

**Results of Scheme Sift – Step Two**

<b>Scheme</b>	<b>A303 Furze Hedge Junction Improvement</b>
Brief Description	Safety measures and junction improvements on A303/A350 at Furze Hedge junction.

Criteria	Issues	Overall Score	Weighted Score
Scale of scheme impact	Expected to produce a moderate (-40%) to significant (-90%) reduction in accidents depending on which option is implemented. Further scheme assessment work would establish any undesirable consequences and mitigation requirements.	4	8
Fit with strategic objectives	Reasonable fit with national transport goals and LTP3 objectives.	3	12
Contribution to economic and development growth	While the A303 is a key corridor, the strategy for the Mere Community Area is to only provide for limited housing (250 houses) and employment growth (3ha of employment land). The scheme will reduce the number of incidents at the junction resulting in some positive impacts on journey time reliability.	1	6
Environmental and community impacts	The scheme should have a positive impact on the number of KSIs. While there would be some landscape impacts, this is considered to be limited.	3	12
Broad deliverability assessment	The Highways Agency has produced an options assessment report which identified implementation issues and risks typical of the scheme type. Some limited stakeholder/public consultation has been undertaken. Potential for Highways Agency to fund (part of) scheme costs which range up to £2.2m.	4	16
<b>Total Scores</b>		<b>15</b>	<b>54</b>

<b>Shortlist: No</b>	While the scheme has positive impacts on road safety, it has only limited benefits for other key objectives.
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<b>Scheme</b>	<b>A350 Chippenham Bypass Dualling</b>
Brief Description	Dualling of the A350 Chippenham Bypass with a High Occupancy Vehicle (HOV) / Heavy Goods Vehicle (HGV) lane.

Criteria	Issues	Overall Score	Weighted Score
Scale of scheme impact	Expected to have a moderate impact given incorporation of HOV/HGV lane and ongoing delays at some junctions and on some local links to/from A350. Any undesirable scheme consequences are considered to be limited.	3	6

Criteria	Issues	Overall Score	Weighted Score
Fit with strategic objectives	Good fit with national transport goals and LTP3 objectives. Also has a good fit with the emerging Wiltshire Core Strategy and proposed City Deal.	4	16
Contribution to economic and development growth	Improves a strategically important road which will improve journey time reliability and help support significant development growth along the A350 corridor particularly in Chippenham (4,000 houses and 26.5ha of employment land). HOV/HGV lane provides for improved efficiency in freight movements.	4	24
Environmental and community impacts	Environmental and landscape impacts are anticipated to be relatively limited given existing land and structures provision. HOV/HGV lane should encourage car sharing and facilitate bus/coach movements with resultant limited positive impacts on carbon emissions.	3	12
Broad deliverability assessment	Possible resistance to designation of HOV/HGV lane. Land and structures already in place. Some related modelling undertaken as part of Chippenham Transport Strategy. Relatively high scheme cost (estimated at £26.75m in 2009) but opportunity to utilise developer contributions via CIL.	4	16
<b>Total Scores</b>		<b>18</b>	<b>74</b>

<b>Shortlist: Yes</b>	The scheme would improve the strategically important A350 and support significant economic and development growth in Chippenham. Land and structures are already in place so facilitating implementation.
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Scheme	A350 North of Chippenham Dualling
Brief Description	Widening and junction improvements on the A350 between Jackson's Lane and the Badger Roundabout.

Criteria	Issues	Overall Score	Weighted Score
Scale of scheme impact	Expected to have a significant impact in reducing journey times and improving journey time reliability on the section of the A350 between the Jackson's Lane and the Badger Roundabout. Very high Benefit Cost ratio of 14.6. Any undesirable scheme consequences are considered to be limited.	5	10
Fit with strategic objectives	Good fit with national transport goals and LTP3 objectives. Also has a good fit with the emerging Wiltshire Core Strategy and proposed City Deal.	4	16
Contribution to economic and development growth	Will help unlock potential development at north Chippenham (750 houses and 2.5ha of employment land) and south west Chippenham (800 houses and 18ha of employment land)	5	30

