

# POPE of Major Schemes Summary Report

<b>Scheme Title</b>	A590 High and Low Newton Bypass
<b>Opening Date</b>	April 2008
<b>POPE Stage</b>	Five Years After

## Scheme Description

The A590 High and Low Newton Bypass is a Highways Agency major scheme to improve the A590 trunk road to the east of Barrow-in-Furness. It provides 2.4 miles of dual two lane carriageway, located west of the former route of the A590 through the villages of High and Low Newton and Ayside. It provides direct access to the Furness peninsula, the western coastal strip, and the southern Lake District attractions.

## Scheme Objectives

Objectives (Environmental Statement and 1998 Roads Review )	Objective Achieved?
Remove through traffic on the existing road in High and Low Newton.	✓
Provide a new high standard route with improved journey times for road users.	✓
Provide a road which enhances safety for road users.	✓
Provide good accessibility to the existing communities and to areas of industrial, commercial and tourist development.	✓

## Key Findings

- There is a reduction of 97% on the former A590 route through High and Low Newton, indicating that the vast majority of traffic has reassigned to the bypass.
- Traffic forecasting underestimated traffic growth on the new A590 bypass, while overestimating that on the former A590 route.
- There has been a considerable reduction in journey times between the old A590 at pre-scheme stage, compared to the new A590 bypass at FYA stage.
- Collision numbers reduced from an annual average of 5.1 in the years before construction to 1.1 in the five years after opening.
- Overall it is considered that landscape planting is establishing well.
- On the bypass, despite deep cuttings, there are also open views from the road to the attractive Lake District landscape; traffic is free flowing with no congestion and improved journey times.

## Summary of Scheme Impacts

### Traffic

- Average daily traffic flows on the former A590 route through High and Low Newton have decreased from a pre-scheme level of 17,900 to 550 at the FYA stage, a decrease of 97%. On the bypass, average daily traffic flows are 16,950. This indicates that the vast majority of traffic has reassigned to the bypass.
- Traffic forecasting overestimated traffic growth on the new A590 bypass, while underestimating that on the former A590 route.
- In the AM and PM period, journey times improved by around three minutes on the route from the A590/B5277 roundabout to the Newby Bridge roundabout. During the inter-peak period, this saving was around two minutes.

- There was a greater journey time saving than forecast, largely because of an underestimation of the 'with scheme' journey times on the old road.
- Route stress on the new A590 bypass route and the old route are both low, indicating good journey time reliability, which is in line with predictions.

## Safety

- On the key links, the observed reduction in collision rate is 0.08 collisions/mvkm, which is lower than the predicted value of 0.40 collisions/mvkm. This is largely due to the difference because the without scheme collision rate was lower than anticipated.
- In the area around the scheme, the average annual number of collisions has reduced from a pre-scheme level of five collisions to a post-scheme annual average of one.
- There were no fatal collisions and only one serious collision during the post opening period. Serious collisions have reduced by 80%, with slight collisions reducing by 75%. The collision severity index has reduced from 30% to 17%.
- Prior to scheme opening, collisions generally occurred along the whole length of the former A590 scheme length. Post-scheme opening, there were no collisions along the former route through High and Low Newton. Those on the new A590 bypass were largely dispersed along the route.
- Regarding personal security, the new route includes two lay-bys (one in each direction), each with an emergency telephone. The former A590, while not having any lay-by provision, did run through High and Low Newton where lighting is enhanced by nearby properties. There was also footpath provision between the two villages. The scheme is therefore considered to have a neutral impact.

## Environment

- Based on traffic flows, impacts on noise and local air quality are generally as expected.
- The change in carbon emissions between the pre-scheme and post-scheme periods was slightly greater than forecast, though actual emissions are lower than forecast because the predictions overestimated the base level.
- Overall it is considered at the FYA stage that landscape planting is establishing well. Subject to ongoing successful establishment it should reach its landscape objectives for screening and integration into the local landscape by the design year (year 15) in most locations.
- At the FYA stage, wildflower grass areas are slow to establish and based on the bat monitoring reports it would appear that some of the bat mitigation measures may be less effective than had been hoped for.
- On the bypass, despite deep cuttings there are also open views from the road to the attractive Lake District landscape; traffic is free flowing with no congestion. Lay-bys have also been provided. These aspects all improve the driving experience.
- There remain some local concerns regarding the lack of signage from the bypass to facilities within the villages. This has been investigated by the Highways Agency, but the provision of additional signing has been found not to be justified.

## Accessibility and Integration

- The scheme has not led to any change in public transport services or infrastructure, meaning there is an assessment of neutral for the impact of the A590 bypass on option values and access to the transport system.
- Regarding severance, there has been a moderate beneficial impact in the bypassed villages for the local population and tourists.
- In the residents' survey at One Year After stage, 83% of respondents found an improvement in the ease and safety of crossing the road, and 49% stated that they make more journeys on foot.
- The scheme is aligned with local, national and regional policies.

## Summary of Scheme Economic Performance

All monetary figures in 2002 Prices and values		Forecast	Outturn Re-forecast
Journey Time Benefits		£68.2m	£74.2m
Safety Benefits		£28.2m	£14.5m
Total Present Value Benefits (PVB)		£92.4m	£88.7m
Total Present Value Costs (PVC)		£22.8m	£29.8m
Benefit Cost Ratio (BCR)	Indirect Tax impact included in the Cost	4.1	3.0
	Indirect Tax impact treated as a Benefit	3.7	2.8

- There was a greater reduction in journey times than expected, translating into the outturn re-forecast 60 year benefit being £6m higher than forecast at appraisal stage.
- There is a 60 year outturn collision benefit of £14.5m, £13.7m lower than what was originally forecast. This due to the collisions before construction being fewer than predicted so the net saving was lower.
- The overall Present Value Benefit is £88.7m, 4% lower than the benefit of £92.4m forecast at the appraisal stage.
- The Present Value Cost is £29.8m, 31% higher than the cost of £22.8m forecast at the appraisal stage.
- When the indirect taxation impact is included in the costs, the re-forecast Benefit Cost Ratio is 3.0, which is lower than the forecasted figure of 4.1 at appraisal stage. When indirect taxation is included in the benefit in line with the latest guidance, the re-forecast Benefit Cost Ratio is 2.8 compared to 3.7.
- Within local policy, the A590 is recognised as being important in enabling new development in Barrow and South Lakeland, and a way to enhance connectivity between Kendal and Ulverston. In local and wider policy, transport links in strategic locations are recognised as important to supporting economic development.

This document summarises the findings of the post opening evaluation study completed in June 2014.