environment and ensure the highest levels of protection to European Sites
- O3. Improve safety and security for all transport users.
- O4. Improve travel accessibility to services, jobs and facilities for all sectors of society.
- O5. Improve the quality and integration of the public transport system including the role of community transport.
- O6. Provide, promote and improve sustainable forms of travel.
- O7. Maintain and improve the existing transport infrastructure (road and rail).
- O8. Ensure travel and accessibility issues are properly integrated into land use decisions.
- O9. Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England.
- O10. Deliver a co-ordinated and integrated travel and transport network through effective partnership working.

Health Impact Assessment Summary Table

Option Description:

Cambrian Mainline Frequency Enhancements- Option 2 Hourly Service Shrewsbury to Aberystwyth (version 2): Proposed new station at Carno (and existing station at Caersws) would be served every 2 hours, whilst the proposed new station at Bow Street would be served hourly, along with the existing station at Borth. Infrastructure enhancement required for this option of an extension of the Welshpool to Fron Junction Loop to the site of the former Forden Station.

The 'Do Minimum' already includes the assessment of the option for the provision of an hourly service on the Cambrian Mainline. This WeITAG stage 1 assessment just assesses the impact of the introduction of the additional infrastructure that may possibly be required to facilitate an hourly service and additional new stations. This WeITAG AST should therefore be read in conjunction with the 'Do Minimum' WeITAG AST.

Appraisal Criteria	Assessment	Distribution	Significance
Health Impact Assessment			
Lifestyle / capacities affecting health	Extension of passing loop unlikely to impact upon this criteria.		Neutral
Social and Community	Extension of passing loop unlikely to impact upon this criteria.		Neutral
Living Conditions	Extension of passing loop unlikely to impact upon this criteria.		Neutral
Working Conditions	Extension of passing loop unlikely to impact upon this criteria.		Neutral
Services (access and quality)	Extension of passing loop unlikely to impact upon this criteria.		Neutral
Socio-economic, cultural and environmental and sustainability factors	Extension of passing loop unlikely to impact upon this criteria.		Neutral
Macro-economic factors	Loop will allow the introduction of new stations on the Cambrian Mainline. This will have a positive regeneration impact on surrounding areas in terms of employment, income and output	Communities close to new proposed station sites on the Cambrian Main line	Moderate Beneficial
Others			

Stage 1 WeITAG Appraisals:

Option Description:

New Station at Carno: Construction of a new single platform station at Carno. Proposed site is at the east end of the village approximately 6 miles West of Caersws station adjacent to the railway bridge over the Afon Garno (58m 40ch).

Criteria	RTP Objective	Assessment	Distribution	Significance
Welsh Impact Areas				
Economy				
Transport Economic Efficiency		The estimated cost of the station is £1.43m excluding land purchase. This includes an uplift of 50% for optimum bias. The estimated operational cost of running a category F station is approximately £59,000 per annum. Possibility of a small increase in subsidy paid by WAG to TOC if new station implemented. User charges to new rail service likely to be comparable to other public transport services for similar journeys, with the exception of concessionary pass holders who travel by bus for free. It is estimated that a new station will generate 6,322 net new trips (2014). The BCR for the station is 0.75:1.	Community of Carno	Slight adverse
EALI	O4, O9	Increase in access to employment opportunities for those without access to private car. Likely to be regeneration benefits to surrounding area from increased access created by the new station. Positive impact on employment, income and output in the area. Net new trips generated of 6,322 (2014).	Community surrounding the new station at Carno.	Slight beneficial
Environment/Sustainability				
Noise	O1, O2, O6	Possible increase in noise during construction works however station to be located on existing operational line. Some possible increase in noise due to trains starting, stopping and standing with engine running. May lead to some decrease in road traffic noise along key commuter corridors if modal shift from private car to train occurs.	Localised to immediate surrounding area of new station at Carno.	Slight adverse
Local Air Quality	O1, O2, O6	Trains stopping likely to increase emissions in immediate vicinity to station. Increased car trips to area generated by new station likely to negatively effect local air quality within locality of Carno. However, hopefully this will be reduced by passengers accessing the station by foot. Potential positive effect in key travel corridors in area in terms of air quality from modal shift from car to rail journeys.	Carno and key travel corridors in area	Slight adverse
Greenhouse Gas Emissions	O1, O2, O6	Trains stopping likely to increase emissions in immediate vicinity to station. Increased car trips to area generated by new station likely to lead to increased emissions in Carno. Potential positive effect in the key travel corridors in area on the level of greenhouse gas emissions from modal shift from car to rail journeys.	Carno and key travel corridors in area	Slight adverse
Landscape and Townscape	O8	New station likely to have impact on immediate local townscape. Sympathetic design will lessen impact.	Carno	Slight adverse
Biodiversity	O1, O2, O6	Likely loss of local biodiversity and/or disturbance ecosystems and habitats and associated flora and fauna species as a consequence of building the new station. Current site is a greenfield site. Mitigation measures may need to be in place.	Very localised to the site where new station built in Carno.	Moderate Adverse
Heritage	O1	No known heritage features in the area.		Neutral
Water Environment	O2	Increase in non permeable surfaces as a result of the new station site that may impact local watercourses. There is a river near to the site which could be vulnerable to pollution and increased run-off.	Afon Carno runs adjacent to site.	Moderate Adverse
Soil	None	Some disruption during excavation as part of construction works.	Localised to new station site at Carno.	Slight adverse
Social				
Transport Safety	O3	Modal shift to rail from car will potentially decrease traffic on road network and decrease frequency of road traffic accidents.	Along key commuter corridors that the new station would serve.	Slight beneficial
Personal Security	O3	A new station is likely to be built to include safety and security features in design and would therefore be likely to increase the perception of personal security for users. Lighting and CCTV are planned to be installed.	Users of the new station at Carno.	Moderate Beneficial
Permeability	O8	DDA compliant pedestrian access provided as part of the design.	Users of the new station at Carno.	Slight beneficial
Physical Fitness	O6	Potential for associated journeys to new station by physical modes of transport such as walking and cycling.	Users of the new station at Carno.	Slight beneficial
Social Inclusion	O4, O8	A new railway station will improve transport options and increase accessibility to services for a larger number of people (especially those without access to a private car). This should aid reduction in social exclusion.	Communities around the new station at Carno.	Moderate Beneficial

Equality, Diversity and Human Rights	O4	New station site will be open for use by all, benefiting all groups within the community. New station will be fully DDA compliant.	Users of the new station at Carno.	Moderate Beneficial
Transport Planning Objectives				
TPO1 Improve the quality and integration of public transport system including the role of community transport.		No direct benefits to community transport but new station will encourage increased interchange. Two bus services stop within 300m of Site 2 (X85 and 522).	Users of the new station at Carno.	Moderate Beneficial
TPO2 Maintain and improve the existing transport infrastructure (road and rail)		New station will increase usage of railway line and so may be more money made available for maintenance.	Along Cambrian mainline.	Slight beneficial
TPO3 Deliver a co-ordinated and integrated travel and transport network through effective partnership working.		Scheme has support of Carno Station Action Group. New station will require further partnership working between TOC, Network Rail, Local Authorities and TraCC.	Community surrounding the new station at Carno.	Moderate Beneficial
TPO4 Reduce journey times and increase railway line speeds.		Scheme will enable users of station to access railway services more quickly possibly reducing journey times. However the additional station will incur a time penalty to existing journeys, due to stoppage at the station, with railway line speeds needing to reduce in the area through, approaching and exiting the station.	Users of the new station at Carno.	Slight adverse
TPO5 Increase railway service frequencies.		A new station may have an operational impact on the ability to increase railway frequencies.	Train services along Cambrian line.	Slight adverse
TPO6 Increase railway line utilisation for the movement of freight (freight tonnage)		Unlikely to be any change as a result of scheme.		Neutral
TPO7 Improve the strategic importance and connection of railway lines with key surrounding transport networks.		A new station site may improve patronage levels raising the strategic importance of the Cambrian Line.	Cambrian Mainline	Slight beneficial
Public acceptability:	Scheme has support of local Carno Station Action Group.			
Acceptability to other stakeholders:	Subject to outcome of Business Case.			
Technical and operational feasibility:	<p>Access to the station could be provided from Dol Llin Ffordd which spurs off the A470 passing through Carno and borders the southern and eastern sides of the site. An access road would be required from this minor road to the station site. The field would need to be acquired for construction of a car park as well as DDA compliant pedestrian access.</p> <p>As the track is on a shallow gradient and the radius is greater than 1000m no works would be required.</p> <p>A new BT phone line would be needed for the station platform telecoms (CCTV/CIS/Help point).</p> <p>The station would be 1100m from the existing automatic half-barrier level crossing. As this is outside the 'strike in' point for the crossing there are no signalling issues associated with this proposal.</p>			
Financial affordability and deliverability:	<p>Planning consent would be required for the new station</p> <p>Unless the land can be acquired from the owner by agreement a Compulsory Purchase Order would be required.</p>			
Risks				
Risks	<p>Requires land acquisition.</p> <p>Implementation of option, with minimal increase in patronage on rail services. Increases in rail service frequencies may need to accompany a new station.</p> <p>Funding availability.</p>			

NOTES:

Measurement	Qualitative at Stage 1
Assessment	Statement of impact
Distribution	Statement of locational impact
Significance	Quantify measure where appropriate or include qualitative measure using a Likert scale (mostly qualitative assumed for Stage 1)
	For Example
	Large Beneficial
	Moderate Beneficial
	Slight beneficial
	Neutral
	Slight adverse
	Moderate Adverse
	Severe Adverse

TRaCC RTP Objectives:

- O1. Reduce the demand for travel.
- O2. Minimise the impact of movement of the global and local environment and ensure the highest levels of protection to European Sites
- O3. Improve safety and security for all transport users.
- O4. Improve travel accessibility to services, jobs and facilities for all sectors of society.
- O5. Improve the quality and integration of the public transport system including the role of community transport.
- O6. Provide, promote and improve sustainable forms of travel.
- O7. Maintain and improve the existing transport infrastructure (road and rail).
- O8. Ensure travel and accessibility issues are properly integrated into land use decisions.
- O9. Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England.
- O10. Deliver a co-ordinated and integrated travel and transport network through effective partnership working.

Health Impact Assessment Summary Table

Option Description:

New Station at Carno: Construction of a new single platform station at Carno. Proposed site is at the east end of the village approximately 6 miles West of Caersws station adjacent to the railway bridge over the Afon Garno (58m 40ch).

Appraisal Criteria	Assessment	Distribution	Significance
Health Impact Assessment			
Lifestyle / capacities affecting health	May lead to improvements in physical fitness due to associated journeys to access station by foot or bicycle.	Community of Carno	Slight beneficial
Social and Community	Possible reduction in social exclusion from improved access to railway services especially for those without access to a private vehicle.	Community of Carno	Moderate Beneficial
Living Conditions	Possible regeneration benefits from access to railway services for local community e.g. access to higher paid jobs which may help improve living conditions.	Community of Carno	Slight beneficial
Working Conditions	Greater access to a range of employment opportunities may improve working conditions for community of Carno. Further, any inward investment created by a new railway station may improve working conditions at employers within Carno.	Community of Carno	Moderate Beneficial
Services (access and quality)	Increased access to education, leisure, health and employment services and services of greater quality (located in other strategic locations along the line) created by new station, especially for those without access to a private car.	Community of Carno	Moderate Beneficial
Socio-economic, cultural and environmental and sustainability factors	Likely improvements to socio-economic factors through better access to job opportunities. Cultural benefits from access to leisure facilities and cultural facilities. Modal shift from car to train likely to aid in reducing emissions and benefit the environment and other sustainability criteria.	Community of Carno	Moderate Beneficial
Macro-economic factors	Possible aid in economic development of area from improved accessibility.	Community of Carno	Slight beneficial
Others			

Stage 1 WeITAG Appraisals:

Option Description:

An enhanced bus service through Carno to facilitate transfer of passengers to/from Caersws and Machynlleth railway stations to/from Carno:
Timing and reliability are of key importance for successful integration between bus and rail services. A dedicated feeder service is to be introduced to meet services in both directions stopping at Caersws (connecting Shrewsbury, Birmingham and London to the East and Aberystwyth and Pwllheli to the West).

