

Comparison table for all link options

Route Description	Option L1 Do Nothing	Option L2 Single 4 lane 14.6m wide c'way	Option L3 Dual 6.75m wide carriageway			Option L4 Dual 7.3m wide carriageway	Option L5 Composite - part dual cwy
			Option L3A No Right Turns	Option L3B Right Turn at Lawkholme Lane/Service Station/McDonalds	Option L3C Right turn and cycling facilities		
Cost (including 44% OB)	No Change	£5.2m	-	-	£5.3m	£5.5m	£5.2m
Traffic (Opening Year 2017)							
Total Travel Time (h) AM (7.30-9.30)	455	375	410	375	375	375	375
PM (16.30-18.30)	479	352	392	352	352	352	352
Delays (sec/km) AM (7.30-9.30)	86.3	45.7	48.8	45.7	45.7	45.7	45.7
PM (16.30-18.30)	110.1	49.7	51.6	49.7	49.7	49.7	49.7
Land Take							
Properties Affected							
Total Land Take	No Change	2790	3629	3930	4012	4562	3545
Residential	No Change	None	None	None	None	None	None
Industrial/Commercial Demolish	No Change	None	None	None	None	1	None
Industrial / Commercial Part Demolish	No Change	None	None	None	None	2	None
Industrial / Commercial Loss of Land	No Change	6	6	7	8	8	7
Access (private frontages)							
Ambulance Station	No Change	No Change from existing	No Change	No Change	No Change	No Change	No Change
Fibreline	No Change	No Change from existing	Left In / Left Out	Left In / Left Out	Left In / Left Out	Left In / Left Out	Left In / Left Out
Coronation Bus Centre / United Carpets	No Change	No Change from existing	Left In / Left Out	Left In / Left Out	Left In / Left Out	Left In / Left Out	Left In / Left Out
Hard Ings Motor Company	No Change	No Change from existing	Left In / Left Out	Left In / Left Out	Left In / Left Out	Left In / Left Out	Left In / Left Out
Filling Station (Eastbound)	No Change	No Change from existing	Left In / Left Out	Left In / Left Out	Left In / Left Out	Left In / Left Out	Left In / Left Out
Cricket Club	No Change	No Change from existing	Left In / Left Out	Left In / Left Out	Left In / Left Out	Left In / Left Out	Left In / Left Out
Keighley Retail Park	No Change	No Change from existing	Left In / Left Out	Left In / Left Out	Left In / Left Out	Left In / Left Out	Left In / Left Out
Filling Station (Westbound)	No Change	No Change from existing	Left In / Left Out	Right In / Left In / Left Out	Right In / Left In / Left Out	Right In / Left In / Left Out	Right In / Left In / Left Out
Mc Donald's	No Change	No Change from existing	Left In / Left Out	Right In / Left In / Left Out	Right In / Left In / Left Out	Right In / Left In / Left Out	Right In / Left In / Left Out
Leisure Centre (same land take cost assumed for all options at this stage)	No Change	No Change from existing	No Change	No Change	No Change	No Change	No Change from existing
Severance	No Change	High Formal Pedestrian Crossing	High Formal Pedestrian Crossing	High Formal Pedestrian Crossing	High Formal Pedestrian Crossing	High Formal Pedestrian Crossing	High Formal Pedestrian Crossing
Junctions							
Lawkholme Lane	No Change	No change from existing movements. Signal control with pedestrian crossing (right in, left in, left out)	Left In / Left Out	No change from existing movements. Signal control with pedestrian crossing (right in, left in, left out)	No change from existing movements. Signal control with pedestrian crossing (right in, left in, left out)	No change from existing movements. Signal control with pedestrian crossing (right in, left in, left out)	No change from existing movements. Signal control inc. with pedestrian crossing (right in, left in, left out)
Back Byrl Street	No Change	No change from existing	No Change	No change from existing	No change from existing	No change from existing	No change from existing
Back Caledonia Road	No Change	No change from existing	No Change	No change from existing	No change from existing	No change from existing	No change from existing
Beechcliffe Roundabout	No Change	Existing junction to be Signalised	Existing junction to be Signalised	Existing junction to be Signalised	Existing junction to be Signalised	Existing junction to be Signalised	Existing junction to be Signalised
Bradford Road Roundabout	No Change	No change from existing	Junction remodelling would be necessary to cope with the predicted demand due to increase in number of u-turns	Existing signalised junction can cope with predicted demand	Existing signalised junction can cope with predicted demand	Existing signalised junction can cope with predicted demand	Existing signalised junction can cope with predicted demand