Criteria	Issues	Overall Score	Weighted Score
	strategic site allocations. Significant journey time (1½ minutes cut from average journey) and journey reliability benefits. Estimated £3.9m GVA added to local economy through creation of additional jobs.		
Environmental and community impacts	An initial environmental impacts assessment has concluded that there would be no significant biodiversity, heritage or air quality impacts and only slight adverse landscape and noise impacts. There would also be a reduction in greenhouse gas emissions.	3	12
Broad deliverability assessment	Study undertaken by Council's term consultant, Atkins, in February 2013 to support application to Government's Pinch Point fund. No significant anticipated delivery issues. Estimated outturn cost of £2.722m.	5	20
<b>Total Scores</b>		<b>22</b>	<b>88</b>

<b>Shortlist: Yes</b>	The scheme is deliverable within an immediate and short timescale, and demonstrates strong highway network benefits which will help support local economic and development growth.
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<b>Scheme</b>	<b>A350 Semington-Melksham Diversion Dualling</b>
Brief Description	Dualling of the A350 between Semington and Melksham.

Criteria	Issues	Overall Score	Weighted Score
Scale of scheme impact	Expected to have only a minor benefit given current traffic conditions on this section of the A350. Any undesirable scheme consequences are considered to be limited in scale.	2	4
Fit with strategic objectives	Reasonable fit with national transport goals and LTP3 objectives.	3	12
Contribution to economic and development growth	While the scheme is along the strategically important A350 and adjacent to the Principal Employment Areas of the Bowerhill Industrial Estate and Hampton Business Park (with 6ha of employment land allocated in the emerging Wiltshire Core Strategy), its benefits are considered to be limited given current traffic conditions.	2	12
Environmental and community impacts	Environmental and landscape impacts are anticipated to be relatively limited given existing land and structures provision.	3	12
Broad deliverability assessment	No consultation or study has been undertaken; however, the scheme should not present any significant technical difficulties.	4	16
<b>Total Scores</b>		<b>14</b>	<b>56</b>

<b>Shortlist: No</b>	Given existing traffic conditions on this section of the A350, it is considered that the scheme would not have any significant benefits.
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<b>Scheme</b>	<b>A350 West Ashton Relief Road</b>
Brief Description	An offline carriageway improvement scheme running north of the existing A350.

Criteria	Issues	Overall Score	Weighted Score
Scale of scheme impact	Expected to have a significant impact on current and future traffic conditions on the A350 locally. Further scheme assessment work would establish any undesirable consequences and mitigation requirements.	4	8
Fit with strategic objectives	Reasonable fit with national transport goals and LTP3 objectives. Scheme also fits well with the emerging Wiltshire Core Strategy.	3	12
Contribution to economic and development growth	Aids delivery of the Ashton Park Urban Extension (2,600 houses and 15 of employment land) and improves journey time reliability on the strategic A350 (up to 5 minutes cut from peak hour journey time) with positive regeneration benefits for the whole corridor.	4	24
Environmental and community impacts	Increased greenhouse gas emissions due to induced traffic and embedded carbon. Some adverse landscape impacts.	2	8
Broad deliverability assessment	Options assessment report included in Wiltshire Core Strategy document suite. General support from local parish councils. Estimated scheme cost of £6m.	4	16
<b>Total Scores</b>		<b>17</b>	<b>68</b>

<b>Shortlist: Yes</b>	The scheme is identified as a key infrastructure requirement for the delivery of the Ashton Park Urban Extension.
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<b>Scheme</b>	<b>A350 Yarnbrook Relief Road</b>
Brief Description	A new single carriageway link road between the A363 and A350.

Criteria	Issues	Overall Score	Weighted Score
Scale of scheme impact	Expected to have a significant impact on current and future traffic conditions on the A350 locally. Further scheme assessment work would establish any undesirable consequences and mitigation requirements.	4	8
Fit with strategic objectives	Reasonable fit with national transport goals and LTP3 objectives. Scheme also fits well with the emerging Wiltshire Core Strategy.	3	12
Contribution to economic and development growth	Aids delivery of the Ashton Park Urban Extension (2,600 houses and 15 of employment land) and improves journey time reliability on the strategic A350 (up to 5 minutes cut from peak hour journey time) with positive regeneration benefits for the whole corridor.	5	30

Criteria	Issues	Overall Score	Weighted Score
Environmental and community impacts	Increased greenhouse gas emissions due to induced traffic and embedded carbon. Some adverse landscape impacts. Positive benefits for the local community in Yarnbrook.	3	12
Broad deliverability assessment	Options assessment report included in Wiltshire Core Strategy document suite. General support from local parish councils. Estimated scheme cost of £6m.	4	16
<b>Total Scores</b>		<b>19</b>	<b>78</b>

<b>Shortlist: Yes</b>	The scheme identified as a key infrastructure requirement for the delivery of the Ashton Park Urban Extension.
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Scheme	A36 Codford to Heytesbury Improvement
Brief Description	Approximately 4 kms of new single carriageway (with two roundabouts or signal controlled junctions) to replace existing sub-standard A36 route between Codford and Heytesbury.

