

A65 Gargrave (GO-YH)	Option: 1996 former DBFO scheme 5km S/C Bypass	Cost £16m
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PROBLEMS	9,000 vpd (6% HGV) through Gargrave (population. 1560). Delays and poor journey reliability due to tortuous alignment (only 5.5m wide in parts), on street parking and minor road junctions. Safety and environmental concerns. Holiday traffic can double flows past 134 frontagers.
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OTHER OPTIONS	Little, if any, scope for public transport alternatives due to rural nature of area and scattered population. Very little scope for modal shift for through traffic, with origins/destinations in various parts of West Yorkshire, Lake District and Yorkshire Dales.
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CRITERIA	SUB-CRITERIA	QUALITATIVE IMPACTS	QUANTITATIVE MEASURE	ASSESSMENT
ENVIRONMENTAL IMPACT	Noise	134 properties would experience significant increase without scheme. Scheme reduces noise because traffic is removed from properties in the village.	No. properties experiencing: - Increase in noise 13 - Decrease in noise 134	net 255* properties win with scheme
CO ₂ tonnes added 0 - 2000	Local air quality	Air quality is improved because traffic is removed from properties in the village	No. properties experiencing: - improved air quality 134 - worse air quality 13	-38 PM ₁₀ -199 NO ₂
	Landscape	Moderate adverse impact intruding on the margins of the Yorkshire Dales National Park.	-	Moderate -ve
	Biodiversity	No significant direct impact.	-	Neutral
	Heritage	Beneficial for Conservation Area. Some direct impact on known archaeological remains with potential for further sites to be identified	-	Neutral
	Water	Assuming effective mitigation to reduce pollution and flood risk, risk of damage to the water environment is likely to be negligible.	-	Neutral
SAFETY	-	Removal of traffic from village reduces pedestrian/traffic conflict and improves safety.	Accidents Deaths Serious Slight 160 5 43 180	PVB £4.8m 50% of PVC
ECONOMY	Journey times & VOCs	-	peak inter-peak 1.7 mins 1.5 mins	PVB £7.9m 81% of PVC
	Cost	-	-	PVC £9.7m
	Reliability	Some delays caused by tortuous layout of existing road and narrow carriageway in some parts of the village. Delays at weekends, and bank holidays Mar-Oct.	Route stress Before 90% After 31%	Slight Low rel to PVC
	Regeneration	-	Serves regeneration area?	No
ACCESSIBILITY	Public transport	No significant impact	-	Neutral
	Severance	Taking 83% of traffic out of village would reduce severance	-	Large +ve
	Pedestrians and others	Slight improvement in journey times for pedestrians and improved safety and amenity for pedestrians and cyclists in the village.	-	Moderate +ve
INTEGRATION	-	Makes positive contribution to management of tourist/residential traffic in the Gateway to the Yorkshire Dales. Scheme promotes local tourism and enhances conservation area. Consistent with Regional Planning Guidance.	-	Positive

COBA	PVB £13m PVC £9.7m NPV £3.0m BCR 1.3
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