

Option		Description	Problems				Present Value of Cost
A66 Temple Sowerby Bypass The Scheme		4.9 km Dual Carriageway Bypass of the village of Temple Sowerby on the A66 Trunk road. Route runs to the south of Temple Sowerby from Whinfell House to Spitals Farm. A new crossing of the River Eden is provided. Improves existing poor road geometry at Winderwath and Eden Bridge.	High volumes of traffic passing through rural village creating poor environment and safety problems. Sub-standard alignment exists through Winderwath and over River Eden. Properties and farm traffic with direct access to trunk road conflict with through traffic.				<b>£13.033m/£13.007m</b>
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE				ASSESSMENT
ENVIRONMENT	Noise	c. 90% reduction in traffic in village centre results in significant reduction in traffic noise in the village, in 2020 147 properties experience a reduction in traffic noise, at 129 of which the reduction is more than 5dB(A). 45 properties in the south-east of the village and along the route experience an increase in traffic noise, at 25 of which the increase is greater than 5dB(A).	No. of people likely to be annoyed by traffic noise in the long term 2020: 47, cf 91 do minimum				Estimated reduction in population likely to be annoyed by noise in 2020: 44
	Local Air Quality	Predicted NO <sub>2</sub> and PM <sub>10</sub> concentrations are well below national objectives at all properties. Properties adversely affected are at either end of the Scheme where it rejoins existing A66. Annual mean NO <sub>2</sub> and PM <sub>10</sub> concentrations at properties directly facing on to existing A66 are significantly reduced.	No. properties where air quality is improved: NO <sub>2</sub> 165 improved 20 worse PM <sub>10</sub> 178 improved 7 worse				Change in concentrations weighted by the number of properties exposed: PM <sub>10</sub> -341.8 NO <sub>2</sub> - 2825.4
	Greenhouse Gases	Minor increase in emissions due to introduction of a new length of road and higher traffic speeds on the Bypass than through the village	2005 : Tonnes of CO <sub>2</sub> 10553.8, cf 9400.4 do minimum 2020: Tonnes of CO <sub>2</sub> 14158.8, cf 12489.8 do minimum				Tonnes of CO <sub>2</sub> + 1153.4 Tonnes of CO <sub>2</sub> + 1669.0
	Landscape	New route cuts across rolling farmland behind village, in cutting and on embankment. Adverse effect at bridge crossing of the scenic River Eden. Additional balancing ponds will not altered the assessment.	N/A				Score: Moderate adverse
	Townscape	Will largely remove visual impact of traffic through Temple Sowerby village	N/A				Score: Slight beneficial
	Heritage of Historic Resources	Improved context and amenity for Temple Sowerby Conservation area and Listed buildings. Slight adverse impacts on other sites could be adequately mitigated through evaluation, investigation and recording.	N/A				Score: Moderate beneficial
	Biodiversity	Severance impacts on bats, badgers, hedgerows and some loss of mature trees minimised by landscaping. Low risk of construction impact on River Eden (SSSI, SAC) and species. Minor or neutral impact on other ecological receptors.					Score: Minor Adverse
	Water Environment	Slight adverse impact of structures during flood flow in River Eden. Risk of pollution of high quality river from road drainage, mitigated by provision of 5 settlement ponds, a improvement over existing conditions	N/A				Score: Slight Beneficial
	Physical Fitness	No change compared to existing condition.					Score: Neutral
Journey Ambience	Slight change in views with neutral impact. Moderately beneficial effect on traveller stress due to avoidance of village.	N/A				Score: Neutral	
SAFETY	Accidents	Reduction in number of road traffic accidents is expected due to operational characteristics of dual carriageway and removal of through traffic from Temple Sowerby village.	Accidents low/high 76.2/85.3	Deaths low/high 3.4/4.1	Serious low/high 17.7/19.9	Slight low/high 92.9/98.2	PVB (Resource Costs) £3.709m (low growth) £4.183m (high growth)
	Security	No change to the existing situation					Score: Neutral
ECONOMY	Transport Efficiency	Economic Journey time savings for the movement of people and freight, particularly under future traffic demand as a result of bypassing Temple Sowerby.	Opening Year Vehicle-hours saved (2-way) Peak time savings (mins) (1-way) Off-peak time savings (mins) (1-way)		Low/high 92,052 / 98,197 1.22 / 1.27 0.97 / 0.98		NPV £m – Low / High Users: £13.161m / £18.712m Private Providers: £0.055m / £0.080m Public Providers: £-13.088m / £-13.088m Other Government: £1.363m / £1.402m
	Reliability	Improved reliability as proposed dual 2-lane carriageway will provide uninterrupted traffic flow bypassing the village of Temple Sowerby.	Route Stress Before 72%; After 21%				Score: Neutral

	<b>Wider Economic Impacts</b>	Improvements to Strategic trans – Pennine route	Does not serve designated regeneration area	Score: No
<b>ACCESSIBILITY</b>	<b>Option values</b>	No change compared to existing conditions, provided bus operators continue to route through village	N/A	Score: Neutral
	<b>Severance</b>	Removal of existing severance issues in and around Temple Sowerby village, local footpath and road network and severance on farm units. Primarily of local importance, therefore assessment score is slight beneficial. Slight adverse effects of footpath does not outweigh the slight beneficial impact assessed.	N/A	Score: Slight beneficial
	<b>Access to the Transport System</b>	No change in existing conditions, subject to bus operators continuing to route through village	N/A	Score: Neutral
<b>INTEGRATION</b>	<b>Transport Interchange</b>	Scheme provides no rail link and buses will continue to serve the village	N/A	Score: Neutral
	<b>Land-Use Policy</b>	Scheme is consistent with County Structure Plan, Eden Local Plan and Regional Guidance. Changes to Planning Policy documents have not altered the previous assessment.	N/A	Score: Beneficial
	<b>Other Government Policies</b>	No other Government Policies are relevant to this Scheme	N/A	Score: Neutral