Criteria	Issues	Overall Score	Weighted Score
Scale of scheme impact	Expected to fully address identified issues of sub-standard junctions and poor accident record. Adverse consequences on Cranbourne Chase AONB and potential mitigation measures would need to be reassessed. The scheme was rejected by the DfT in 2004 because "...the scheme's performance against the Department's appraisal criteria is not strong..." (BCR=1.5 and VfM='Poor').	3	6
Fit with strategic objectives	Reasonable fit with national transport goals and LTP3 objectives. Not well related to development growth in emerging Wiltshire Core Strategy.	2	8
Contribution to economic and development growth	Some limited positive impacts on journey time reliability on key strategic route (through better road alignment and reduced level of incidents). However, scheme is not well related to development growth in emerging Wiltshire Core Strategy.	2	12
Environmental and community impacts	Strong positive impact on road safety. Embedded carbon in scheme construction and adverse landscape impacts in AONB.	2	8
Broad deliverability assessment	Previous preliminary design work undertaken in early 2000s – needs to be updated. Likely to be adverse consultation response given AONB impacts. Scheme cost estimated at £8.2m in 2001.	3	12
<b>Total Scores</b>		<b>12</b>	<b>46</b>

<b>Shortlist: No</b>	While the scheme has strong positive impacts on road safety, it has only limited benefits for other key objectives.
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<b>Scheme</b>	<b>A36 Southampton Road Improvement</b>
Brief Description	Dualling the A36 from the Bourne Way Roundabout to College Roundabout with capacity improvements at the Bourne Way Roundabout.

Criteria	Issues	Overall Score	Weighted Score
Scale of scheme impact	Expected to have a significant impact on traffic congestion/reliability on A36 link although somewhat dependent on operation of College Roundabout. Any undesirable scheme consequences are considered to be limited.	4	8
Fit with strategic objectives	Reasonable fit with national transport goals and LTP3 objectives. Scheme also fits well with the emerging Wiltshire Core Strategy.	3	12
Contribution to economic and development growth	Positive impact on journey time reliability along a congested section of the strategically important A36 leading into the Principal Settlement of Salisbury where 6,060 houses and 29ha of employment land are proposed to 2026.	5	30
Environmental and community impacts	Potential for there to be both positive (e.g. improved Park & Ride service) and negative (e.g. reduced cycling provision) impacts.	3	12
Broad deliverability assessment	Problems and options considered in South Eastern Approaches Study produced in 2002. Ability for flexibility in scheme implementation (e.g. bus only lane, tidal lane, etc). There are a number of risks e.g.: land acquisition or need to utilise non-standard solutions; lack of realistic capacity options for College Roundabout. Possible (additional) funding through Highways Agency 'Pinch Point' programme.	2	8
<b>Total Scores</b>		<b>17</b>	<b>70</b>

<b>Shortlist: Yes</b>	Although there are a number of uncertainties and risks, the scheme would help address congestion problems on a key section of the A36 and help support the growth of Salisbury.
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<b>Scheme</b>	<b>A360 Chocolate Poodle Bridge</b>
Brief Description	Lowering the carriageway under the bridge by 750mm to provide a headroom of 16' 6" and a reduced speed limit of 40 mph.

