

POPE of Major Schemes Summary Report

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| Scheme Title | A1 Dishforth to Leeming Improvement |
| Opening Date | March 2012 |
| POPE Stage | 1 Year After |

Scheme Description

The A1 Dishforth to Leeming scheme is a Highways England (formerly Highways Agency) major scheme to upgrade a 13.7 miles (22km) section of the A1 to motorway standard in North Yorkshire, together with the provision of a Local Access Road (LAR) to provide access to local traffic. The scheme fully opened in March 2012.

Scheme Objectives

| Objectives (Scheme Statement of Case) | Objective Achieved? |
|---------------------------------------|---------------------|
| Reduce high levels of accidents | ✓ |
| Reduce congestion | ✓ |
| Enhance journey time reliability | ✓ |

Key Findings

- Traffic flows on the A1 have decreased since the scheme opened and are lower than forecast. This reduction is in line with a nationwide reduction in traffic coinciding with the economic downturn.
- A1(M) traffic is experiencing more reliable journeys together with time savings in the region of 2 to 3 minutes.
- The numbers of collisions on the A1(M) have reduced since the scheme opened and the impacts are better than forecast.
- Monetary benefits are lower than expected, due to the lower than forecast traffic volumes.

Summary of Scheme Impacts

Traffic

- Traffic flows on the A1(M) have decreased since the scheme opened and are lower than forecast. Post opening, the A1(M) at this location carried between 48,400 and 49,800 vehicles on an average weekday.
- There is still a decrease in the A1(M) corridor when the traffic flows on the parallel Local Access Road are included.
- There is no evidence of traffic re-assignment to/from other major routes in the area since the scheme opened.
- Journey times for A1(M) traffic are between 2 to 3 minutes quicker per vehicle throughout the day. Journey time savings for vehicles using the A1 are slightly lower than forecast.
- Journey time reliability has improved throughout the day since the scheme opened.
- Traffic flows are considerably lower than forecast on the A1 and Local Access Road (although it should be noted that the forecast assumed that the scheme would be completed to Barton).

Safety

- Analysis of the observed collision data for the scheme key links which were directly affected by the scheme shows an initial reduction of 22.2 collisions a year. This represents a decrease of 64%. This will be revisited at the five years after opening stage when a larger data set will be available and will allow firm conclusions to be drawn.
- The number of serious collisions has fallen by a slightly greater amount than the average of all collisions, with a 74% reduction.
- The improved section of the A1(M) now includes emergency telephones situated at various points on both sides of the carriageway. The impact on personal security is therefore better than expected.

Environment

- Air Quality and Noise & Vibration impacts are better than expected due to lower than predicted traffic flows. However, as traffic flows predicted were based on the A1 Dishforth to Barton scheme, the relevance of the predictions may only be confirmed once the A1 Leeming to Barton scheme is completed.
- Planting within the scheme is generally progressing well with only isolated areas of concern noted for areas of high weed infestation and poor soil preparation. The monitoring in place during the aftercare period will highlight issues of concern and the current concerns will be assessed in the next POPE report.
- The selected use of landscape mounds was allowed for in the Environment Statement (ES); however, due to increased availability of construction fill through the splitting of the original scheme, mounds have been increased in size. One landscape mound in particular (north of Oak Tree Underpass) has not received shaping in keeping with the surrounding landscape which is an opportunity missed for allowing the scheme to minimise its expected impact on the surrounding landscape character.
- Lighting columns, in addition to those proposed in the ES, have been included at three locations along the scheme. This was as a result of handover discussions with north Yorkshire County Council and was done in consultation with local residents. One location (east of Londonderry overbridge) is noted to increase the visual day and night time intrusion on properties to the northern end of the village.

Accessibility and Integration

- The scheme has improved crossing provisions along the A1. However, some non-motorised users have to travel further to cross the road. The impact is beneficial (better than expected).
- The scheme has had no discernible impact on option values or access to the transport system, which is as expected.
- The scheme has had no impact on public transport interchanges, which is as expected.
- The scheme is aligned with local, regional and national policies related to land use and development plans.

Summary of Scheme Economic Performance

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|------------------------------------|----------------------------------|------------|------------|
| Travel Time Benefits | | £305.0m | £221.5m |
| Safety Benefits | | £12.8m | £61.7m |
| Total Present Value Benefits (PVB) | | £317.8m | £283.2m |
| Indirect Tax | | -£52.5m | £75.9m |
| Present Value Costs (PVC) | | £268.9m | £237.4m |
| Benefit Cost Ratio (BCR) | Indirect tax as negative cost | 1.5 | 0.9 |
| | Indirect tax as positive benefit | 1.4 | 0.9 |

- The outturn journey time benefits are lower than forecast. This is primarily due to observed traffic volumes being lower than forecast.
- Outturn safety benefits were higher than forecast.
- Outturn investment costs are £251.7m, 13% lower than forecast.
- The forecast impact on indirect tax was for an increase in tax revenues to the Government. The outturn indirect tax evaluation shows that the Government is receiving less indirect tax revenue because traffic volumes are lower than forecast.
- Taking indirect tax as a benefit, the scheme delivers a BCR of 0.9 which shows that the scheme is poor value for money. However, it should be noted that additional benefits may be realised once the improvements to the A1 between Leeming and Barton are completed.
- Due to the inherent difficulty in isolating the wider economic impacts of the scheme, it has not been possible to conclude whether the scheme has had a direct impact on stimulating economic activity.

This document summarises the findings of the post opening evaluation study completed in July 2015.