Criteria	RTP Objective	Assessment	Distribution	Significance
Welsh Impact Areas				
Economy				
Transport Economic Efficiency		Based on the requirement for a DDA compliant vehicle the estimated cost is £100/120K per vehicle per annum. Based on 6000 passenger trips an estimated revenue of £12K is possible if all passengers make a return trip. This is an optimistic estimation. Revenue cost implications to this option as substantial as subsidy would be required. Unlikely to be journey time benefits to users or reliability benefits as driving to Caersws station from Carno is a viable option in terms of journey time in relation to catching a dedicated feeder bus. In terms of users fares, concessionary bus passes may not be valid on feeder bus service.	Areas served by new feeder bus.	Slight adverse
EALI	O4, O9	Increase in access to employment opportunities for those without access to private car, having a possible regeneration impact on the area, with higher incomes and standards of living.	Areas served by new feeder bus.	Slight beneficial
Environment/Sustainability				
Noise	O1, O2, O6	Noise of new bus services unlikely to have an impact. Possibly some minimal reduction in noise on routes from Carno to Caersws and other key travel corridors from reduction in number of single occupancy cars from modal shift to new bus service and on to rail services.	Key travel corridors served by new feeder bus and railway.	Slight beneficial
Local Air Quality	O1, O2, O6	Possibility of minimal improvement in local air quality due to reduction in car levels and emissions from potential modal shift to new bus service and on to rail service.	Key travel corridors served by new feeder bus and railway.	Slight beneficial
Greenhouse Gas Emissions	O1, O2, O6	Possibility of minimal improvement in emissions due to reduction in car levels from potential modal shift to new bus service and on to rail service.	Key travel corridors served by new feeder bus and railway.	Slight beneficial
Landscape and Townscape	O8	Potential modal shift may reduce the dominance of the private car on town and streetscape.	Key travel corridors served by new feeder bus and railway.	Slight beneficial
Biodiversity	O1, O2, O6	Unlikely to be any change as a result of scheme.		Neutral
Heritage	O1	No known heritage features in the area.		Neutral
Water Environment	O2	Unlikely to be any change as a result of scheme.		Neutral
Soil	None	Unlikely to be any change as a result of scheme.		Neutral
Social				
Transport Safety	O3	Use of feeder bus and rail line will potentially decrease traffic on road network and possibly slightly decrease frequency of road traffic accidents.	Areas served by new feeder bus and railway.	Slight beneficial
Personal Security	O3	A direct feeder bus to the station may be perceived as safer than walking or travelling to the station independently.	Users of the feeder bus.	Slight beneficial
Permeability	O8	Unlikely to be any impact on this criteria.		Neutral
Physical Fitness	O6	Possible increase in physical fitness for users of new service if undertake associated journeys' to bus stops to access new bus service by foot or bicycle.	Users of the feeder bus.	Slight beneficial
Social Inclusion	O4, O8	New feeder bus service connecting to railway station will improve transport options and increase accessibility to services for a larger number of people (especially those without access to a private car). This should aid reduction in social exclusion, where caused by a lack of transport options.	Communities around Carno.	Moderate Beneficial
Equality, Diversity and Human Rights	O4	Service will be open to use by all, as a public transport service. Bus provided would be fully DDA compliant as is rail service.	Users of the feeder bus.	Moderate Beneficial
Transport Planning Objectives				
TPO1 Improve the quality and integration of public transport system including the role of community transport.		No direct benefits to community transport but feeder bus will make rail travel more accessible to those without access to a private car and encourage increased interchange.	Users of the feeder bus.	Moderate Beneficial
TPO2 Maintain and improve the existing transport infrastructure (road and rail)		New feeder bus will increase usage of railway line and so may be more money made available for maintenance.	Along Cambrian mainline.	Slight beneficial
TPO3 Deliver a co-ordinated and integrated travel and transport network through effective partnership working.		Feeder bus would directly connect with rail services creating an integrated transport network. Partnership working would be required to implement this option, with groups such as the TOC, bus operators, Local authorities and TraCC needing to work together.	Communities served by the feeder bus.	Slight beneficial

TPO4 Reduce journey times and increase railway line speeds.		Option will not directly improve railway line speeds and is not likely to provide journey time benefits compared with driving to Caersws station from Carno. However, for those without access to a private car, there may be a very small decrease in journey times from the direct feeder bus into the railway service.	Communities served by the feeder bus.	Neutral
TPO5 Increase railway service frequencies.		Unlikely to be any change as a result of scheme.		Neutral
TPO6 Increase railway line utilisation for the movement of freight (freight tonnage)		Unlikely to be any change as a result of scheme.		Neutral
TPO7 Improve the strategic importance and connection of railway lines with key surrounding transport networks.		Scheme will promote connectivity between rail and bus services. A dedicated feeder may improve the strategic importance of Caersws station.	Caersws Station	Slight beneficial
Public acceptability:	Local action group are campaigning for a new station at Carno rather than a connecting feeder bus.			
Acceptability to other stakeholders:	May not meet with approval of bus operators in the area. Local Authority may not have the funding required for subsidising the service.			
Technical and operational feasibility:	<p>9 of the top 10 destinations (80% of total) involving travel eastbound, passenger numbers from Caersws are significantly higher in the Eastbound direction. The top three (Shrewsbury, Birmingham and London) accounting for 89% of all trips.</p> <p>If two buses are provided this service could either include stops in the villages of Pontdolgoch and Clatter or continue onto Talerddig and Llanbrynmair.</p> <p>Suggested that 25 seat capacity vehicles are provided. To ensure access for mobility-impaired persons low floor DDA compliant vehicles would be required.</p> <p>Dedicated drivers are required on these services.</p>			
Financial affordability and deliverability:	<p>High level of subsidy required (most are run on tendered basis)</p> <p>All Wales pass not generally valid as essentially an extension of rail service</p>			
Risks				
Risks	<p>Service limited to rail users only – less community benefit</p> <p>Possible abstraction from comparable bus services (X85 and 522) which may reduce their viability</p> <p>Funding availability (particularly the on going revenue funding requirements)</p> <p>Introduction of dedicated feeder bus service may need to be accompanied by increased frequencies on the Cambrian mainline to establish the required patronage on the feeder bus required to make the service financially viable.</p>			

NOTES:

Measurement	Qualitative at Stage 1
Assessment	Statement of impact
Distribution	Statement of locational impact
Significance	Quantify measure where appropriate or include qualitative measure using a Likert scale (mostly qualitative assumed for Stage 1) For Example
	Large Beneficial
	Moderate Beneficial
	Slight beneficial
	Neutral
	Slight adverse
	Moderate Adverse
	Severe Adverse

TRaCC RTP Objectives:

- O1. Reduce the demand for travel.
- O2. Minimise the impact of movement of the global and local environment and ensure the highest levels of protection to European Sites
- O3. Improve safety and security for all transport users.
- O4. Improve travel accessibility to services, jobs and facilities for all sectors of society.
- O5. Improve the quality and integration of the public transport system including the role of community transport.
- O6. Provide, promote and improve sustainable forms of travel.
- O7. Maintain and improve the existing transport infrastructure (road and rail).
- O8. Ensure travel and accessibility issues are properly integrated into land use decisions.
- O9. Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England.
- O10. Deliver a co-ordinated and integrated travel and transport network through effective partnership working.

Health Impact Assessment Summary Table

Option Description:

An enhanced bus service through Carno to facilitate transfer of passengers to/from Caersws and Machynlleth railway stations to/from Carno: Timing and reliability are of key importance for successful integration between bus and rail services. Dedicated feeder service is to be introduced to meet services in both directions stopping at Caersws (connecting Shrewsbury, Birmingham and London to the East and Aberystwyth and Pwllheli to the West).

Appraisal Criteria	Assessment	Distribution	Significance
Health Impact Assessment			
Lifestyle / capacities affecting health	May lead to improvements in physical fitness due to associated journeys to access feeder bus by foot or bicycle.	Community of Carno	Slight beneficial
Social and Community	Possible reduction in social exclusion from improved access to railway services especially for those without access to a private vehicle.	Community of Carno	Moderate Beneficial
Living Conditions	Possible regeneration benefits from access to railway services for local community e.g. access to higher paid jobs which may help improve living conditions.	Community of Carno	Slight beneficial
Working Conditions	Greater access for those without a private car to a range of employment opportunities may improve working conditions for community of Carno.	Community of Carno	Slight beneficial
Services (access and quality)	Increased access to education, leisure, health and employment services and services of greater quality created by new feeder bus, for those without access to private car.	Community of Carno	Slight beneficial
Socio-economic, cultural and environmental and sustainability factors	Likely improvements to socio-economic factors through better access to job opportunities for those without a private car. Cultural benefits from access to leisure facilities and cultural facilities. Modal shift from car to bus and train likely to aid in reducing emissions and benefit the environment and other sustainability criteria.	Community of Carno	Slight beneficial
Macro-economic factors	Possible aid in economic development of area from improved accessibility for those without access to private car.	Community of Carno	Slight beneficial
Others			

Stage 1 WeITAG Appraisals:

Option Description:

New Station: Bow Street: Construction of a single platform new station at the southern end of Bow Street adjacent to the Build Centre depot and sited directly off the A487.

Criteria	RTP Objective	Assessment	Distribution	Significance
Welsh Impact Areas				
Economy				
Transport Economic Efficiency		New station will improve public transport journey times for residents to Aberystwyth and provide greater journey time reliability compared to the car or bus. Capital cost of station estimated at £1.28m excluding land purchase. This includes an uplift of 50% for optimum bias. The estimated operational cost of running a category F station is approximately £59,000 per annum. Possibility of a small increase in subsidy paid by WAG to TOC if new station implemented. User charges to new rail service likely to be comparable to other public transport services for similar journeys, with the exception of concessionary pass holders who travel by bus for free. BCR for the station is 1.34:1, with estimated net new trips of 29,528 generated by the station (2014).	Community of Bow Street	Slight beneficial
EALI	O4, O9	Likely to be regeneration benefits to surrounding area from increased access created by the new station. Positive impact on employment, income and output in the area. Net new trips estimated to be generated by the station of 29,528 (2014).	Community surrounding the new station at Bow Street	Moderate Beneficial
Environment/Sustainability				
Noise	O1, O2, O6	Stopping of trains at new station likely to generate increased noise in immediate vicinity of station (especially for nearby residential properties). Increased car traffic generated by station likely to increase noise in the area of Bow Street.	Localised to area of Bow Street	Slight adverse
Local Air Quality	O1, O2, O6	Trains stopping likely to increase emissions in immediate vicinity to station. Increased car trips to area generated by new station likely to negatively effect local air quality within locality of Bow Street. However, hopefully this will be reduced by passengers accessing the station by foot. Potential positive effect in key travel corridors in area in terms of air quality from modal shift from car to rail journeys.	Bow Street and key travel corridors in area	Slight adverse
Greenhouse Gas Emissions	O1, O2, O6	Trains stopping likely to increase emissions in immediate vicinity to station. Increased car trips to area generated by new station likely to lead to increased emissions in Bow Street. Potential positive effect in the key travel corridors in area on the level of greenhouse gas emissions from modal shift from car to rail journeys.	Bow Street and key travel corridors in area	Slight adverse
Landscape and Townscape	O8	New station likely to have impact on immediate local townscape. Sympathetic design will lessen impact.	Bow Street	Slight adverse
Biodiversity	O1, O2, O6	Potential damage or disturbance to local ecosystems or habitats and associated flora and fauna due to construction works. Possible disruption to habitat of species. Will need to establish impact on bats and other protected species in the area.	Immediate area of station in Bow Street	Moderate Adverse
Heritage	O1	No known heritage features in the area.		Neutral
Water Environment	O2	Possible impact on local watercourses as a consequence of increased surface runoff from an increase in impermeable surfaces.	Local watercourses to Bow Street	Slight adverse
Soil	None	Possible disturbance to soil during any excavation undertaken as part of construction works.	Immediate vicinity of station construction site in Bow Street	Slight adverse
Social				
Transport Safety	O3	Modal shift from road to rail may lead to decrease in number of vehicles on roads in the local area, aiding in decreasing the number of road traffic accidents.	Road User in TraCC region	Slight beneficial
Personal Security	O3	New station design likely to include safety measures such as customer help point, lighting and CCTV. This will increase users perception of safety.	Users of Bow Street Station	Moderate Beneficial
Permeability	O8	Pedestrian will need to cross the access road to travel from the nearby residential areas and bus stop. Due to the linear nature of Bow Street the station would result in relatively long walking distances from some points of the settlement.	Users of Bow Street Station	Slight adverse
Physical Fitness	O6	Adjoining journeys made to station by foot or bicycle may improve physical fitness of new train station users.	Community of Bow Street	Slight beneficial

