



Department
for Transport

Journey Quality 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

Contact

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TAG Journey Quality Impacts Worksheet

Factor	Sub-factor	Better	Neutral	Worse
Traveller Care	Cleanliness		No change	
	Facilities		No change	
	Information		No change	
	Environment		No change	
Travellers' Views	-	Parts of new road classed as open		
Travellers' Views	-		Parts of new road classed as intermittent	
Traveller Stress	Frustration	new road layout improvements		
	Fear of potential accidents	Removal of dangerous junctions		
	Fear of potential accidents	increased sight distances when overtaking		
	Route uncertainty	More direct route connecting east (M6) to west (A595)		

Reference Source

Transport Assessment Guidance (2014) Unit A4.1 Social Impact Appraisal, Part 6 Journey Quality Impacts. Department for Transport (DfT); DMRB Volume 11, Section 3, Part 9, Vehicle Travellers, June 1993; Proposed layout plans supplied by Capita.

Summary Assessment Score

The overall assessment is **Large Beneficial**, as the impacts are neutral or beneficial.

Qualitative Comments

A qualitative approach has been deemed suitable for this assessment in line with the guidance.

Traveller care: The majority of these factors remain unchanged as the proposed scheme retains the existing bus provision, with some minor improvements, and there are no additional services proposed for private vehicle travellers. Improved facilities are proposed for non-motorised users, but these do not fit into the above categories.

Travellers views: The receptor will become experience both intermittent and open views on the new bypass. At the east end of the route, west of the river, the route enters a cutting proceeding towards the railway before a shallow cutting towards brisco, the view from this location is intermittent. When travelling west between the railway and durdar open views are expected of the surrounding countryside including Lakeland fells and North Pennine hills. Heading towards Durdar Road the proposed bridge and cutting on the approach to the river crossing will create intermittent views. On the west side of the river as the recetor travels through pasture farmland there is long distant views beyond dalston road and views north towards cummersdale. Furthermore, east of dalston road roundabout heading towards newby cross roundabout the woodland planting the the south of peter lane restricts views and is classed as intermittent.

Traveller stress: The bypass will have a positive impact on driver stress as the new road layout and signage will be designed in accordance with the departments current standards. Improved sight disatnces and safer junctions will reduce the fear of potential accidents. The more direct route and increased journey speeds will reduce route uncertainty and journey times for vehicle travellers in general; although the proposed traffic speeds are consisent with those on the existing network (60mph), the number of agricultural vehicles is expected to be significantly less.