Criteria	Issues	Overall Score	Weighted Score
Scale of scheme impact	The scheme would enable standard height HGVs to pass under the bridge thus removing the requirement for a diversion route through Great Cheverell. However, the scheme may attract additional HGV movements to A360.	4	8

Criteria	Issues	Overall Score	Weighted Score
Fit with strategic objectives	Low fit with national transport goals and LTP3 objectives. Not well related to development growth in emerging Wiltshire Core Strategy.	1	4
Contribution to economic and development growth	Limited positive impacts on journey times and reduced level of incidents. However, the scheme is not well related to significant development growth or the advisory freight network.	1	6
Environmental and community impacts	Positive impacts on community severance through Great Cheverell but these would be partly offset by the reallocation and potential increase of HGVs on the A360.	4	16
Broad deliverability assessment	Options report produced by Council's previous term consultant, Mouchel, in 2011. Likely split consultation response depending on location. Key risks include costs associated with carriageway lowering (e.g. statutory utilities) and impact on A360 HGV traffic.	2	8
<b>Total Scores</b>		<b>12</b>	<b>42</b>

<b>Shortlist: No</b>	While the scheme may have an overall positive community impact, it is not well related to key strategic factors such as development growth or the advisory freight network.
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Scheme	Bumpers Farm Ind. Est. A350 Link
Brief Description	A new link road and junction from the Bumpers Farm Ind. Est. to West Cepen Way on the A350 Chippenham Bypass.

Criteria	Issues	Overall Score	Weighted Score
Scale of scheme impact	While the scheme would improve access to the Bumpers Farm Ind. Est., this may not in itself be enough to encourage firms to either expand or relocate. By introducing another junction, the scheme may cause additional delays or incidents on the strategically important A350.	2	4
Fit with strategic objectives	Low fit with national transport goals and LTP3 objectives. Links in with identification of Bumpers Farm Ind. Est. as a Principal Employment Area in the emerging Wiltshire Core Strategy.	2	8
Contribution to economic and development growth	The new link will improve access to an identified Principal Employment Area which may help support the retention and expansion of firms. However, in doing so, the scheme may increase delays and incidents on the strategically important A350.	3	18

Criteria	Issues	Overall Score	Weighted Score
Environmental and community impacts	Given the location and nature of the scheme, there are expected to be only limited environmental impacts. The new junction on the A350 may increase the number of incidents.	3	12
Broad deliverability assessment	While there are unlikely to be any significant technical implementation difficulties, no detailed assessment or consultation work has been undertaken.	3	12
<b>Total Scores</b>		<b>13</b>	<b>54</b>

<b>Shortlist: No</b>	While the scheme will improve access to the Bumpers Farm Ind. Est., it is considered that this may only have a limited impact on encouraging firms to either expand or relocate. Furthermore, the scheme may lead to increased delays and incidents on the strategically important A350.
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Scheme	Corsham Station
Brief Description	Construction of a railway station with two platforms and associated station facilities.

Criteria	Issues	Overall Score	Weighted Score
Scale of scheme impact	In association with a suitable rail service, the scheme would significantly improve sustainable travel options to/from Corsham. Given typical rural rail modes shares, however, the impact on traffic volumes and journey time reliability would be more limited. Any undesirable scheme consequences are considered to be limited. Benefit cost ratio estimated at 2.58 in October 2000.	3	6
Fit with strategic objectives	Good fit with national transport goals and LTP3 objectives. Also a good fit with City Deal proposal given location of MOD Corsham site. Included as an element in the Bristol Metro proposals.	4	16
Contribution to economic and development growth	Improves transport options, connectivity and resilience. Contributes to the realisation of City Deal objectives. Can help facilitate sustainable development growth although this is relatively low in Corsham area (1,050 houses and 6ha of employment land).	4	24
Environmental and community impacts	Provides an alternative sustainable transport option for the local community. Supports modal shift from the private car and generally encourages walking/cycling at trip ends.	4	16
Broad deliverability assessment	Included in emerging Wiltshire Core Strategy (including relevant saved policy from North Wilts Local Plan). Previous scheme assessment undertaken in 2000. Key risk is failure to secure a suitable stopping train	2	8



Criteria	Issues	Overall Score	Weighted Score
	service. Estimated scheme cost of £4m (2002).		
<b>Total Scores</b>		<b>17</b>	<b>70</b>

<b>Shortlist: Yes</b>	While there is uncertainty regarding a suitable stopping train service, the scheme otherwise demonstrates strong attributes including linkages with the City Deal and the Bristol Metro proposals.
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Scheme	M4 Junction 16 Improvements
Brief Description	New dedicated roundabout lanes and additional lanes on the eastbound and westbound slip roads.