Social Inclusion	O4, O8	New station will improve access for community to education, employment and leisure facilities, especially those without access to a private car. This will aid in addressing any social exclusion issues, where caused by a lack of transport options.	Community of Bow Street	Moderate Beneficial
Equality, Diversity and Human Rights	O4	New station site will be open for use by all, benefiting all groups within the community. New station will be fully DDA compliant.	User of Bow Street station	Moderate Beneficial
Transport Planning Objectives				
TPO1 Improve the quality and integration of public transport system including the role of community transport.		Four bus services stop within 500m of the Bow Street Site (28, 510, 512 and X32). New station site will thus aid in bus/rail integration. New station itself will act as interchange point. No direct benefits to community transport	Users of Bow Street Station	Moderate Beneficial
TPO2 Maintain and improve the existing transport infrastructure (road and rail)		A new station will aid in maintaining the existing rail infrastructure by increasing patronage along the railway line. More money made available for maintenance.	Cambrian Mainline	Slight beneficial
TPO3 Deliver a co-ordinated and integrated travel and transport network through effective partnership working.		Introduction of a new station will require extensive partnership working from a number of groups e.g. TOC, Network Rail, Local Authority, TraCC etc.	TraCC Region	Slight beneficial
TPO4 Reduce journey times and increase railway line speeds.		A new station may increase journey times due to stoppage at the station, with railway line speeds needing to reduce in the area through, approaching and exiting the station. Scheme will enable users of the station to access railway services more quickly possibly reducing journey times.	Cambrian Mainline	Slight adverse
TPO5 Increase railway service frequencies.		A new station may have a small operational impact on the ability to increase railway frequencies.	Cambrian Mainline	Slight adverse
TPO6 Increase railway line utilisation for the movement of freight (freight tonnage)		This option is unlikely to impact on this criteria.		Neutral
TPO7 Improve the strategic importance and connection of railway lines with key surrounding transport networks.		A new station site may improve patronage levels raising the strategic importance of the Cambrian Line.	Cambrian Mainline	Slight beneficial
Public acceptability:	Likely to be high, especially as could aid in commuter access into Aberystwyth.			
Acceptability to other stakeholders:	Subject to outcome of Business Case.			
Technical and operational feasibility:	Railway alignment at location is virtually straight with a gradient of 1 in 75. Gradient is greater than permissible for a station and would therefore require permanent way works to the 97m of platform length and tie back over a further 50m length to attain a minimum 1 in 100 gradient suitable for a station platform. Station location on A487 – potential for Park & Ride Well situated to capture commuter traffic into Aberystwyth from both Bow Street and Llandre			
Financial affordability and deliverability:	The station would need planning consent and the land, which is believed to be in private ownership and currently used to store caravans, would need to be acquired. Permanent way costs. Room to expand at site.			
Risks				
Risks	Funding availability. Implementation of option, with minimal increase in patronage on rail services. Increases in rail service frequencies may need to accompany a new station. Engineering of design feasibility. Land purchase.			

NOTES:

Measurement Qualitative at Stage 1
Assessment Statement of impact
Distribution Statement of locational impact
Significance Quantify measure where appropriate or include qualitative measure using a Likert scale (mostly qualitative assumed for Stage 1)

- For Example
- Large Beneficial
 - Moderate Beneficial
 - Slight beneficial
 - Neutral
 - Slight adverse
 - Moderate Adverse
 - Severe Adverse

TRaCC RTP Objectives:

- O1. Reduce the demand for travel.
- O2. Minimise the impact of movement of the global and local environment and ensure the highest levels of protection to European Sites
- O3. Improve safety and security for all transport users.
- O4. Improve travel accessibility to services, jobs and facilities for all sectors of society.
- O5. Improve the quality and integration of the public transport system including the role of community transport.
- O6. Provide, promote and improve sustainable forms of travel.
- O7. Maintain and improve the existing transport infrastructure (road and rail).
- O8. Ensure travel and accessibility issues are properly integrated into land use decisions.
- O9. Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England.
- O10. Deliver a co-ordinated and integrated travel and transport network through effective partnership working.

Health Impact Assessment Summary Table

Option Description:

New Station: Bow Street: Construction of a single platform new station at the southern end of Bow Street adjacent to the Build Centre depot and sited directly off the A487.

Appraisal Criteria	Assessment	Distribution	Significance
Health Impact Assessment			
Lifestyle / capacities affecting health	May lead to improvements in physical fitness due to associated journeys to access station by foot or bicycle.	Community of Bow Street	Slight beneficial
Social and Community	Possible reduction in social exclusion from improved access to railway services especially for those without access to a private vehicle.	Community of Bow Street	Moderate Beneficial
Living Conditions	Possible regeneration benefits from access to railway services for local community e.g. access to higher paid jobs which may help improve living conditions.	Community of Bow Street	Slight beneficial
Working Conditions	Greater access to a range of employment opportunities may improve working conditions for community of Bow Street. Further, any inward investment created by a new railway station may improve working conditions at employers within Bow Street.	Community of Bow Street	Moderate Beneficial
Services (access and quality)	Increased access to education, leisure, health and employment services and services of greater quality (located in Aberystwyth and other strategic locations along the line) created by new station, especially for those without access to a private car.	Community of Bow Street	Moderate Beneficial
Socio-economic, cultural and environmental and sustainability factors	Likely improvements to socio-economic factors through better access to job opportunities. Cultural benefits from access to leisure facilities and cultural facilities in Aberystwyth. Modal shift from car to train likely to aid in reducing emissions and benefit the environment and other sustainability criteria.	Community of Bow Street	Moderate Beneficial
Macro-economic factors	Possible aid in economic development of area from improved accessibility.	Community of Bow Street	Moderate Beneficial
Others			

Stage 1 WeITAG Appraisals:

Option Description:

New station at Howey: New single platform station on the HoW line, located between the stations of Builth Road to the South and Llandrindod to the North (separated by approximately 5½ miles of railway line). The proposed site is at the northern end of Howey between Holly Lane and a farm access.

Criteria	RTP Objective	Assessment	Distribution	Significance
Welsh Impact Areas				
Economy				
Transport Economic Efficiency		The estimated cost of the station is estimated at £1.28m excluding land purchase. This includes an uplift of 50% for optimum bias. The estimated operational cost of running a category F station is approximately £59,000 per annum. Possibility of a small increase in subsidy paid by WAG to TOC if new station implemented. User charges to new rail service likely to be comparable to other public transport services for similar journeys, with the exception of concessionary pass holders who travel by bus for free. Estimated net new trips generated by the station is 8629 (2014). BCR for the station is 0.73:1.	Community of Howey	Slight adverse
EALI	O4, O9	Likely to be regeneration benefits to surrounding area from increased access created by the new station. Positive impact on employment, income and output in the area. Estimated net new trips generated by station of 8629 (2014).	Community surrounding the new station at Howey	Slight beneficial
Environment/Sustainability				
Noise	O1, O2, O6	Stopping of trains at new station likely to generate increased noise in immediate vicinity of station (especially for nearby residential properties). Increased car traffic generated by station likely to increase noise in the area of Howey.	Localised to area of Howey	Slight adverse
Local Air Quality	O1, O2, O6	Trains stopping likely to increase emissions in immediate vicinity to station. Increased car trips to area generated by new station likely to negatively effect local air quality within locality of Howey. However, hopefully this will be reduced by passengers accessing the station by foot. Potential positive effect in key travel corridors in area in terms of air quality from modal shift from car to rail journeys.	Howey and key travel corridors in area	Slight adverse
Greenhouse Gas Emissions	O1, O2, O6	Trains stopping likely to increase emissions in immediate vicinity to station. Increased car trips to area generated by new station likely to lead to increased emissions in Howey. Potential positive effect in the key travel corridors in area on the level of greenhouse gas emissions from modal shift from car to rail journeys.	Howey and key travel corridors in area	Slight adverse
Landscape and Townscape	O8	New station likely to have impact on immediate local townscape. Sympathetic design will lessen impact.	Howey	Slight adverse
Biodiversity	O1, O2, O6	Potential damage or disturbance to local ecosystems or habitats and associated flora and fauna due to construction works. Possible disruption to habitat of species. Will need to establish impact on bats and other protected species in the area.	Immediate vicinity of station in Howey	Moderate Adverse
Heritage	O1	No known heritage features in the area.		Neutral
Water Environment	O2	Possible impact on local watercourses as a consequence of increased surface runoff from an increase in impermeable surfaces.	Local watercourses to Howey	Slight adverse
Soil	None	Possible disturbance to soil during any excavation undertaken as part of construction works.	Immediate vicinity of station construction site in Howey	Slight adverse
Social				
Transport Safety	O3	Modal shift from road to rail may lead to decrease in number of vehicles on roads in the local area, aiding in decreasing the number of road traffic accidents.	Road User in TraCC region	Slight beneficial
Personal Security	O3	New station design likely to include safety measures such as customer help point, lighting and CCTV. This will increase users perception of safety.	Users of Howey Station	Moderate Beneficial
Permeability	O8	DDA compliant pedestrian access provided as part of the design.	Users of Howey Station	Slight beneficial
Physical Fitness	O6	Adjoining journeys made to station by foot or bicycle may improve physical fitness of new train station users.	Community of Howey	Slight beneficial
Social Inclusion	O4, O8	New station will improve access for community to education, employment and leisure facilities, especially those without access to a private car. This will aid in addressing any social exclusion issues, where caused by a lack of transport options.	Community of Howey	Moderate Beneficial
Equality, Diversity and Human Rights	O4	New station site will be open for use by all, benefiting all groups within the community. New station will be fully DDA compliant.	User of Howey station	Moderate Beneficial

Transport Planning Objectives				
TPO1 Improve the quality and integration of public transport system including the role of community transport.		Two bus services stop within 100m of the Howey site (47 and 704). New station site will thus aid in bus/rail integration. New station itself will act as interchange point. No direct benefits to community transport.	Users of Howey Station	Moderate Beneficial
TPO2 Maintain and improve the existing transport infrastructure (road and rail)		A new station will aid in maintaining the existing rail infrastructure by increasing patronage along the railway line. More money may be made available for maintenance.	Heart of Wales Line	Slight beneficial
TPO3 Deliver a co-ordinated and integrated travel and transport network through effective partnership working.		Introduction of a new station will require extensive partnership working from a number of groups e.g. TOC, Network Rail, Local Authority, TraCC etc.	TraCC Region	Slight beneficial
TPO4 Reduce journey times and increase railway line speeds.		A new station may increase journey times due to stoppage at the station, with railway line speeds needing to reduce in the area through, approaching and exiting the station. Scheme will enable users of station to access railway services more quickly possibly reducing journey times.	Heart of Wales Line	Slight adverse
TPO5 Increase railway service frequencies.		A new station is unlikely to impact upon the ability to provide increase railway service frequencies..	Heart of Wales Line	Neutral
TPO6 Increase railway line utilisation for the movement of freight (freight tonnage)		This option is unlikely to impact on this criteria.		Neutral
TPO7 Improve the strategic importance and connection of railway lines with key surrounding transport networks.		A new station site may improve patronage levels raising the strategic importance of the Heart of Wales Line.	Heart of Wales Line	Slight beneficial
Public acceptability:	Likely to be high.			
Acceptability to other stakeholders:	Subject to outcome of business case.			
Technical and operational feasibility:	An access road would be required from Holly Lane to the station site and the land acquired would need to be adequate to accommodate construction of a car park as well as DDA compliant pedestrian access. The gradient of the track at this site is greater than permissible for a station and would therefore require permanent way works to the 97m of platform length and tie back in over a further 50m length to attain a minimum 1 in 100 gradient suitable for a station platform.			
Financial affordability and deliverability:	Planning consent would be required for the new station Unless the land can be acquired from the owner by agreement a Compulsory Purchase Order would be required.			
Risks				
Risks	Funding availability. Implementation of option, with minimal increase in patronage on rail services. Increases in rail service frequencies may need to accompany a new station. Land purchase.			

