

What is the scheme?

Located in Cornwall, the scheme opened to traffic in December 2008, which replaced the single carriageway through the village of Dobswalls with a two mile long dual carriageway to the north of the village. The scheme also included a roundabout at the western end to link with the A390 with a new link road for the A390 to join with it, two junctions to allow access to and from the bypass at its eastern end, three bridges, and environmental mitigation measures.






What are the main findings from the study?

- **Average journey times have reduced** for traffic using the bypass, particularly in the peak periods where **journey time savings of up to 44%** are seen.
- Post opening, average weekday traffic flows have reduced through the village of Dobswalls by over 80%.
- The number of collisions observed on the new bypass and former A38 route through Dobswalls have reduced by 53% (**an average saving of 5.8 collisions per year**), slightly lower than was forecast, whilst collision severity has reduced post opening.
- The majority of the **environmental impacts of the scheme have been as expected**.
- **Monetary benefits have been lower than expected**, primarily due to journey time and collision savings being lower than forecast.
- The outturn present value investment costs were approximately **53% higher than forecast**.

Does the scheme meet its scheme specific objectives?

| Objective | Has the objective been achieved? |
|--|----------------------------------|
| To provide additional capacity and reduce congestion. | ✓ |
| To enhance road safety. | ✓ |
| To improve the environment of the village by removing through traffic. | ✓ |

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

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|--|---|
|  01 Supporting Economic Growth | Much needed additional network capacity has been provided at a key part of the network. |
|  02 A Safe and Serviceable Network | Collisions have reduced since the scheme opened. |
|  03 A More Free-Flowing Network | Journey times and journey time reliability have improved since the scheme opened. |
|  04 Improved Environment | The impact of the scheme has generally been as expected. |
|  05 An Accessible and Integrated Network | The scheme has not had a detrimental effect 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.