Criteria	Issues	Overall Score	Weighted Score
Scale of scheme impact	Expected to have a significant impact on addressing peak hour capacity constraints. Nature of undesirable consequences to be established through environmental assessment.	5	10
Fit with strategic objectives	Good fit with national transport goals and LTP3 objectives. Good synergy with both Swindon and Wiltshire core strategies, and City Deal given proposal to create a new defence training college at former RAF Lyneham.	4	16
Contribution to economic and development growth	Scheme identified as essential to unlocking planned housing and employment development growth in north Wiltshire and Swindon including 4,500 houses and associated employment land at Southern Development Area. Positive impacts on journey time reliability.	5	30
Environmental and community impacts	Likely need for screening assessment potentially leading to a full Environmental Impact Assessment.	2	8
Broad deliverability assessment	Scheme design well developed but continues to attract strong opposition locally. Current planning permission for Southern Development Area (Wichelstowe) has obligation to construct scheme prior to occupation of 1100 houses (current total stands at 500) – however, there are questions regarding the viability of this position.	2	8
<b>Total Scores</b>		<b>18</b>	<b>72</b>

<b>Shortlist: Yes</b>	The scheme is viewed as being essential to unlocking the planned housing and employment growth in the local area.
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<b>Scheme</b>	<b>Melksham Signal Improvements</b>
Brief Description	Installation of intermediate signals on the single track rail line through Melksham.

Criteria	Issues	Overall Score	Weighted Score
Scale of scheme impact	Would have a significant impact on addressing capacity constraints on the single track line through Melksham. Any undesirable consequences are considered to be limited.	4	8
Fit with strategic objectives	Reasonable fit with national transport goals and LTP3 objectives. Supports the strategic role of the A350 corridor set out in the emerging Wiltshire Core Strategy. Anticipated to provide rail industry operational benefits including the aspiration for an hourly Trans Wilts service.	4	16
Contribution to economic and development growth	In association with a suitably enhanced Trans Wilts train service, the scheme would have positive impacts on connectivity, reliability and resilience which would help support economic and development growth along the A350 corridor and particularly in Melksham (1,930 houses to 2026). The scheme would also provide rail industry operational benefits.	4	24
Environmental and community impacts	Should help encourage and facilitate a more frequent Trans Wilts service which would encourage modal shift and reduce carbon emissions.	3	12
Broad deliverability assessment	Only a high level assessment has been undertaken by Network Rail and the scheme is not currently programmed. A key risk for the Council would be the failure to secure an hourly train service.	1	4
<b>Total Scores</b>		<b>16</b>	<b>64</b>

<b>Shortlist: No</b>	While the scheme would help support economic and development growth and address capacity issues on the rail network along the A350 corridor, it is considered that in the absence of an hourly Trans Wilts service, the scheme should be primarily lead and funded by Network Rail in view of its potential wider rail industry benefits.
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<b>Scheme</b>	<b>Royal Wootton Bassett Station</b>
Brief Description	Construction of a railway station with two platforms and associated station facilities.

Criteria	Issues	Overall Score	Weighted Score
Scale of scheme impact	In association with a suitable stopping rail service, the scheme would significantly improve sustainable travel options to/from Royal Wootton Bassett. However, the impact on overall traffic volumes and journey time	3	6

Criteria	Issues	Overall Score	Weighted Score
	reliability would probably be limited.		
Fit with strategic objectives	Good fit with national transport goals and LTP3 objectives. Also a good fit with City Deal given proposal to create a new defence training college at former RAF Lyneham.	4	16
Contribution to economic and development growth	Improves transport options, connectivity and resilience. Contributes to the realisation of City Deal objectives. Can help facilitate sustainable development growth although this is relatively low in Royal Wootton Bassett area (920 houses and 3.7ha of employment land).	4	24
Environmental and community impacts	Provides an alternative sustainable transport option for the local community. Supports modal shift from the private car and generally encourages walking/cycling at trip ends.	4	16
Broad deliverability assessment	Included in emerging Wiltshire Core Strategy (including relevant saved policy from North Wilts Local Plan). Some unresolved questions regarding site location. Key risk is failure to secure and provide line capacity for a suitable stopping train service (anticipated to be Trans Wilts improved service).	2	8
<b>Total Scores</b>		<b>17</b>	<b>70</b>

<b>Shortlist: Yes</b>	While there is uncertainty regarding a suitable stopping train service, the scheme otherwise demonstrates strong attributes including with the City Deal proposals.
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Scheme	Station Bridge, Westbury
Brief Description	Strengthening of bridge from its current 7.5t load bearing weight up to 40t using a composite deck solution.