NOTES:

Measurement	Qualitative at Stage 1
Assessment	Statement of impact
Distribution	Statement of locational impact
Significance	Quantify measure where appropriate or include qualitative measure using a Likert scale (mostly qualitative assumed for Stage 1) For Example
	Large Beneficial
	Moderate Beneficial
	Slight beneficial
	Neutral
	Slight adverse
	Moderate Adverse
	Severe Adverse

TRaCC RTP Objectives:

- O1. Reduce the demand for travel.
- O2. Minimise the impact of movement of the global and local environment and ensure the highest levels of protection to European Sites
- O3. Improve safety and security for all transport users.
- O4. Improve travel accessibility to services, jobs and facilities for all sectors of society.
- O5. Improve the quality and integration of the public transport system including the role of community transport.
- O6. Provide, promote and improve sustainable forms of travel.
- O7. Maintain and improve the existing transport infrastructure (road and rail).
- O8. Ensure travel and accessibility issues are properly integrated into land use decisions.
- O9. Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England.
- O10. Deliver a co-ordinated and integrated travel and transport network through effective partnership working.

Health Impact Assessment Summary Table

Option Description:

New station at Howey: New single platform station on the HoW line, located between the stations of Built Road to the South and Llandrindod to the North (separated by approximately 5½ miles of railway line). The proposed site is at the northern end of Howey between Holly Lane and a farm access.

Appraisal Criteria	Assessment	Distribution	Significance
Health Impact Assessment			
Lifestyle / capacities affecting health	May lead to improvements in physical fitness due to associated journeys to access station by foot or bicycle.	Community of Howey	Slight beneficial
Social and Community	Possible reduction in social exclusion from improved access to railway services especially for those without access to a private vehicle.	Community of Howey	Moderate Beneficial
Living Conditions	Possible regeneration benefits from access to railway services for local community e.g. access to higher paid jobs which may help improve living conditions.	Community of Howey	Slight beneficial
Working Conditions	Greater access to a range of employment opportunities may improve working conditions for community of Howey. Further, any inward investment created by a new railway station may improve working conditions at employers within Howey.	Community of Howey	Moderate Beneficial
Services (access and quality)	Increased access to education, leisure, health and employment services and services of greater quality (located in other strategic locations along the line) created by new station, especially for those without access to a private car.	Community of Howey	Moderate Beneficial
Socio-economic, cultural and environmental and sustainability factors	Likely improvements to socio-economic factors through better access to job opportunities. Cultural benefits from access to leisure facilities and cultural facilities in towns such as Shrewsbury. Modal shift from car to train likely to aid in reducing emissions and benefit the environment and other sustainability criteria.	Community of Howey	Moderate Beneficial
Macro-economic factors	Possible aid in economic development of area from improved accessibility.	Community of Howey	Slight beneficial
Others			

Stage 1 WelTAG Appraisals:

Option Description:

Physical Integration Measures: Implementation of a range of physical integration measures to facilitate rail / bus multimodal journeys. The following stations have been identified for potential improvements: Aberystwyth; Barmouth; Machynlleth; Tywyn; Newtown; Pwllleli; Porthmadoc; Borth; Llandrindod Wells (Category A stations); and Caersws; Llandoverly; Ammanford (Category B stations). Suggestion integration measures include:

- Integration between bus / rail timings;
- Revisions to bus routes;
- Enhanced bus service frequency;
- Printed timetables;
- Signage to link service locations;
- Improved bus access to station;
- Improved pedestrian access;
- Bus stop upgrade / installation;
- Provision of public telephone.

Criteria	RTP Objective	Assessment	Distribution	Significance
Welsh Impact Areas				
Economy				
Transport Economic Efficiency		Estimated capital cost of option £0.6million. Possible journey time reliability and journey time savings from some of the proposed physical measures from quicker and smoother integration. Possible ongoing revenue implications to some measures e.g. maintenance and potential subsidy to some integrated bus routes that may be required.	Communities surrounding stations included in physical measures integration package.	Slight beneficial
EALI	O4, O9	Improving a stations facilities and providing a strategic point of integration could have regeneration impacts for the surrounding area. Positive impact could result for employment, income and output in the area.	Communities surrounding stations included in physical integration measures package.	Slight beneficial
Environment/Sustainability				
Noise	O1, O2, O6	Better integration between public transport modes may encourage modal shift from the private car. This may reduce noise on key travel corridors. Possibility of increases in localised noise levels during any construction.	Key Travel Corridors in TraCC Region	Slight beneficial
Local Air Quality	O1, O2, O6	Better integration between public transport modes may encourage modal shift from the private car. This may reduce emissions and improve air quality on key travel corridors.	Key Travel Corridors in TraCC Region	Slight beneficial
Greenhouse Gas Emissions	O1, O2, O6	Better integration between public transport modes may encourage modal shift from the private car. This may reduce emissions on key travel corridors.	Key Travel Corridors in TraCC Region	Slight beneficial
Landscape and Townscape	O8	None of the measures implemented should be visually intrusive. Any modal shift resulting from better public transport integration, may reduce the number of car trips, thus improving the impact of car traffic on the local land and townscape.	Key Travel Corridors in TraCC Region and stations included in physical integration measures package.	Slight beneficial
Biodiversity	O1, O2, O6	Some of the physical measure may have the ability to lead to loss of local biodiversity and/or disturbance ecosystems and habitats and associated flora and fauna species. Mitigation measures may be required as some sites.	Immediate area of construction around stations sites included in the physical integration measures package.	Slight adverse
Heritage	O1	Measures are unlikely to impact upon any known designated heritage sites within the area.	Designated heritage sites within the area.	Neutral
Water Environment	O2	Some improvements such as improved bus access to station could lead to an increase in impermeable surfaces causing increase water runoff.	Local watercourses within the area of stations sites included in the physical integration measures package.	Slight adverse
Soil	None	Some disruption to soil may occur during the construction process of some proposed measures.	Immediate area of construction around stations sites included in the physical integration measures package.	Slight adverse
Social				
Transport Safety	O3	Better integration between public transport modes may encourage modal shift from private car. This may reduce the number of road traffic accidents on key travel corridors.	Key travel corridors within the TraCC region	Slight beneficial
Personal Security	O3	Improvements to integration and reduction in times waiting between modes is likely to improve perceived levels of safety for users, as is an enhanced interchange environment.	Users of stations included in physical integration measures package.	Slight beneficial
Permeability	O8	Improved pedestrian access to railway stations will decrease serviced levels and improve permeability.	Users of stations included in physical integration measures package.	Moderate Beneficial
Physical Fitness	O6	Associated linked journeys made by foot or cycle to bus stops or the railway station may lead to an improvement in physical fitness.	Users of stations included in physical integration measures package.	Slight beneficial

Social Inclusion	O4, O8	Better station facilities and improved integration will aid in opening up the station to all sectors of societies. This will help to address social exclusion where caused by a lack of transport options.	Users of stations included in physical integration measures package.	Slight beneficial
Equality, Diversity and Human Rights	O4	Integration locations available to use by all as public transport system. All measures implemented will be DDA compliant.	Users of stations included in physical integration measures package.	Slight beneficial
Transport Planning Objectives				
TPO1 Improve the quality and integration of public transport system including the role of community transport.		This option directly addresses the quality of integration through provision of physical features to facilitate and improve integration between modes.	Users of stations included in physical integration measures package.	Large Beneficial
TPO2 Maintain and improve the existing transport infrastructure (road and rail)		Improvements to integration may increase patronage at the stations, thus maintaining a stations long term viability. Physical measures are improvements themselves to the transport infrastructure.	Users of stations included in physical integration measures package.	Large Beneficial
TPO3 Deliver a co-ordinated and integrated travel and transport network through effective partnership working.		Option will require effective partnership working between train and bus operating companies, Local Authority as well as Network Rail.	Users of Public Transport network in TraCC region.	Slight beneficial
TPO4 Reduce journey times and increase railway line speeds.		This measure may reduce overall journey times by speeding up integration between modes.	Users of the HoW and Cambrian Lines	Moderate Beneficial
TPO5 Increase railway service frequencies.		This option will not address this criteria		Neutral
TPO6 Increase railway line utilisation for the movement of freight (freight tonnage)		This option will not address this criteria		Neutral
TPO7 Improve the strategic importance and connection of railway lines with key surrounding transport networks.		Improvements to these stations will increase their regional strategic importance as interchange locations.	Stations included in physical integration measures package.	Slight beneficial
Public acceptability:	Likely to be high to measures that directly improve users journey and travel experience. This option improves integration which is likely to be very well accepted.			
Acceptability to other stakeholders:	Bus operating companies may need to be persuaded that benefits to servicing new interchange features supplied if patronage levels cannot be guaranteed at fist.			
Technical and operational feasibility:	Feasibility in design terms of physical measures at some station locations maybe difficult. Construction works at remote stations may be difficult. Implementing measures such as new public telephones may be difficult in remote areas with providers reluctant to introduce new facilities due to ongoing maintenance liability.			
Financial affordability and deliverability:	Ongoing revenue implications to maintenance and possible subsidy.			
Risks				
Risks	Servicing the new facilities provided, as bus operators may want revenue support until service is financially beneficial. Funding availability Implementation of measures, with minimal increase in patronage on rail services. Increases in rail service frequencies may need to accompany physical integration improvements.			

NOTES:

Measurement	Qualitative at Stage 1
Assessment	Statement of impact
Distribution	Statement of locational impact
Significance	Quantify measure where appropriate or include qualitative measure using a Likert scale (mostly qualitative assumed for Stage 1) For Example <div style="display: flex; flex-direction: column; gap: 2px;"> <div style="background-color: #00FF00; padding: 2px;">Large Beneficial</div> <div style="background-color: #90EE90; padding: 2px;">Moderate Beneficial</div> <div style="background-color: #ADD8E6; padding: 2px;">Slight beneficial</div> <div style="background-color: #FFFFFF; padding: 2px;">Neutral</div> <div style="background-color: #FFDAB9; padding: 2px;">Slight adverse</div> <div style="background-color: #FF8C00; padding: 2px;">Moderate Adverse</div> <div style="background-color: #FF0000; padding: 2px;">Severe Adverse</div> </div>

TRaCC RTP Objectives:

- O1. Reduce the demand for travel.
- O2. Minimise the impact of movement of the global and local environment and ensure the highest levels of protection to European Sites
- O3. Improve safety and security for all transport users.
- O4. Improve travel accessibility to services, jobs and facilities for all sectors of society.
- O5. Improve the quality and integration of the public transport system including the role of community transport.
- O6. Provide, promote and improve sustainable forms of travel.
- O7. Maintain and improve the existing transport infrastructure (road and rail).
- O8. Ensure travel and accessibility issues are properly integrated into land use decisions.
- O9. Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England.
- O10. Deliver a co-ordinated and integrated travel and transport network through effective partnership working.

Health Impact Assessment Summary Table

Option Description:

Physical Integration Measures:
 Implementation of a range of physical integration measures to facilitate rail / bus multimodal journeys. The following stations have been indentified for potential improvements: Aberystwyth; Barmouth; Machynlleth; Tywyn; Newtown; Pwllleli; Porthmadoc; Borth; Llandrindod Wells (Category A stations); and Caersws; Llandoverly; Ammanford (Category B stations). Suggestion integration measures include:
 - Integration between bus / rail timings;
 - Revisions to bus routes;
 - Enhanced bus service frequency;
 - Printed timetables;
 - Signage to link service locations;
 - Improved bus access to station;
 - Improved pedestrian access;
 - Bus stop upgrade / installation;
 - Provision of public telephone.

