

POPE of Major Schemes Summary Report

Scheme Title	A27 Polegate Bypass	Major Schemes No:	019
Opening Date	19 th June 2002		
POPE Stage	Five Year After Study		

Scheme Description

The Polegate Bypass scheme provided a replacement for the previous route of the A27 through the town of Polegate in East Sussex. The Highways Agency scheme comprised:

- ◆ A 3.5km new dual carriageway located to the north of Polegate
- ◆ New roundabouts at the eastern and western end of the bypass
- ◆ 3 footbridges linking Sayerland Road, Shepham Lane and the Cuckoo Trail bridleway

Opened in conjunction with the Polegate Bypass, a local authority scheme, the A22 Golden Jubilee Way, provided a 2.6km new dual carriageway linking the Eastern end of the Polegate Bypass with Eastbourne.

Objectives of A27 Polegate Bypass:

Objective Achieved?

- | | |
|---|-----|
| ◆ Remove through traffic from Polegate | Yes |
| ◆ Reduce congestion in Polegate | Yes |
| ◆ Cater for future traffic growth in Polegate | Yes |

Main Impacts

- | | |
|----------------------|--|
| Environment | <ul style="list-style-type: none"> – Noise levels in Polegate have improved but not as much as predicted; – Landscape, cultural heritage, local air quality and water impacts generally as predicted; – Increased speed and distance has meant increased carbon emissions; – Journey ambience improved on former A27 for non-motorised users and driver stress reduced on both routes; – Divided public opinion on the effect of the scheme on the environment. |
| Safety | <ul style="list-style-type: none"> – Statistically significant reduction in accidents; – Accident cluster exists at Cophall Roundabout at western end of Bypass; and – Outturn accident benefits similar to forecast. |
| Economy | <ul style="list-style-type: none"> – Outturn BCR of 4.4 against 2.8 forecast in the AST; – Economic benefits better than forecast, although outturn scheme costs were higher due to higher than predicted land costs; – Reliability improved; – Journey time improvements for traffic on A27. |
| Accessibility | <ul style="list-style-type: none"> – Polegate has benefited from a reduction in community severance due to removal of through traffic; – Improved road links to Eastbourne for Polegate residents; – No direct improvement in public transport as a result of the scheme. |
| Integration | <ul style="list-style-type: none"> – Reduced traffic volumes in Polegate have improved the waiting environment for public transport users; – Scheme integrates well with local and sub-regional priorities. |

Detailed Traffic Impacts

- ◆ Traffic on the A27 Polegate Bypass in 2007 five years after opening, was 30,900 vehicles per day, an increase of 26% since the scheme opened;
- ◆ Traffic on the old route through Polegate has been reduced by 49%. However, this represents an increase of 7% since the scheme opened;
- ◆ Traffic volumes on the Bypass are higher than forecast;
- ◆ HGV flows on the former A27 through Polegate have remained constant since opening despite media reports to the contrary;
- ◆ East of the Polegate Bypass, flows on the A27 have increased by 78%, mainly due to re-routing from the B2191 and A259 into Eastbourne;
- ◆ North of Polegate, traffic flows have increased by 18% on the A22;
- ◆ Journey times on the Polegate Bypass are half that of the former A27 through Polegate; and
- ◆ The A22 Golden Jubilee Way has contributed to a reduction in traffic on other routes into Eastbourne (A2270 Willingdon, A259 Pevensey Bay Road, B2191 Langley, B2104 Friday Street).

Economic Summary

	Forecast	Actual
30 year Benefits (1988 prices)	£22.8m	£32.7m
Costs (1988 Prices)	£9.6m	£7.4m
Benefit Cost Ratio (BCR)	2.4	4.4

Key Findings

- ◆ Scheme integrates well with the A22 Golden Jubilee Way and now provides a high quality route into Eastbourne from the north and east;
- ◆ Forecast traffic flows in the former A27 through Polegate were underestimated with observed flows in 2007 27% higher than the low growth and 10% higher than the high growth assumption;
- ◆ Predictions of land costs considerably lower than the outturn land costs;
- ◆ The forecast safety impacts were in line with observed accident figures. However, there are a considerable number of accidents occurring at Cophall Roundabout;
- ◆ Cuckoo Trail bridleway bridge over the Bypass very successful in maintaining the popularity of this route for non-motorised users;
- ◆ Improvements to this section of the A27 have increased the public pressure to improve other parts of the A27 west of the scheme;
- ◆ Along the former A27 through Polegate, physical improvements to the townscape have been restricted to minor alterations of side roads which have had a mixed reception;
- ◆ Some of the planting has suffered due to the heavy clay soil in the area. Continued aftercare required.