

Option A69 Haydon Bridge Bypass (Preferred Route - Stage 3)		Description	Problems	Present Value of Costs to Public Accounts £19.235m
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE ASSESSMENT	ASSESSMENT
ENVIRONMENT	Noise	Traffic moved away from residential areas giving a reduction in noise impacts. 259 people would no longer be exposed to noise levels over 70 dB(A).	Population Annoyed Do-minimum = 284 Do-something =182	Estimated Population Annoyed reduces by 102
	Local Air Quality	At a distance of 20 from the proposed bypass there would be a predicted increase of +1.603 ug/m ³ in annual mean PM ₁₀ and +6.13 ug/m ³ in annual mean NO ₂ but there would be no properties within 100m of this road. Traffic would be re-routed away from the town and the majority of people would benefit.	No .of Properties improving = 559 No. of Properties deteriorating = 7 (adjusted manually to avoid double counting properties)	Wtd Conc of PM ₁₀ = -388.27 (2009) Wtd Conc of NO ₂ = -1435.29 (2009)
	Greenhouse Gases	Greenhouse Gases would increase from 3,474 tonnes per year to 3,800 tonnes per year in opening year. The CO ₂ levels would increase because the proposed road is longer than the road it replaces.	N/A	Increase of 326 tonnes of CO ₂ in 2009
	Landscape	No significant effect upon the 2 adjacent statutorily designated areas (AONB & World Heritage Site). The most adverse effects would be upon the topography (rolling valley sides or flat floodplain) and the strong Enclosure field pattern. Benefits would be derived from an increase in the mosaic of woodland cover.	N/A	Moderate Adverse
	Townscape	The Conservation Area will benefit. Traffic currently dominates the townscape; its removal will bring buildings to the forefront, enabling human interaction to flourish. Planting of 6 trees along the de-trunked section of road will also bring benefits.	N/A	Moderate Beneficial
	Heritage of Historic Resources	Little is known about the archaeological potential along the route, thus scale of impact cannot be determined without field investigation. There will be a beneficial impact on the village, but this will not ameliorate the adverse impact on the cultural heritage (built and below ground) along the route corridor.	N/A	Moderate Adverse
	Biodiversity	This appraisal is based on adverse impacts on farmland birds, wintering lapwing and possible, but unlikely, impacts on Atlantic salmon, bullhead and lamprey. Potentially significant cumulative impacts on bat flightlines are mitigated.	N/A	Moderate Adverse
	Water Environment	Significant adverse impact on River South Tyne bed and bank erosion during operation.	N/A	Moderate Adverse
	Physical Fitness	There may be some reduced use of footpaths south of Haydon Bridge but more journeys will be made on foot in the village. All journeys concerned will be very short. Few if any cycle journeys will be affected.	0	Total number walking or cycling > 30 mins: not measured.
Journey Ambience	The route will improve the road standard and reduce traveller stress although driver view will be restricted due to planting and cuttings. Clear signage would be provided but 2 lay-bys would be removed.	N/A	Large Beneficial	
SAFETY	Accidents	The bypass will result in a small decrease in link based accidents, however this is outweighed by an increase in junction based accidents, at the proposed tie-in junctions at each end of the bypass, coupled with a low observed junction accident rate at present.	Accidents saved: -15.36 Casualties saved: Fatal -2.99, Serious -16.54, Slight -48.1	PVB -£3.688m
	Security	Drivers will transfer from an urban route, where they may be vulnerable to crime during congestion etc., to a rural route, where they may be vulnerable to crime during breakdowns, due to lack of road lighting.	Estimated number of users affected = 12 698 (2004 AADT)	Neutral
ECONOMY	Public Accounts	This sub-objective comprises details of Investment costs, Operating costs and impact on Indirect Tax Revenue, and has been considered using the COBA11 (Rev 6) program.	Central Govt PVC£19.235m Local Govt PVC £0m	PVC £19.235m
	Transport Economic Efficiency: Business Users & Transport Providers	Business Users & Transport Providers will benefit most from Travel Time savings, followed by Maintenance Delay savings. Vehicle Operating costs also give a slight benefit.	Users PVB £26.968m Transport Providers PVB £0.045m Other PVB £0m	PVB £27.013m
	Transport Economic Efficiency: Consumers	Consumers will benefit most from Travel Time savings, followed by Maintenance Delay savings. Vehicle Operating costs give a slight dis-benefit.	Users PVB £22.254m	PVB £22.254m
	Reliability	The scheme is likely to increase reliability of completing a journey in a certain time, as travel on the single-carriageway bypass is likely to be more reliable than travel on the existing route through the middle of Haydon Bridge, which is affected by local and pedestrian traffic.	N/A	Large Beneficial
	Wider Economic Impacts	Haydon Bridge has not been found to be within a Regeneration Area, and therefore the impact is not applicable.	N/A	Neutral
ACCESSIBILITY	Option values	Public transport is unlikely to change due to the scheme.	N/A	Neutral
	Severance	Haydon Bridge village will benefit due to reduced through traffic on the main street; there would be relief of existing severance, and no new severance would be caused. Few cyclists or equestrians would be affected. Non motorized users in town will benefit, but no provision is made for them on the new road.	Total number of people affected = Approx. 1500	Large Beneficial
	Access to the Transport System	Public transport is unlikely to change due to the scheme.	N/A	Neutral
INTEGRATION	Transport Interchange	The scheme does not promote Transport Interchange.	N/A	Neutral
	Land-Use Policy	Key objectives that are facilitated by the scheme are in relation to highway design and associated signage, planting, landscaping and protected historic and important buildings. All objectives hindered by the scheme are in relation to the impact on the natural environment.	N/A	Neutral
	Other Government Policies	Key objectives affected by the scheme relate to transport and local community issues. Both would be facilitated by the proposal.	N/A	Beneficial