Appraisal Criteria	Assessment	Distribution	Significance
Health Impact Assessment			
Lifestyle / capacities affecting health	Associated linked journeys made by foot or cycle to bus stops or the railway station may lead to an improvement in physical fitness.	Users of stations included in physical integration measures package.	Slight beneficial
Social and Community	Improvements to integration facilities at stations may improve access to the public transport system for those without access to a car. This could have access benefits for the local community.	Communities surrounding stations included in physical integration measures package.	Slight beneficial
Living Conditions	Improved access to areas served by public transport for those without access to private car. This may have living condition benefits from an improvement in access to higher paid jobs.	Communities surrounding stations included in physical integration measures package.	Slight beneficial
Working Conditions	Improved access to areas served by public transport for those without access to private car. This may have working condition benefits from an improvement in access to higher paid jobs.	Communities surrounding stations included in physical integration measures package.	Slight beneficial
Services (access and quality)	Improved access to areas served by public transport for those without access to private car. Services in more strategic towns likely to be of higher quality.	Communities surrounding stations included in physical integration measures package.	Slight beneficial
Socio-economic, cultural and environmental and sustainability factors	Better integration will help to address sustainability issues, by encouraging modal shift from private car to public transport for some journeys.	Communities surrounding stations included in physical integration measures package.	Slight beneficial
Macro-economic factors	Improving a stations facilities and providing a strategic point of integration could have regeneration impacts for the surrounding area.	Communities surrounding stations included in physical integration measures package.	Slight beneficial
Others			

Stage 1 WeITAG Appraisals:

Option Description:	Implementation of integration bus / rail ticketing throughout the TraCC region.
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Criteria	RTP Objective	Assessment	Distribution	Significance
Welsh Impact Areas				
Economy				
Transport Economic Efficiency		Capital cost of implementing option likely to be large (£X?), with ongoing revenue costs for aspects such as software maintenance and back office operation. Could be cost to operators from buying new ticket operating systems. Potential savings to end users with reduced fares, and journey time benefits from smoother more efficient integration between modes.	PT Users within the TraCC Region.	Slight adverse
EALI	O4, O9	May be very small wider regeneration benefits to area from improvements in integration between transport modes making the area more accessible.	TraCC Region	Slight beneficial
Environment/Sustainability				
Noise	O1, O2, O6	Better integration between public transport modes may encourage modal shift, thus reducing traffic levels and associated noise on key travel corridors.	Key Travel Corridors within TraCC Region	Slight beneficial
Local Air Quality	O1, O2, O6	Better integration between public transport modes may encourage modal shift, thus reducing traffic levels and emission improving local air quality.	Key Travel Corridors within TraCC Region	Slight beneficial
Greenhouse Gas Emissions	O1, O2, O6	Better integration between public transport modes may encourage modal shift, thus reducing traffic levels and greenhouse gas emission.	Key Travel Corridors within TraCC Region	Slight beneficial
Landscape and Townscape	O8	Better integration between public transport modes may encourage modal shift, thus reducing traffic levels thus benefiting the local land and townscape.	Key Travel Corridors within TraCC Region	Slight beneficial
Biodiversity	O1, O2, O6	Better integration between public transport modes may encourage modal shift, thus reducing traffic levels and positively impacting upon local biodiversity.	Key Travel Corridors within TraCC Region	Slight beneficial
Heritage	O1	Better integration between public transport modes may encourage modal shift, thus reducing traffic levels, benefiting local sites of heritage significant.	Key Travel Corridors within TraCC Region	Slight beneficial
Water Environment	O2	Unlikely to be any impact on this criteria.		Neutral
Soil	None	Unlikely to be any impact on this criteria.		Neutral
Social				
Transport Safety	O3	Better integration between public transport modes may encourage modal shift, thus reducing traffic levels and potentially the number of road traffic accidents.	Key travel Corridors within TraCC Region	Slight beneficial
Personal Security	O3	Quicker integration from through ticketing could slightly increase users perception of personal security on public transport.	Users of stations within TraCC Region	Slight beneficial
Permeability	O8	Unlikely to be any impact on this criteria.		Neutral
Physical Fitness	O6	Possible increase in associated walking and cycling journeys to access public transport services which may improve physical fitness.	Communities in TraCC Region	Slight beneficial
Social Inclusion	O4, O8	Better public transport facilities and integration will improve accessibility for all parts of society especially those without access to a private car. This could help address social exclusion issues when cause by a lack of transport options.	Communities in TraCC Region	Slight beneficial
Equality, Diversity and Human Rights	O4	Scheme will benefit the public transport system which is open to use by all sectors of society.	Communities in TraCC Region	Slight beneficial
Transport Planning Objectives				
TPO1 Improve the quality and integration of public transport system including the role of community transport.		This option will directly aid in ensuring more efficient interchange between modes of public transport.	User of PT network within Tracc Region	Large Beneficial
TPO2 Maintain and improve the existing transport infrastructure (road and rail)		Better integration between modes will help to support and increase the usage of the existing rail transport infrastructure.	User of PT network within Tracc Region	Moderate Beneficial
TPO3 Deliver a co-ordinated and integrated travel and transport network through effective partnership working.		This option will require good partnership working between bus options, rail operators and local authorities in order to be a success. It will aid in helping to improve integrated travel.	User of PT network within Tracc Region	Moderate Beneficial
TPO4 Reduce journey times and increase railway line speeds.		Overall journeys which include integration between bus and rail may be reduced in time due to quicker interchange. Railway line speeds will not be addressed by this option.	User of PT network within Tracc Region	Slight beneficial
TPO5 Increase railway service frequencies.		This option will not address this criteria.		Neutral
TPO6 Increase railway line utilisation for the movement of freight (freight tonnage)		This option will not address this criteria.		Neutral

TPO7 Improve the strategic importance and connection of railway lines with key surrounding transport networks.		Integrated ticketing will improve the connection of railway services with the surrounding transport network greatly.	User of PT network within Tracc Region	Moderate Beneficial
Public acceptability:	Likely to be high to a scheme that may lead to savings on fares and better integration for users.			
Acceptability to other stakeholders:	Bus and rail operators may object due to the financial implications and disruption to existing ticketing system. TraCC or local authorities may have to revenue support the scheme.			
Technical and operational feasibility:	Compatibility between ticketing system software (rail and bus) and ticket types may hamper the introduction of the scheme.			
Financial affordability and deliverability:	Large ongoing revenue funding implications as well as significant capital outlay.			
Risks				
Risks	Partnership working between bus and rail operators Compatibility between operating systems (bus and rail) Uniformity of operating systems amongst a large number of independent bus operators. Funding availability Implementation of measures, with minimal increase in patronage on rail services. Increases in rail service frequencies may need to accompany ticketing integration.			

NOTES:

Measurement	Qualitative at Stage 1
Assessment	Statement of impact
Distribution	Statement of locational impact
Significance	Quantify measure where appropriate or include qualitative measure using a Likert scale (mostly qualitative assumed for Stage 1)
	For Example
	Large Beneficial
	Moderate Beneficial
	Slight beneficial
	Neutral
	Slight adverse
	Moderate Adverse
	Severe Adverse

TRaCC RTP Objectives:

- O1. Reduce the demand for travel.
- O2. Minimise the impact of movement of the global and local environment and ensure the highest levels of protection to European Sites
- O3. Improve safety and security for all transport users.
- O4. Improve travel accessibility to services, jobs and facilities for all sectors of society.
- O5. Improve the quality and integration of the public transport system including the role of community transport.
- O6. Provide, promote and improve sustainable forms of travel.
- O7. Maintain and improve the existing transport infrastructure (road and rail).
- O8. Ensure travel and accessibility issues are properly integrated into land use decisions.
- O9. Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England.
- O10. Deliver a co-ordinated and integrated travel and transport network through effective partnership working.

Health Impact Assessment Summary Table

Option Description:

Implementation of integration bus / rail ticketing throughout the TraCC region - to be expanded.

Appraisal Criteria	Assessment	Distribution	Significance
Health Impact Assessment			
Lifestyle / capacities affecting health	Possible increase in associated walking and cycling journeys to access public transport services which may improve physical fitness.	TraCC Region	Slight beneficial
Social and Community	Unlikely to impact upon this criteria		Neutral
Living Conditions	Unlikely to impact upon this criteria		Neutral
Working Conditions	Unlikely to impact upon this criteria		Neutral
Services (access and quality)	Unlikely to impact upon this criteria		Neutral
Socio-economic, cultural and environmental and sustainability factors	Intergrated ticketing may encourage more sustainable travel (Bus-rail)	TraCC Region	Slight beneficial
Macro-economic factors	Unlikely to impact upon this criteria		
Others			

Stage 1 WeITAG Appraisals:

Option Description:

Category 1 Station Improvements:

All category 1 stations (Aberystwyth, Barmouth, Harlech, Machynlleth, Newtown, Tywyn, Welshpool, Penrhyndeudraeth, Pwllheli, Porthmadog, Borth, Llandrindod) to have the following improvements undertaken in the first 5 years of the Regional Transport Plan Programme:

- Access Road (Lighting, Pedestrian Footway, Metalled Road)
- Car Parking (CCTV, CCTV Control Room Recording Equipment, Lighting, Metalled Surface, White lining);
- Station Facilities (Ticket vending machine, customer information system (CIS), combined help and information point, Cacti (platform), CCTV control room recording equipment, ATW seating, ATW Shelter, DDA compliant access to platform, platform height increases, cycle facilities, dedicated vehicle drop off. Pick up point, minor items (4 poster board display, litter bin));
- DDA Compliant Access between Platforms (Footway with dropped kerbing, 1:20 Ramp. Road level crossing, footbridge, subway, barrow crossing)

Criteria	RTP Objective	Assessment	Distribution	Significance
Welsh Impact Areas				
Economy				
Transport Economic Efficiency		Capital cost of undertaking this option is £5,116,669. Level of patronage at station is £1,300,097, with the cost per passenger of £0.787 (lowest of all station improvement options). The percentage spend difference (against patronage) for this option is -9.83. There could be some small revenue cost implications from maintenance and update to software for elements such as CCTV, lighting, ticket vending machine etc. Unlikely to be significant journey time benefits from measures, but customer information system may provide more journey time reliability to users.	Users of HoW and Cambrian Lines	Slight beneficial
EALI	O4, O9	Improvements to station sites may provide wider regeneration benefits from increased desirability to users. Better integration with other modes e.g. drop off / pick up points, cycle routes may widen catchment area for station increasing accessibility and travel options for some people.	Users of HoW and Cambrian Lines	Slight beneficial
Environment/Sustainability				
Noise	O1, O2, O6	Increased desirability of station may increase user numbers. This may encourage modal shift away from the private car and decrease the number of cars on key travel corridors within the area. This may have a small impact on reducing noise levels to localised areas.	Key travel corridors throughout the TraCC Region	Slight beneficial
Local Air Quality	O1, O2, O6	Increased desirability of station may increase user numbers. This may encourage modal shift away from the private car and decrease the number of cars on key travel corridors within the area. This may benefit local air quality levels in some areas.	Key travel corridors throughout the TraCC Region	Slight beneficial
Greenhouse Gas Emissions	O1, O2, O6	Increased desirability of station may increase user numbers. This may encourage modal shift away from the private car and decrease the number of cars on key travel corridors within the area. This may reduce emissions in localised areas. Small increase in localised noise during construction.	Key travel corridors throughout the TraCC Region	Slight beneficial
Landscape and Townscape	O8	Increased desirability of station may increase user numbers. This may encourage modal shift away from the private car and decrease the number of cars on key travel corridors within the area. This may improve the town and landscape in localised areas. In areas of station improvements likely to be no affect on the local landscape as improvements undertaken will not present a visual intrusion.	Key travel corridors throughout the TraCC Region and station sites.	Slight beneficial
Biodiversity	O1, O2, O6	Some of the improvements such as car park access road and car park improvements do have the potential to damage or disturbance to local ecosystems or habitats and associated flora and fauna.	Station Sites where improvements undertaken	Slight adverse
Heritage	O1	Improvements unlikely to impact on heritage of area.		Neutral
Water Environment	O2	Increase in non permeable surfaces from improvements to access road and car parks may cause increased surface run off and impact on local watercourses.	Local watercourses surrounding station sties.	Slight adverse
Soil	None	Possible disturbance to soil during any excavation undertaken as part of construction works for elements such as car park or access road improvements, cctv etc.	Station Sites where improvements undertaken	Slight adverse
Social				
Transport Safety	O3	Increased desirability of station may increase user numbers. This may encourage modal shift away from the private car and decrease the number of cars on key travel corridors within the area, thus leading to a possible reduction in road traffic accidents.	Key travel corridors throughout the TraCC Region	Slight beneficial
Personal Security	O3	Improvements to station sites e.g. CCTV, customer information points, lighting etc will all have a direct benefit to improving users perceived levels of safety.	Users of HoW and Cambrian Lines	Large Beneficial

