

Appendix I – Distributional Impacts Screening Assessment

Hereford Eastern River Crossing (ERiC) (SOC)

Herefordshire Council

Indicator	(a) Appraisal output criteria	(b) Potential impact (yes / no, positive/negative if known)	(c) Qualitative Comments	(d) Proceed to Step 2 (scoped into full appraisal?)
User benefits	The TUBA user benefit analysis software or an equivalent process has been used in the appraisal; and/or the value of user benefits Transport Economic Efficiency (TEE) table is non-zero.	Yes, positive	Scheme likely to result in user benefits for car owners (typically higher income earners). However, there is some balance to this in that both options provide active travel facilities and a new bus route with bus priority on the river crossing which will provide benefits for other users. Also, both options remove congestion from Hereford City Centre.	Yes
Noise	Any change in alignment of transport corridor or any links with significant changes (>25% or <-20%) in vehicle flow, speed or %HDV content. Also note comment in TAG Unit A3.	Yes, negative	Potential for significant adverse noise impacts from construction and operation of the option on nearby residential receptors. Option close to large number of residential properties. Noise and vibration impact on wildlife.	Yes
Air quality	Any change in alignment of transport corridor or any links with significant changes in vehicle flow, speed or %HDV content: Change in 24 hour AADT of 1000 vehicles or more Change in 24 hour AADT of HDV of 200 HDV vehicles or more Change in daily average speed of 10kph or more Change in peak hour speed of 20kph or more Change in road alignment of 5m or more	Yes, negative	Potential for improvements to air quality (modelling required) in the city centre. However there will be significant air quality impacts from construction which could outweigh any improvements associated with road user emission changes.	Yes
Accidents	Any change in alignment of transport corridor (or road layout) that may have positive or negative safety impacts, or any links with significant changes in vehicle flow, speed, %HGV content or any significant change (>10%) in the number of pedestrians, cyclists or motorcyclists using road network.	Yes, positive	Both options include changes to alignments and likely to change flows, speeds and %HGV's. Provisions for active travel should improve safety for these modes and a reduction in traffic in the city centre will have a positive impact on safety.	Yes
Severance	Introduction or removal of barriers to pedestrian movement, either through changes to road crossing provision, or through introduction of new public transport or road corridors. Any areas with significant changes (>10%) in vehicle flow, speed, %HGV content.	Yes, positive	Changes to pedestrian crossing points and vehicle flows, speeds and %HGV's. Severs ProW's which will need to be addressed in the design phase of the project.	Yes

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Security	Any change in public transport waiting/interchange facilities including pedestrian access expected to affect user perceptions of personal security.	Yes, positive	The options will include pedestrian access, provision for cyclists lighting, which will increase natural surveillance.	Yes
Accessibility	Changes in routings or timings of current public transport services, any changes to public transport provision, including routing, frequencies, waiting facilities (bus stops / rail stations) and rolling stock, or any indirect impacts on accessibility to services (e.g. demolition & re-location of a school).	Yes, positive	Improved bus journey times anticipated as congestion is eased in the city centre by both options. Additional bus route is to be provided along the options routes, opening access to bus serves for more people especially those in the rural/urban edges of east Hereford.	Yes
Personal Affordability	In cases where the following charges would occur; Parking charges (including where changes in the allocation of free or reduced fee spaces may occur); Car fuel and non-fuel operating costs (where, for example, rerouting or changes in journey speeds and congestion occur resulting in changes in costs); Road user charges (including discounts and exemptions for different groups of travellers); Public transport fare changes (where, for example premium fares are set on new or existing modes or where multi-modal discounted travel tickets become available due to new ticketing technologies); or Public transport concession availability (where, for example concession arrangements vary as a result of a move in service provision from bus to light rail or heavy rail, where such concession entitlement is not maintained by the local authority[1]).	Unknown	Changes to charges are not currently part of the scheme but could be included within the scope at OBC stage.	Yes