

Figure 2.1 A1 Bramham to Wetherby Upgrading Scheme: Stage 3 Scheme Assessment Report REVISED APPRAISAL SUMMARY TABLE

Option: Preferred Route	Description: A1 between Bramham and Wetherby (Kirk Deighton New Junction) to be dual 3-lane motorway standard; provision of local access road parallel to A1 throughout length of Scheme.	Problems: Road safety and Forecast congestion	Present Value Cost: £61.93M (2002 prices discounted to 2002, Indirect tax as a +ve benefit)	
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENT	Noise	Increase in population annoyed is mainly in Wetherby and along local roads, due to the reopening of the former A1 (closed under the Wetherby-Walshford scheme) as the local access road (LAR). 337 people exposed to 70dB or more; such increases cannot be mitigated due to nature of roads, trade-offs with visual amenity (of same properties) and distance from road. 230 properties in Bramham and 101 in Wetherby would experience noise reductions due to mitigation proposals.	Overall, 587 annoyed with Do-Minimum 597 annoyed with Do Something	Estimated population annoyed by noise will increase by 10 with the scheme
	Local Air Quality	A slight increase in long term concs of PM ₁₀ and NO ₂ but these are not significant at any property. There are no predicted breaches of AQS objective concentrations for NO ₂ or PM ₁₀ (40µg/m ³ as an annual mean) at any properties.	No. properties worse off = 548 (NO ₂) 569 (PM ₁₀); No. properties better off = 46 (NO ₂) 25 (PM ₁₀)	Aggregate PM ₁₀ = -480 Aggregate NO ₂ = -878
	Greenhouse Gases	Scheme would result in an increase of 1% (12000 tonnes) in CO ₂ in Opening Year 2008.	883600 tonnes of CO ₂ with DM 895600 tonnes of CO ₂ with DS	+ 12000 tonnes CO ₂
	Landscape	Minor loss of land from the edge of 1 Special Landscape Area (SLA) but no long-term effects on the overall character. Residual adverse visual effects on 2 areas used for public amenity. Landscape design would provide some benefits for PRoW users. In winter Y15 there would be moderate adverse impact in visual amenity on 1 property, slight adverse impact on 123 properties (many due to lighting on the LAR), negligible/no change to 250 and slight benefits for 154.	Not applicable	Slight adverse
	Townscape	Beneficial effects at Wetherby due to the introduction of gateway features at three locations, planting improvements and the closure of the York Road junction outweigh the slight impact on the eastern fringe of Wetherby from the wider road corridor and the addition of lighting to part of the LAR.	Not applicable	Slight beneficial
	Heritage of Historic Resources	The scheme would damage locally (battle site, historic parkland) and regionally (Wattle Syke) significant heritage features (specifically buried archaeological remains) for which adequate mitigation can be specified. No remains of national significance are present.	Not applicable	Slight adverse
	Biodiversity	Loss of hedges, trees, ponds, watercourse habitat and grassland of importance in a local context would be replaced but like for like replacement cannot be guaranteed. No significant effects on any legally protected species have been identified. Approx 15% of grassland would be managed as conservation grassland. Recently disturbed land will be checked for the legally protected species thistle broomrape and, if found, soil would be relocated to new verges.	Not applicable	Slight adverse
	Water Environment	Short sections of new culvert would be unavoidable, resulting in residual adverse impacts as a result of loss of natural aspects of 2 watercourse corridors. Perceived risk on conveyance of flood flows in the R. Wharfe would be addressed by provision of additional balancing ponds. Spillage risk would decrease due to closure of 3 junctions.	Not applicable	Neutral
	Physical Fitness	The network is currently not well used, largely because it is unsafe, poorly maintained and disjointed. The proposals include new bridleways and cycle paths, improved amenity and better links for all NMUs to the wider PRoW network, thus increasing the opportunities for leisure. There is potential for benefits, for the communities of Bramham, Wetherby, Clifford and Boston Spa.		Neutral
Journey Ambience	Reduced congestion, improved highway and fewer junctions would reduce driver stress. Landscape proposals will improve views from road and help create a sense of place. The AADT for the A1 is around 55,000.	Not applicable	Moderate beneficial	
SAFETY	Accidents	Upgrading to motorway standard and rationalisation of junctions will produce safety benefits (note the economic assessment forecasts an increase in slight casualties based on the COBA default of 1.467 slight casualties for a motorway accident compared to 1.312 slight casualties on D2AP)	Reduction of 666 to 872 accidents; Fatal: 15 to 19; Serious: 128 to 164; Slight: 790 to 1033	PVB £36.4M to £46.3M
	Security	Emergency telephones are to be installed but no new surveillance, other than what is provided as part of the D-D DBFO project.	Not applicable	Slight Beneficial
ECONOMY	Transport Economic Efficiency	Savings in journey times. Vehicle operating costs increase because of increased fuel consumption through high speeds but this will create additional indirect taxation revenue for the Government which will reduce the net scheme cost. Unlike the greenhouse gas calculation, this calculation of fuel consumption does not take account of the shorter journey distances.	297,000 to 303,000 vehicle-h; 0.95 to 1.06 min reduction, pk journey time; 0.31 min reduction, off-pk journey time in opening yr BCR (indirect tax revenue as +ve benefit) = 4.8 to 17.0	Consumer Benefits: £98.0M to £394.5M Business Benefits £135.8M to £509.8M
	Reliability	Upgrading to motorway standard will reduce congestion and improve journey reliability	Stress on Wetherby section reduced 113% to 71% in open yr	Large Beneficial
	Wider Economic Impacts	Scheme is not in a designated regeneration area, nor are there any significant developments dependent on the upgrading of the A1.	Not applicable	No
ACCESSIBILITY	Option Values	Scheme will allow existing public transport links to be maintained and in some areas potentially improved.	Not applicable	PVB £0M
	Severance	Slightly longer journey times for pedestrians but the segregated NMU facility would improve the amenity of public rights of way and result in a reduction in severance from the baseline by linking more safely into the wider PRoW network. No new severance is predicted. Consultation results suggest some suppressed demand, but this has not been quantified.	Not applicable	Slight benefit
	Access to the Transport System	Scheme does not include proposals for public transport nor does it directly affect access to existing public transport with the A1 corridor.	Not applicable	Neutral
INTEGRATION	Transport Interchange	Scheme does not include for any interchange between different modes to transport.	Not applicable	Neutral
	Land-Use Policy	The scheme is of national importance (supports PPS1, 11 and 13), is recognised as being regionally important within the Regional Spatial Planning framework (supports RPG12) and is strategically important in a local context (supports policies in the Leeds UDP and Selby District Local Plan). NMU and LAR foster the use of sustainable modes of transport. Neutral effect on all other policies.	Not applicable	Neutral
	Other Gov Policies	Potential for more convenient car journeys hinders healthy lifestyle policies, but balanced by provision of NMU and LAR, which promote healthy lifestyles (by encouraging non-motorised modes of transport) and social inclusion (by reducing community severance).	Not applicable	Neutral

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