Permeability	O8	Providing better DDA compliant access between platforms will directly address the severance of the railway line.	Users of HoW and Cambrian Lines	Moderate Beneficial
Physical Fitness	O6	Cycle facilities provision may encourage linked journeys by bicycle to the station sites. This would aid in improving physical fitness.	Users of HoW and Cambrian Lines	Moderate Beneficial
Social Inclusion	O4, O8	Improvements to station sites will improve accessibility to transport options for all sectors of society but especially those with a disability. This will aid in addressing social exclusion where caused by a lack of transport options.	Users of HoW and Cambrian Lines	Moderate Beneficial
Equality, Diversity and Human Rights	O4	Improvements to station sites will be available for all sectors of society to use and benefit from. Inclusion of DDA compliant measures and links between platforms will widen access to the station to all.	Users of HoW and Cambrian Lines	Large Beneficial
Transport Planning Objectives				
TPO1 Improve the quality and integration of public transport system including the role of community transport.		Improvements will directly improve quality of public transport experience and will aid in integration between modes with pick up / drop off, car park improvements and walking and cycling facilities and access improvements. No direct benefits to community transport.	Users of HoW and Cambrian Lines	Moderate Beneficial
TPO2 Maintain and improve the existing transport infrastructure (road and rail)		Improvements to station sites would aid in maintaining the railways assets.	Stations along the HoW and Cambrian Lines	Moderate Beneficial
TPO3 Deliver a co-ordinated and integrated travel and transport network through effective partnership working.		Partnership working will need to be evident between the TOC and Network Rail to ensure improvements can be feasibility undertaken. Integration between parties will be encouraged by this option.	HoW and Cambrian Lines	Slight beneficial
TPO4 Reduce journey times and increase railway line speeds.		Option will not address this criteria.		Neutral
TPO5 Increase railway service frequencies.		Option will not address this criteria.		Neutral
TPO6 Increase railway line utilisation for the movement of freight (freight tonnage)		Option will not address this criteria.		Neutral
TPO7 Improve the strategic importance and connection of railway lines with key surrounding transport networks.		Station improvements will help to improve the strategic importance of stations in the hierarchy of the railway.	HoW and Cambrian Lines	Slight beneficial
Public acceptability:	Likely to be very high as there will be a direct benefit to the public who is the end user of the railway service.			
Acceptability to other stakeholders:	TOC and NR likely to approve of improvement which will see their assets improved. Some maintenance issues with new facilities introduced may cause a small issue. Local authorities likely to be approving of improvements.			
Technical and operational feasibility:	Remoteness of some station sites may mean the some elements of construction are more difficulty to undertake. Further increased cost may be associated with undertaking technical improvements e.g. CCTV at some of the remote rural station sites.			
Financial affordability and deliverability:	Large capital cost, but cost per passengers is lowest of all the station improvement package options. Some elements could be more expensive to undertake at remote station sites.			
Risks				
Risks	<p>Not being able to implement all measures at all station sites due to site, land or design restrictions.</p> <p>Not being able to implement the relevant technology required for some improvements to remote station sites.</p> <p>Funding availability</p> <p>Implementation of measures, with minimal increase in patronage on rail services. Increases in rail service frequencies may need to accompany station improvements.</p>			

NOTES:

Measurement	Qualitative at Stage 1
Assessment	Statement of impact
Distribution	Statement of locational impact
Significance	Quantify measure where appropriate or include qualitative measure using a Likert scale (mostly qualitative assumed for Stage 1)
	For Example
	Large Beneficial
	Moderate Beneficial
	Slight beneficial
	Neutral
	Slight adverse
	Moderate Adverse
	Severe Adverse

TRaCC RTP Objectives:

- O1. Reduce the demand for travel.
- O2. Minimise the impact of movement of the global and local environment and ensure the highest levels of protection to European Sites
- O3. Improve safety and security for all transport users.
- O4. Improve travel accessibility to services, jobs and facilities for all sectors of society.
- O5. Improve the quality and integration of the public transport system including the role of community transport.
- O6. Provide, promote and improve sustainable forms of travel.
- O7. Maintain and improve the existing transport infrastructure (road and rail).
- O8. Ensure travel and accessibility issues are properly integrated into land use decisions.
- O9. Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England.
- O10. Deliver a co-ordinated and integrated travel and transport network through effective partnership working.

Health Impact Assessment Summary Table

Option Description:

Category 1 Station Improvements:

All category 1 stations (Aberystwyth, Barmouth, Harlech, Machynlleth, Newtown, Tywyn, Welshpool, Penrhyndeudraeth, Pwllheli, Porthmadog, Borth, Llandrindod) to have the following improvements undertaken in the first 5 years of the Regional Transport Plan Programme:

- Access Road (Lighting, Pedestrian Footway, Metalled Road)
- Car Parking (CCTV, CCTV Control Room Recording Equipment, Lighting, Metalled Surface, White lining);
- Station Facilities (Ticket vending machine, customer information system (CIS), combined help and information point, Cacti (platform), CCTV control room recording equipment, ATW seating, ATW Shelter, DDA compliant access to platform, platform height increases, cycle facilities, dedicated vehicle drop off. Pick up point, minor items (4 poster board display, litter bin));
- DDA Compliant Access between Platforms (Footway with dropped kerbing, 1:20 Ramp. Road level crossing, footbridge, subway, barrow crossing)

Appraisal Criteria	Assessment	Distribution	Significance
Health Impact Assessment			
Lifestyle / capacities affecting health	Possible increase in linked journeys by bicycle users due to introduction of cycle facilities. This may improve physical fitness.	Users of HoW and Cambrian Lines	Slight beneficial
Social and Community	Improvements in access to station, will widen usage of station to all sectors of society, including those with a disability. Community benefits from improved station sites.	Users of HoW and Cambrian Lines	Slight beneficial
Living Conditions	Unlikely to be effected by option		
Working Conditions	Unlikely to be effected by option		
Services (access and quality)	Provide increased access to services, as improvement may address usage issue which previously inhibited certain members of society using the station e.g. those with a disability.	Users of HoW and Cambrian Lines	Slight beneficial
Socio-economic, cultural and environmental and sustainability factors	Unlikely to be effected by option	Users of HoW and Cambrian Lines	Slight beneficial
Macro-economic factors	Possible regeneration benefits to area from improved station site.	Users of HoW and Cambrian Lines	Slight beneficial
Others			

Stage 1 WeITAG Appraisals:

Option Description:

Category 2 Station Improvements

All category 2 stations (Fairbourne, Llwyngwriil, Caersws, Aberdovey, Knighton, Llandovery, Crickieth, Dyffryn Arduwy, Talybont, Ammanford, Minffordd, Llandeilo, Llanbedr, Builth Road) to have the following improvements undertaken in the first 5 years of the Regional Transport Plan Programme:

- Access Road (Lighting, Pedestrian Footway, Metalled Road)
- Car Parking (Lighting, Metalled Surface, White lining);
- Station Facilities (combined help and information point, ATW seating, ATW Shelter, cycle facilities, dedicated vehicle drop off. Pick up point, minor items (4 poster board display, litter bin));
- DDA Compliant Access between Platforms (Footway with dropped kerbing, 1:20 Ramp. Road level crossing, footbridge, subway, barrow crossing)

Criteria	RTP Objective	Assessment	Distribution	Significance
Welsh Impact Areas				
Economy				
Transport Economic Efficiency		Capital cost of undertaking this option is £1,727,656. Level of patronage at stations is £297,213, with the cost per passenger of £1.163. The percentage spend difference (against patronage) for this option is +5.02. There could be some small revenue cost implications from maintenance e.g. lighting, etc. Unlikely to be significant journey time benefits from measures or journey time reliability improvements.	Users of HoW and Cambrian Lines	Neutral
EALI	O4, O9	Improvements to station sites may provide wider regeneration benefits from increased desirability to users. Better integration with other modes e.g. drop off / pick up points, cycle facilities may widen catchment area for station increasing accessibility and travel options for some people.	Users of HoW and Cambrian Lines	Slight beneficial
Environment/Sustainability				
Noise	O1, O2, O6	Increased desirability of station may increase user numbers. This may encourage modal shift away from the private car and decrease the number of cars on key travel corridors within the area. This may have a small impact on reducing noise levels to localised areas. Small increase in localised noise levels during construction.	Key travel corridors throughout the TraCC Region	Slight beneficial
Local Air Quality	O1, O2, O6	Increased desirability of station may increase user numbers. This may encourage modal shift away from the private car and decrease the number of cars on key travel corridors within the area. This may benefit local air quality levels in some areas.	Key travel corridors throughout the TraCC Region	Slight beneficial
Greenhouse Gas Emissions	O1, O2, O6	Increased desirability of station may increase user numbers. This may encourage modal shift away from the private car and decrease the number of cars on key travel corridors within the area. This may reduce emissions in localised areas.	Key travel corridors throughout the TraCC Region	Slight beneficial
Landscape and Townscape	O8	Increased desirability of station may increase user numbers. This may encourage modal shift away from the private car and decrease the number of cars on key travel corridors within the area. This may improve the town and landscape in localised areas. In areas of station improvements likely to be no affected on the local landscape as improvements undertaken will not present a visual intrusion.	Key travel corridors throughout the TraCC Region and station sites.	Slight beneficial
Biodiversity	O1, O2, O6	Some of the improvements such as access road and lighting improvements do have the potential to damage or cause disturbance to local ecosystems or habitats and associated flora and fauna.	Station Sites where improvements undertaken	Slight adverse
Heritage	O1	Improvements unlikely to impact on heritage of area.		Neutral
Water Environment	O2	Increase in non permeable surfaces from improvements to access road and car parks may cause increased surface run off and impact on local watercourses.	Local watercourses surrounding station sites.	Slight adverse
Soil	None	Possible disturbance to soil during any excavation undertaken as part of construction works for elements such as car park or access road improvements, lighting etc.	Station Sites where improvements undertaken	Slight adverse
Social				
Transport Safety	O3	Increased desirability of station may increase user numbers. This may encourage modal shift away from the private car and decrease the number of cars on key travel corridors within the area, thus leading to a possible reduction in road traffic accidents.	Key travel corridors throughout the TraCC Region	Slight beneficial
Personal Security	O3	Improvements to station sites e.g. customer information points, lighting etc will all have a direct benefit to improving users perceived levels of safety.	Users of HoW and Cambrian Lines	Moderate Beneficial
Permeability	O8	Providing better DDA compliant access between platforms will directly address the severance of the railway line.	Users of HoW and Cambrian Lines	Moderate Beneficial

