POPE of Major Schemes Summary Report

Scheme Title	**A38 Dobwalls Bypass**
Opening Date	**December 2008**
POPE Stage	**Five Years After**

Scheme Description

The A38 Dobwalls Bypass in Cornwall is a Highways England (formerly Highways Agency) scheme which opened 19 December 2008, and replaced the single carriageway through the village of Dobwalls with a dual carriageway to the north of the village. The key additional features of this scheme are:

- A 2 mile long dual carriageway bypass.
- A new roundabout at the western end of the bypass to link with the A390.
- A new 0.6 mile link road for the A390 to join with the new roundabout, including a new bridge over the London-Penzance railway line.
- Provision of three bridges to carry local roads over/under the bypass.
- Two junctions to allow access to and from the bypass at its eastern end.
- Environmental mitigation measures, including three bat 'bridge' structures across the bypass.

Objectives (Public Inquiry Statement of Case, 2003)	Objective Achieved?
To provide additional capacity and reduce congestion.	✓
To enhance road safety.	✓
To improve the environment of the village by removing through traffic.	✓

Summary of Scheme Impacts

Key Findings

- 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 Dobwalls by over 80%.
- The number of collisions observed on the new bypass and former A38 route through Dobwalls have reduced by 53% (an average of 5.8 collisions per year), slightly lower than was forecast.
- Collision severity has reduced post opening.
- Monetary benefits are lower than expected, primarily due to journey time and collision savings being lower than forecast.

Traffic

- Post opening, the bypass carries 21,250 vehicles per day.
- Average weekday traffic flows have reduced on the former A38 by over 80%, the equivalent of 19,400 fewer vehicles per day.

- Observed traffic flows are lower than forecast on all links except the former A38 through the village of Dobwalls, which saw traffic flows of 50% more than forecast at five years after (FYA) opening on the westbound route, and 21% more for the eastbound route. However, there has still been a significant reduction on the former A38, since the new A38 bypass opened.
- Average journey times have reduced for traffic using the bypass, with greater savings seen in the peak periods, in particular the A38 westbound in the AM peak, which has experienced journey time savings of 44%.

Safety

- A 17% reduction in the number of collisions (an average of 5.8 per year) has been observed over the wider study area
- A 53% reduction (5.0 collisions per year) has been observed over the key links in the vicinity of the scheme which were directly affected by the scheme. This saving is slightly lower than the forecast of 68% less collisions a year.
- The observed saving over the key links is higher than seen over the wider study area, strongly suggesting that the scheme has had a direct impact on safety for the A38 improved section.
- Before scheme opening, there were collisions spread over the routes in the wider area, particularly along the A38 where side roads accessed the route. At FYA some clusters around junctions remain, but they have decreased in number, and additionally there are fewer collisions occurring along the former A38.
- The severity of collisions has reduced post opening (serious collisions reduced by 30%), and the collision rate (when changes in traffic flows is taken into account) for traffic using the trunk road has decreased by 54% post opening, slightly less than forecast.

Environment

- Noise and Air Quality impacts are better than expected for the bypass based on traffic flows being lower than predicted in the ES.
- The reduction in traffic flows has benefited walking and cycling through the village, however restricted use of a new footpath through Havett Farm requires clarification.
- The use of shillet (a gravel of crushed shale) in areas to be seeded with species rich grassland has resulted in growth targets for these areas not being met at FYA.
- Hedgerow and woodland plots have exceeded growth targets and this is assumed to be as a result of all topsoil generated by the scheme to be used for these plots. Conversely, Cornish Hedges have not reached growth levels expected of them at FYA, possibly due to insufficient soil within the stone walls, with an overall assessment of worse than expected for Landscape.
- The gateway in to Dobwalls from the west remains utilitarian despite some hard landscaping being undertaken within Dobwalls Roundabout since the one year after POPE report.
- Biodiversity habitat features have been monitored as required, with impacts as expected, although limited use of these features by the targeted species is noted at FYA.

Accessibility and Integration

- On the former A38 traffic has reduced by over 80% as the majority of traffic has transferred to the bypass, and hence severance is reduced.
- The scheme's objectives are in line with historical as well as current regional and local policies.

Summary of Scheme Economic Performance

		All figures in 2002 Prices and values	
		Forecast	Outturn
Present Value Costs (PVC, investment cost)		**£30.49m**	**£46.70m**
Journey Time Benefit		£43.46m	£27.17m
Safety Benefits		£33.29m	£25.6m
Vehicle Operating Costs		-£10.67m	-£10.67m
Construction delay and maintenance		£1.53m	£1.53m
Present Value Benefits (PVB)		**£67.60m**	**£43.63m**
Indirect Tax impact		£8.09m	£8.09m
Indirect tax impact within costs	**PVC (incl. indirect tax as decrease)**	£22.4m	£38.61m
	BCR = PVB / PVC	3.02	1.13
Indirect tax impact within benefit	**PVB (incl. indirect tax as an increase)**	£75.69m	£51.72m
	BCR = PVB / PVC	2.48	1.11

- Overall the outturn PVB is lower than forecast.
- The outturn investment costs are higher than forecast.
- Safety benefits are 23% lower than forecast at £25.6m, though some of the difference can be attributed to taking account of the national background decline in collisions. The outturn safety benefits are lower than forecast, but they are still considerable.
- The journey time benefits are 37% lower than expected due to lower than forecast traffic volumes as well as a smaller appraisal area considered. The forecast journey time benefits were £43.46m, however, the outturn journey time saving is £27.17m.
- The outturn BCR (1.11) is lower than forecast (2.48) and represents 'low' value for money according to Department for Transport criteria.

This document summarises the findings of the Five Years After (FYA) post opening evaluation study completed in July 2015