Criteria	Issues	Overall Score	Weighted Score
Scale of scheme impact	Strengthening the bridge to a load bearing weight of 40t would improve HGV access to existing and proposed local employment sites. However, in doing so, the scheme would alter current HGV patterns of movement in Westbury with resultant changed local community impacts.	3	6
Fit with strategic objectives	Reasonable fit with national transport goals and LTP3 objectives. Complements Wiltshire Core Strategy desire for Westbury to be a key location for delivering economic development in Wiltshire.	4	16
Contribution to economic and development growth	Provides improved access to existing Principal Employment Areas (West Wilts Trading Estate and Brook Lane & Northacre Trading Estate) and a proposed strategic employment land allocation at Mill Lane, Hawkridge (14.7ha).	3	18

Criteria	Issues	Overall Score	Weighted Score
	However, overall, scheme is considered to provide only limited journey time savings.		
Environmental and community impacts	Will result in some redistribution of environmental and community impacts as a result of changed HGV trip patterns.	3	12
Broad deliverability assessment	Council's former term consultant, Mouchel, produced a feasibility report in 2012. Key significant risks include an accurate cost estimate (e.g. due to track access requirements and utility services management) and consultation objections from the local community.	2	8
<b>Total Scores</b>		<b>15</b>	<b>60</b>

<b>Shortlist: No</b>	While the scheme would improve access to key employment sites this is considered to be of limited benefit particularly in view of redistributed environmental and community impacts.
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<b>Scheme</b>	<b>Westbury Additional Platform</b>
Brief Description	Creation of an island platform including a new platform line.

Criteria	Issues	Overall Score	Weighted Score
Scale of scheme impact	The additional capacity created by the scheme should benefit both passenger and freight services. Any undesirable scheme consequences are considered to be limited.	4	8
Fit with strategic objectives	Good fit with national transport goals and LTP3 objectives. Would help support the strategic role of the A350 corridor set out in the emerging Wiltshire Core Strategy. Included in Great Western Route Utilisation Strategy.	4	16
Contribution to economic and development growth	Reduces delays and provides additional capacity (estimated recovery of 70% of reactionary delay minutes equating to 27 minutes per day). Helps support economic and development growth in Westbury (1,290 houses and 18.5ha of employment land) and along the A350 corridor. The scheme would also provide rail industry operational benefits.	3	18
Environmental and community impacts	Quicker and more reliable train journeys should encourage modal shift.	3	12
Broad deliverability assessment	Business case undertaken and option included in Great Western RUS. Network Rail has more recently undertaken a GRIP2 feasibility study (details requested).	4	16
<b>Total Scores</b>		<b>18</b>	<b>70</b>

<b>Shortlist: Yes</b>	The proposed scheme is included in the Great Western RUS and would address a capacity constraint around the Westbury station area which is an important rail interchange.
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<b>Scheme</b>	<b>Wilton Station</b>
Brief Description	Construction of a railway station with two platforms and associated station facilities.

Criteria	Issues	Overall Score	Weighted Score
Scale of scheme impact	In association with a suitable stopping rail service, the scheme would improve sustainable travel options to/from Wilton. In doing so, it will help ease congestion on the A36 and support development growth in the local area. Any undesirable scheme consequences are considered to be limited.	3	6
Fit with strategic objectives	Good fit with national transport goals and LTP3 objectives. Also a good fit with emerging Wiltshire Core Strategy.	4	16
Contribution to economic and development growth	Would improve local transport options, connectivity and resilience. Well related to two strategic site allocations (Fugglestone Red (1,250 houses and 8ha of employment land) and UK Land Forces Headquarters (450 houses and 3ha of employment land)) in emerging Wiltshire Core Strategy. Potential positive impact on congestion on the A36.	4	24
Environmental and community impacts	Supports modal shift from the private car and improves accessibility for all. Would enable an interchange function with the adjacent Wilton P&R site and generally encourages walking/cycling at trip ends.	4	16
Broad deliverability assessment	Halcrow feasibility report issued in 2003. Key risk is failure to secure a suitable stopping train service. Estimated scheme cost of £3.87m (July 2000).	3	12
<b>Total Scores</b>		<b>18</b>	<b>74</b>

<b>Shortlist: Yes</b>	While there is some uncertainty regarding a suitable stopping train service, the scheme otherwise demonstrates strong attributes.
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