Physical Fitness	O6	Cycle facilities provision may encourage linked journeys by bicycle to the station sites. This would aid in improving physical fitness.	Users of HoW and Cambrian Lines	Moderate Beneficial
Social Inclusion	O4, O8	Improvements to station sites will improve accessibility to transport options for all sectors of society but especially those with a disability. This will aid in addressing social exclusion where caused by a lack of transport options.	Users of HoW and Cambrian Lines	Moderate Beneficial
Equality, Diversity and Human Rights	O4	Improvements to station sites will be available for all sectors of society to use and benefit from. Inclusion of DDA compliant measures and links between platforms will widen access to the station to all.	Users of HoW and Cambrian Lines	Large Beneficial
Transport Planning Objectives				
TPO1 Improve the quality and integration of public transport system including the role of community transport.		Improvements will directly improve quality of public transport experience and will aid in integration between modes with pick up / drop off, car park improvements and walking and cycling facilities and access improvements.	Users of HoW and Cambrian Lines	Moderate Beneficial
TPO2 Maintain and improve the existing transport infrastructure (road and rail)		Improvements to station sites would aid in maintaining the railways assets.	Stations along the HoW and Cambrian Lines	Moderate Beneficial
TPO3 Deliver a co-ordinated and integrated travel and transport network through effective partnership working.		Partnership working will need to be evident between the TOC and Network Rail to ensure improvements can be feasibility undertaken. Integration between parties will be encouraged by this option.	HoW and Cambrian Lines	Slight beneficial
TPO4 Reduce journey times and increase railway line speeds.		Option will not address this criteria.		Neutral
TPO5 Increase railway service frequencies.		Option will not address this criteria.		Neutral
TPO6 Increase railway line utilisation for the movement of freight (freight tonnage)		Option will not address this criteria.		Neutral
TPO7 Improve the strategic importance and connection of railway lines with key surrounding transport networks.		Station improvements will help to improve the strategic importance of stations in the hierarchy of the railway.	HoW and Cambrian Lines	Slight beneficial
Public acceptability:	Likely to be very high as there will be a direct benefit to the public who is the end user of the railway service.			
Acceptability to other stakeholders:	TOC and NR likely to approve of improvement which will see their assets improved. Some maintenance issues with new facilities introduced may cause a small issue. Local authorities likely to be approving of improvements.			
Technical and operational feasibility:	Remoteness of some station sites may mean that some elements of construction are more difficulty to undertake. Further increased cost may be associated with undertaking some technical improvements e.g. lighting at some of the remote rural station sites.			
Financial affordability and deliverability:	Cost per passenger is second lowest of the station improvements options. Some elements could be more expensive to undertake at remote station sites.			
Risks				
Risks	<p>Not being able to implement all measures at all station sites due to site, land or design restrictions.</p> <p>Not being able to implement the relevant technology required for some improvements to remote station sites.</p> <p>Funding availability</p> <p>Implementation of measures, with minimal increase in patronage on rail services. Increases in rail service frequencies may need to accompany station improvements.</p>			

NOTES:

Measurement	Qualitative at Stage 1
Assessment	Statement of impact
Distribution	Statement of locational impact
Significance	Quantify measure where appropriate or include qualitative measure using a Likert scale (mostly qualitative assumed for Stage 1)
	For Example
	Large Beneficial
	Moderate Beneficial
	Slight beneficial
	Neutral
	Slight adverse
	Moderate Adverse
	Severe Adverse

TRaCC RTP Objectives:

- O1. Reduce the demand for travel.
- O2. Minimise the impact of movement of the global and local environment and ensure the highest levels of protection to European Sites
- O3. Improve safety and security for all transport users.
- O4. Improve travel accessibility to services, jobs and facilities for all sectors of society.
- O5. Improve the quality and integration of the public transport system including the role of community transport.
- O6. Provide, promote and improve sustainable forms of travel.
- O7. Maintain and improve the existing transport infrastructure (road and rail).
- O8. Ensure travel and accessibility issues are properly integrated into land use decisions.
- O9. Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England.
- O10. Deliver a co-ordinated and integrated travel and transport network through effective partnership working.

Health Impact Assessment Summary Table

Option Description:

Category 2 Station Improvements

All category 2 stations (Fairbourne, Llwyngwril, Caersws, Aberdovey, Knighton, Llandoverly, Criccieth, Dyffryn Ardudwy, Talybont, Ammanford, Minffordd, Llandeilo, Llanbedr, Builth Road) to have the following improvements undertaken in the first 5 years of the Regional Transport Plan Programme:

- Access Road (Lighting, Pedestrian Footway, Metalled Road)
- Car Parking (Lighting, Metalled Surface, White lining);
- Station Facilities (combined help and information point, ATW seating, ATW Shelter, cycle facilities, dedicated vehicle drop off. Pick up point, minor items (4 poster board display, litter bin));
- DDA Compliant Access between Platforms (Footway with dropped kerbing, 1:20 Ramp. Road level crossing, footbridge, subway, barrow crossing)

Appraisal Criteria	Assessment	Distribution	Significance
Health Impact Assessment			
Lifestyle / capacities affecting health	Possible increase in linked journeys by bicycle users due to introduction of cycle facilities. This may improve physical fitness.	Users of HoW and Cambrian Lines	Slight beneficial
Social and Community	Improvements in access to station, will widen usage of station to all sectors of society, including those with a disability. Community benefits from improved station sites.	Users of HoW and Cambrian Lines	Slight beneficial
Living Conditions	Unlikely to be effected by option		Neutral
Working Conditions	Unlikely to be effected by option		Neutral
Services (access and quality)	Provide increased access to services, as improvement may address usage issues which previously inhibited certain members of society using the station e.g. those with a disability.	Users of HoW and Cambrian Lines	Slight beneficial
Socio-economic, cultural and environmental and sustainability factors	Unlikely to be effected by option.	Users of HoW and Cambrian Lines	Slight beneficial
Macro-economic factors	Possible regeneration benefits to area from improved station site.	Users of HoW and Cambrian Lines	Slight beneficial
Others			

Stage 1 WeITAG Appraisals:

Option Description:

Category 2* Station Improvements

Category 2 stations considered as potential interchange locations. These stations (Caersws, Ammanford, Llandoverly) will have all the facilities implemented listed for all other category 2 stations in the first 5 years of the Regional Transport Plan Programme along with the following:

- Customer information system;
- DDA Compliant Ramp.

Criteria	RTP Objective	Assessment	Distribution	Significance
Welsh Impact Areas				
Economy				
Transport Economic Efficiency		Capital cost of £198,939 (£48,946 CIS and £149,975 DDA ramped access) over and above cost of category 2 group costs. Some small maintenance costs (revenue costs) to CIS and ramped access. Likely to increase passenger numbers through interchange measures and thus spread cost of measures over a wider user base. Customer information system will improve journey reliability for users.	Caersws, Ammanford, Llandoverly	Slight beneficial
EALI	O4, O9	Facilitating the station sites to become strategic integration points will encourage wider economic benefits to the surrounding local area. Better public transport integration aids in accessibility thus raising the economic profile of the area.	Caersws, Ammanford, Llandoverly	Moderate Beneficial
Environment/Sustainability				
Noise	O1, O2, O6	Better integration between public transport modes may encourage modal shift from the private car. This may reduce noise on key travel corridors. Small increase in localised noise levels during construction.	Key travel corridors to and from the areas of Caersws, Ammanford, Llandoverly	Slight beneficial
Local Air Quality	O1, O2, O6	Better integration between public transport modes may encourage modal shift from the private car. This may reduce emissions improving air quality in localised areas.	Key travel corridors to and from the areas of Caersws, Ammanford, Llandoverly	Slight beneficial
Greenhouse Gas Emissions	O1, O2, O6	Better integration between public transport modes may encourage modal shift from the private car. This may reduce emissions in localised areas.	Key travel corridors to and from the areas of Caersws, Ammanford, Llandoverly	Slight beneficial
Landscape and Townscape	O8	Integration improvements to stations are unlikely to be visually intrusive and therefore are unlikely to have a negative impact upon the town or landscape.	Caersws, Ammanford, Llandoverly	Neutral
Biodiversity	O1, O2, O6	Some of the construction undertaken may cause some disruption or disturbance to flora and fauna and the habitat of some species within the area.	Localised to stations sites at Caersws, Ammanford, Llandoverly	Slight adverse
Heritage	O1	This option is unlikely to impact upon this criteria.		Neutral
Water Environment	O2	Some improvements may lead to an increase in non- permeable surfaces, thus increasing surface run off into local watercourses.	Local watercourses in Caersws, Ammanford, Llandoverly	Slight adverse
Soil	None	Some disruption to soil may occur during the construction process of some improvements.	Localised to stations sites at Caersws, Ammanford, Llandoverly	Slight adverse
Social				
Transport Safety	O3	Better integration between public transport modes may encourage modal shift from private car. This may reduce the number of road traffic accidents on key travel corridors.	Key travel corridors to and from the areas of Caersws, Ammanford, Llandoverly	Slight beneficial
Personal Security	O3	Measures such as lighting improvements, customer help points and better access into stations may increase the perceived level of safety for station users.	Users of Caersws, Ammanford and Llandoverly Stations.	Moderate Beneficial
Permeability	O8	The DDA Compliant ramp and access between platforms will reduce the severance effect of the station.	Users of Caersws, Ammanford and Llandoverly Stations.	Moderate Beneficial
Physical Fitness	O6	Cycle facility provision may increase the number of users cycling to access to the station. This would improve physical fitness.	Users of Caersws, Ammanford and Llandoverly Stations.	Moderate Beneficial
Social Inclusion	O4, O8	Better station facilities and improved integration will aid in opening up the station to all sectors of societies, particularly those with a disability. This will help to address social exclusion where caused by a lack of transport options.	Communities of Caersws, Ammanford and Llandoverly Stations.	Moderate Beneficial
Equality, Diversity and Human Rights	O4	Stations will be open for use for all sectors of society. DDA improvements will particularly help to improve usage of stations for those with disabilities.	Communities of Caersws, Ammanford and Llandoverly Stations.	Large Beneficial
Transport Planning Objectives				
TPO1 Improve the quality and integration of public transport system including the role of community transport.		Provision of a Customer Information System (CIS) and other station improvements will directly improve the quality of integration in the public transport system.	Users of Caersws, Ammanford and Llandoverly Stations.	Moderate Beneficial
TPO2 Maintain and improve the existing transport infrastructure (road and rail)		Improvements to station sites will help to maintain the assets within the rail network.	HoW and Cambrian Lines	Moderate Beneficial
TPO3 Deliver a co-ordinated and integrated travel and transport network through effective partnership working.		Implementation of the measures would require partnership working e.g. network rail, TOC, TraCC and local authorities.	TraCC Region	Slight beneficial

TPO4 Reduce journey times and increase railway line speeds.		Better integration and more customer information may lead to reduced overall journey times.	Users of Caersws, Ammanford and Llandovery Stations.	Slight beneficial
TPO5 Increase railway service frequencies.		This option will not address this criteria.		Neutral
TPO6 Increase railway line utilisation for the movement of freight (freight tonnage)		This option will not address this criteria.		Neutral
TPO7 Improve the strategic importance and connection of railway lines with key surrounding transport networks.		Improvements to these stations will increase their regional strategic importance as interchange locations.	Stations sites at Caersws, Ammanford, Llandovery	Slight beneficial
Public acceptability:	Likely to be high to measures that directly improve users journey and travel experience. This option improves integration which is likely to be very well recieved.			
Acceptability to other stakeholders:	Network Rail and TOC may have some small issue with ongoing maintenance responsibility for measures, however, acceptability to improvements to the rail network is likely to be high amongst all stakeholders from TOC to the Local Authorities.			
Technical and operational feasibility:	Some technical measures may be harder to implement in rural areas e.g. CIS, Lighting etc.			
Financial affordability and deliverability:	Those measures which are likely to be harder to implement in rural areas may be more expensive.			
Risks				
Risks	Some options may not be feasible in technical or design terms at remote rural locations. Funding availability Implementation of measures, with minimal increase in patronage on rail services. Increases in rail service frequencies may need to accompany station improvements.			