Safety / Amenity Accidents	No Change	Improved Pedestrian Facilities	Reduced turning movements for vehicles and improved pedestrian facilities	Reduced turning movements for vehicles and improved pedestrian facilities	Improved pedestrian and cycling facilities will improve safety for these users and reduced turning movements for vehicles	Improved pedestrian and cycling facilities will improve safety for these users and reduced turning movements for vehicles	Improved pedestrian and cycling facilities will improve safety for these users and reduced turning movements for vehicles
Pedestrians	No Change	Formal pedestrian crossing at Lawkholme Lane	Formal pedestrian crossing at Lawkholme Lane	Pedestrian crossing provided as part of signalised junction	Pedestrian crossing provided as part of signalised junction	Pedestrian crossing provided as part of signalised junction	Pedestrian crossing provided as part of signalised junction
Cyclists	No Change	No change from existing	No Change	No Change	3.0m shared footway, cycle & pedestrians	3.0m shared footway, cycle & pedestrians	3.0m shared footway, cycle & pedestrians
Parking	No Change	No Change	No Change	No Change	No Change	No Change	No Change
Public Transport	No Change	No Change	Existing bus route - unable to turn right into Lawkholme Lane	No Change	No Change	No Change	No Change
Environmental	No Change	Contributes to Carbon Neutral objectives	Contributes to Carbon Neutral objectives	Contributes to Carbon Neutral objectives	Contributes to Carbon Neutral objectives	Contributes to Carbon Neutral objectives	Contributes to Carbon Neutral objectives
Structures Retaining Walls	No Change	Retaining wall adjacent to Fibreline & Cricket Ground	Retaining wall adjacent to Fibreline & Cricket ground	Retaining wall adjacent to Fibreline & Cricket ground	Retaining wall adjacent to Fibreline & Cricket ground	Retaining wall adjacent to Fibreline & Cricket ground	Retaining wall adjacent to Fibreline & Cricket ground
Statutory Undertakers Equipment	No Change	Statutory diversion will be necessary, particular presence of High Voltage Cable & Gas supply in existing inbound footway	Statutory diversion will be necessary, particular presence of High Voltage Cable & Gas supply in existing inbound footway	Statutory diversion will be necessary, particular presence of High Voltage Cable & Gas supply in existing inbound footway	Statutory diversion will be necessary, particular presence of High Voltage Cable & Gas supply in existing inbound footway	Statutory diversion will be necessary, particular presence of High Voltage Cable & Gas supply in existing inbound footway	Statutory diversion will be necessary, particular presence of High Voltage Cable & Gas supply in existing inbound footway
Summary Positive Aspects	No Change	Lower cost Travel Time / Delays Least land take & properties affected Does not affect existing bus route Improved pedestrian facilities	Travel Time / Delays Improved pedestrian facilities	Travel Time / Delays Does not affect existing bus route Improved pedestrian facilities	Travel Time / Delays Improved cycle facilities Does not affect existing bus route Improved pedestrian facilities	Travel Time / Delays Improved cycle facilities Does not affect existing bus route Improved pedestrian facilities	Lower cost Travel Time / Delays Least land take compared with other dualling options Does not affect existing bus route Improved pedestrian facilities Improved cycle facilities
Negative Aspects	No Change	No cycle facility provision More turning movements for vehicles compared with other options leading to potential more conflicts	No cycle facility provision Junction remodelling would be necessary to cope with the predicted demand due to increase in number of u-turns Travel Time / Delays Affects existing bus route	Restricted access to many businesses	Restricted access to many businesses	Highest cost More land take compared with other dualling options	Restricted access to many businesses