

What is the scheme?

Located between Newcastle and Carlisle, the A69 Haydon Bridge Bypass scheme opened to traffic in March 2009. The scheme involved the construction of a bypass to the south of Haydon Bridge village to remove through traffic from the village and address high traffic volumes.






What are the main findings from the study?

- **Traffic has successfully reassigned from the old A69 to the bypass.** Traffic flows in Haydon Bridge have reduced by approximately 12,000 vehicles per day, with 13,100 vehicles using the scheme.
- **Congestion and delay was not considered an issue.** Before scheme journey time variability was low and traffic flows were relatively consistent throughout the day.
- **Journey times are quicker along the A69 bypass,** taking between 22 and 45 seconds less than using the old A69 through Haydon Bridge.
- Since scheme opening, average annual collision numbers have reduced by 0.3, however statistical tests show this cannot be attributed to the scheme itself.
- The scheme delivers a **lower forecast Benefit Cost Ratio (BCR) of 1.2 rather than 2.5,** due to the **journey time benefits being 33% less than forecast.**
- The impact of the scheme on the **environment is as expected** for the majority of environmental indicators assessed.

Does the scheme meet its scheme specific objectives?

Objective	Has the objective been achieved?
Improve safety for all road users in Haydon Bridge by removing through traffic and by providing a better standard of trunk road.	✓
Reduce congestion and delays along the A69.	Not Applicable
Ease the existing problems of community severance, noise and air pollution by improving the environment for residents, pedestrians and cyclists in Haydon Bridge.	✓
Provide an environmentally acceptable solution that minimises the impact on the built and natural environment.	✓

How does the scheme support Highways England's current strategic objectives?

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|  01 Supporting Economic Growth | The bypass redirects high traffic volumes from Haydon Bridge, improving a key part of the network. |
|  02 A Safe and Serviceable Network | While collisions have reduced, this cannot necessarily be attributed to the scheme. |
|  03 A More Free-Flowing Network | Journey times are quicker along the new A69 bypass. |
|  04 Improved Environment | The impact of the scheme is generally as expected. |
|  05 An Accessible and Integrated Network | The scheme has had a beneficial impact on severance impact for vulnerable users. |

If you want more detail about the outcomes of this scheme then please refer to the Five Years After Opening Evaluation Report on the Highways England website.