NOTES:

Measurement	Qualitative at Stage 1
Assessment	Statement of impact
Distribution	Statement of locational impact
Significance	Quantify measure where appropriate or include qualitative measure using a Likert scale (mostly qualitative assumed for Stage 1) For Example
	Large Beneficial
	Moderate Beneficial
	Slight beneficial
	Neutral
	Slight adverse
	Moderate Adverse
	Severe Adverse

TRaCC RTP Objectives:

- O1. Reduce the demand for travel.
- O2. Minimise the impact of movement of the global and local environment and ensure the highest levels of protection to European Sites
- O3. Improve safety and security for all transport users.
- O4. Improve travel accessibility to services, jobs and facilities for all sectors of society.
- O5. Improve the quality and integration of the public transport system including the role of community transport.
- O6. Provide, promote and improve sustainable forms of travel.
- O7. Maintain and improve the existing transport infrastructure (road and rail).
- O8. Ensure travel and accessibility issues are properly integrated into land use decisions.
- O9. Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England.
- O10. Deliver a co-ordinated and integrated travel and transport network through effective partnership working.

Health Impact Assessment Summary Table

Option Description:

Category 2* Station Improvements

Category 2 stations considered as potential interchange locations. These stations (Caersws, Ammanford, Llandoverly) will have all the facilities implemented listed for all other category 2 stations in the first 5 years of the Regional Transport Plan Programme along with the following:

- Customer information system;
- DDA Compliant Ramp.

Appraisal Criteria	Assessment	Distribution	Significance
Health Impact Assessment			
Lifestyle / capacities affecting health	Cycle facility provision may increase the number of users cycling to access the station. This would improve physical fitness.	Users of Caersws, Ammanford and Llandoverly Stations.	Moderate Beneficial
Social and Community	Provision a strategic integration facility may encourage new people to locate to the area, increasing diversity in the community.	Caersws, Ammanford and Llandoverly	Slight beneficial
Living Conditions	Option unlikely to address this criteria		Neutral
Working Conditions	Option unlikely to address this criteria		Neutral
Services (access and quality)	Better station facilities may improved access to the transport network for all sectors of society. This may allow access to a number of services which are of a higher quality.	Users of Caersws, Ammanford and Llandoverly Stations.	Slight beneficial
Socio-economic, cultural and environmental and sustainability factors	Better station facilities may encourage modal shift from the private car and higher railway patronage. This will aid in address sustainable travel issues.	Users of Caersws, Ammanford and Llandoverly Stations.	Slight beneficial
Macro-economic factors	Associated regeneration benefits likely in areas where strategic integration facility id provided.	Users of Caersws, Ammanford and Llandoverly Stations.	Slight beneficial
Others			

Stage 1 WeITAG Appraisals:

Option Description:

Category 3 Station Improvements:

All category 3 stations (Talsarnau, Llanwrtyd, Morfa Mawddach, Penhelig, Llangadog, Llandybie, Knucklas, Pontarddulais, Llandanwg, Llanaber, Pantyffynnon, Bucknell, Llangammarch, Pensarn, Llanwrda, Ffairfach, Penychain, Broome, Cyngordy, Llanbister Road, Cilmeri, Dovey Junction, Llandecwyn, Llangennech, Tonfanau, Bynea, Hopton Heath, Abererch, Garth, Pen-y-bont, Dolau, Tygwyn, Llangynllo, Sugar Loaf) to have the following improvements undertaken in the first 5 years of the Regional Transport Plan Programme:

- Station facilities (Combined help and information point, ATW seating, Cycle facilities, minor items (4 poster board display, litter bin));
- DDA Compliant Access between Platforms (Footway with dropped kerbing, 1:20 Ramp. Road level crossing, footbridge, subway, barrow crossing).

Criteria	RTP Objective	Assessment	Distribution	Significance
Welsh Impact Areas				
Economy				
Transport Economic Efficiency		Capital cost of option is £825,930, the lowest of all options, however the cost per passenger is the highest at £1.633 (even though undertaking a less extensive range of improvements) as patronage levels at these stations are the lowest at 101,171. Unlikely to be any journey time reliability benefits to this option and there will be no journey time savings. Revenue cost implications are likely to be minimal with some small ongoing maintenance costs likely.	HoW and Cambrian Lines	Slight adverse
EALI	O4, O9	Maybe very small wider economic impact to local areas where station sites improved, but this likely to be minimal.	User of HoW and Cambrian Lines	Slight beneficial
Environment/Sustainability				
Noise	O1, O2, O6	Improvements to stations may make them more attractive to users and thus encourage modal shift for some journeys to rail from the private car. This could slightly reduce noise on key travel corridors within the TraCC region. Small increase in localised noise levels during construction.	Key travel corridors within the TraCC Region	Slight beneficial
Local Air Quality	O1, O2, O6	Improvements to stations may make them more attractive to users and thus encourage modal shift for some journeys to rail from the private car. This could slightly reduce emissions on key travel corridors improving air quality in localised areas within the TraCC region.	Key travel corridors within the TraCC Region	Slight beneficial
Greenhouse Gas Emissions	O1, O2, O6	Improvements to stations may make them more attractive to users and thus encourage modal shift for some journeys to rail from the private car. This could slightly reduce emissions on key travel corridors within the TraCC region.	Key travel corridors within the TraCC Region	Slight beneficial
Landscape and Townscape	O8	Integration improvements to stations are unlikely to be visually intrusive and therefore are unlikely to have a negative impact upon the town or landscape.	TraCC Region	Slight beneficial
Biodiversity	O1, O2, O6	Some of the construction undertaken may cause some disruption or disturbance to flora and fauna and the habitat of some species within the area.	Localised to category 3 stations within the TraCC Region	Slight adverse
Heritage	O1	This option is unlikely to impact upon this criteria.		Neutral
Water Environment	O2	Some improvements may lead to an increase in non-permeable surfaces, thus increasing surface run off into local watercourses.	Local watercourses near to Category 3 stations within the TraCC region.	Slight adverse
Soil	None	Some disruption to soil may occur during the construction process of some improvements.	Localised to category 3 stations within the TraCC Region	Slight adverse
Social				
Transport Safety	O3	Improvements to stations may make them more attractive to users and thus encourage modal shift for some journeys to rail from the private car. This may reduce the number of road traffic accidents on key travel corridors.	Key travel corridors within the TraCC Region	Slight beneficial
Personal Security	O3	Small improvements such as customer information point may help to improve perceived level of safety for users at station sites.	Users of Category 3 Station sites in TraCC Region.	Slight beneficial
Permeability	O8	DDA compliant access between platforms will reduce the severance effect of the railway line, especially for those with disabilities.	Users of Category 3 Station sites in TraCC Region.	Moderate Beneficial
Physical Fitness	O6	Cycle facility provision may increase the number of users cycling to access to the station. This would improve physical fitness.	Users of Category 3 Station sites in TraCC Region.	Moderate Beneficial
Social Inclusion	O4, O8	Better station facilities will aid in opening up the station to all sectors of societies, particularly those with a disability. This will help to address social exclusion where caused by a lack of transport options.	Communities near to Category 3 Station sites in TraCC Region.	Slight beneficial
Equality, Diversity and Human Rights	O4	Stations will be open for use for all sectors of society. DDA improvements will particularly help to improve usage of stations for those with disabilities.	Communities near to Category 3 Station sites in TraCC Region.	Large Beneficial

Transport Planning Objectives				
TPO1 Improve the quality and integration of public transport system including the role of community transport.		Quality of stations will be improved under this option, but no improvements will be made to the integration between modes.	Users of Category 3 Station sites in TraCC Region.	Slight beneficial
TPO2 Maintain and improve the existing transport infrastructure (road and rail)		Improvements to station sites will help to maintain the assets within the rail network.	HoW and Cambrian Lines	Slight beneficial
TPO3 Deliver a co-ordinated and integrated travel and transport network through effective partnership working.		Implementation of the measures would require partnership working e.g. Network Rail, TOC, TraCC and local authorities.	TraCC Region	Slight beneficial
TPO4 Reduce journey times and increase railway line speeds.		This option will not address this criteria.		Neutral
TPO5 Increase railway service frequencies.		This option will not address this criteria.		Neutral
TPO6 Increase railway line utilisation for the movement of freight (freight tonnage)		This option will not address this criteria.		Neutral
TPO7 Improve the strategic importance and connection of railway lines with key surrounding transport networks.		Station improvement will help to raise a stations importance on the overall rail network. However, limited improvements undertaken under this option, so unlikely to raise strategic importance of station sites as much as other station improvement options.	TraCC Region	Slight beneficial
Public acceptability:	Likely to be high to measures to improve the railway network. However, users of category 3 stations may wish to have all improvements implemented that are proposed for category 2 stations.			
Acceptability to other stakeholders:	Network Rail and TOC may have some small issue with ongoing maintenance responsibility for measures, however, acceptability to improvements to the rail network is likely to be high amongst all stakeholders from TOC to the Local Authorities.			
Technical and operational feasibility:	Construction at remote rural locations could be an issue with material storage and delivery.			
Financial affordability and deliverability:	Option has the highest cost per passenger due to low patronage of station sites. High per passenger cost for less wide ranging improvements to be undertaken. Remoteness of some of the station sites may lead to increased construction costs for some improvements.			
Risks				
Risks	Some options may not be feasible in design terms at remote rural locations. Funding availability Implementation of measures, with minimal increase in patronage on rail services. Increases in rail service frequencies may need to accompany station improvements.			

NOTES:

Measurement	Qualitative at Stage 1
Assessment	Statement of impact
Distribution	Statement of locational impact
Significance	Quantify measure where appropriate or include qualitative measure using a Likert scale (mostly qualitative assumed for Stage 1) For Example
	Large Beneficial
	Moderate Beneficial
	Slight beneficial
	Neutral
	Slight adverse
	Moderate Adverse
	Severe Adverse

TRaCC RTP Objectives:

- O1. Reduce the demand for travel.
- O2. Minimise the impact of movement of the global and local environment and ensure the highest levels of protection to European Sites
- O3. Improve safety and security for all transport users.
- O4. Improve travel accessibility to services, jobs and facilities for all sectors of society.
- O5. Improve the quality and integration of the public transport system including the role of community transport.
- O6. Provide, promote and improve sustainable forms of travel.
- O7. Maintain and improve the existing transport infrastructure (road and rail).
- O8. Ensure travel and accessibility issues are properly integrated into land use decisions.
- O9. Improve the efficiency, reliability and connectivity of movement by all modes of transport within and between Mid Wales and the other regions of Wales and of England.
- O10. Deliver a co-ordinated and integrated travel and transport network through effective partnership working.

Health Impact Assessment Summary Table

Option Description:

Category 3 Station Improvements:

All category 3 stations (Talsarnau, Llanwrtyd, Morfa Mawddach, Penhelig, Llangadog, Llandybie, Knucklas, Pontarddulais, Llandanwg, Llanaber, Pantyffynnon, Bucknell, Llangammarch, Pensarn, Llanwrda, Ffairfach, Penychain, Broome, Cynghordy, Llanbister Road, Cilmeri, Dovey Junction, Llandecwyn, Llangennech, Tonfanau, Bynea, Hopton Heath, Abererch, Garth, Pen-y-bont, Dolau, Tygwyn, Llangynllo, Sugar Loaf) to have the following improvements undertaken in the first 5 years of the Regional Transport Plan Programme:

- Station facilities (Combined help and information point, ATW seating, Cycle facilities, minor items (4 poster board display, litter bin));
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Appraisal Criteria	Assessment	Distribution	Significance
Health Impact Assessment			
Lifestyle / capacities affecting health	Cycle facility provision may increase the number of users cycling to access the station. This would improve physical fitness.	Users of category 3 stations in TraCC region.	Moderate Beneficial
Social and Community	Improvements in access to stations may widen usage to all sectors of society, including those with a disability.	Communities near to category 3 stations in TraCC region.	Slight beneficial
Living Conditions	Option unlikely to address this criteria		Neutral
Working Conditions	Option unlikely to address this criteria		Neutral
Services (access and quality)	Better station facilities may improved access to the transport network for all sectors of society. This may allow access to a number of services which are of a higher quality.	Users of category 3 stations in TraCC region.	Slight beneficial
Socio-economic, cultural and environmental and sustainability factors	Better station facilities may encourage modal shift from the private car and higher railway patronage. This will aid in addressing sustainable travel issues.	Users of category 3 stations in TraCC region.	Slight beneficial
Macro-economic factors	Option unlikely to address this criteria		Neutral
Others			