



Department
for Transport

Security Impacts Worksheet

TAG Reference

TAG Unit A4.1 - Social Impacts

Version Control

Date	Description
Jan-14	Definitive release
17/10/2013	Release of restructured guidance

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TAG Security Impacts Worksheet

Security Indicator	Relative importance	Without scheme	With scheme
	(High/Medium/Low)	(Poor/Moderate/High)	(Poor/Moderate/High)
Site perimeters, entrances and exits	Low	Moderate	Moderate
Formal surveillance	Low	Poor	Poor
Informal surveillance	Low	Poor	Poor
Landscaping	Low	Poor	Moderate
Lighting and visibility	Low	Low	Moderate
Emergency call	Low	Poor	Poor

Approximate Number of Users Affected

12618 (based on forecast opening year traffic flows)

Reference Source

Transport Analysis Guidance A4.1: Social Impact Appraisal, Chapter 4: Security Impacts, Department for Transport, November 2014.
CSLR Stage 2 EIA, Capita, 2018

Summary Assessment Score

Slight beneficial impact

Qualitative Comments

Site Perimeters, Entrances and Exits: A moderate beneficial impact is anticipated as the new route will feature improved junction layouts over the current network of narrow county roads. Footpaths will be provided along the length of the new road alignment including crossing facilities, whereas the current roads frequently lack formalised footpaths.

Formal surveillance: No impact is anticipated as no CCTV is currently present on the existing road layout and none is planned for the new route.

Informal surveillance: No impact is anticipated as both the current road network and the planned route are mostly located away from settlements, and the landscaping of the new route will generally seek to blend the new route into the landscape rather than opening the area up to view.

Landscaping: A moderate impact is anticipated as the new route incorporates more formalised landscaping than the current site state. As the scheme aims to keep vehicle users moving rather than stopping at junctions and crossroads, the security risk to drivers is likely to be reduced.

Lighting and visibility: The current road network in the area is mostly unlit. The new route will feature lighting along its length except for where sensitive ecological features require a lack of lighting. Therefore the general moderate beneficial impact is anticipated.

Emergency call facilities: No impact is anticipated as there are currently no emergency call facilities on site, and none are planned as part of the new route.