

POPE of Major Schemes Summary Report

Scheme Title	A30 Bodmin to Indian Queens Improvement
Opening Date	July 2007
POPE Stage	One Year After

Scheme Description

The A30 Bodmin to Indian Queens Improvement is a major Highways Agency scheme to upgrade the A30 west of Bodmin to Cornwall. The scheme opened in July 2007 and includes the following key features:

- Upgrade of 7.2 miles of the A30 to dual two lane carriageway standard through a mixture of online and offline improvements;
- Two grade separated junctions at Victoria and Innis Downs; and
- Former A30 at Goss Moor has now been downgraded to bridleway/footpath.

Objectives (Roads Review, 1997)

Objective Achieved?

- | | |
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| • To provide additional capacity to meet predicted future traffic growth | Yes |
| • Relieve congestion | Yes |
| • Improve Safety | Yes |

Key Findings

- The objectives of this scheme have all been met.
- The new A30 now means that high sided vehicles no longer have to divert onto unsuitable local roads in order to avoid the Iron Bridge (low height clearance) on the A30.
- Journey times on the improved section of the A30 are now approximately two minutes quicker than the pre-scheme situation, however, this is lower than the saving predicted.
- Safety impacts have been better than expected. This has largely been achieved by the absence of side road junctions onto the new route and the risk of head on collisions reduced by the introduction of the dual carriageway.
- The monetised safety impacts were not included in the scheme appraisal, despite the fact that safety is a key objective of the scheme. If safety benefits were included, then the scheme BCR would have increased considerably indicating a greater value for money.
- The consideration of local character in scheme design such as the Cornish Hedgerows and stone cladding on bridge abutments has been successful in assisting the scheme blend in with the local environment.
- After early problems with pollution incidents the Environment Agency regards the environmental management system adopted for the A30 scheme as best practice.
- The downgrading of the existing A30 and provision of over 20ha of land near Royalton for nature conservation purposes has benefited the Breney Common and Goss and Tregoss Moors cSAC (candidate Special Area of Conservation) and provided an opportunity to improve habitats for the Marsh Fritillary butterfly it supports.
- The downgrading of the A30 has removed virtually all traffic and provided opportunity for areas of the moor to regenerate and for the connectivity to be re-established.
- Based on site observations, the provision of the new multi-use trail appears to have stimulated increased use of the Goss Moor area by non motorised users (NMUs) such as pedestrians.

Summary of Scheme Impacts

Traffic

- One year after scheme opening 33,100 vehicles per day (vpd) use the new route. This represents an increase of 19% compared to pre-opening levels.
- There has been a corresponding decrease in traffic volumes on the parallel A39 (north of the scheme), and A390 (south of the scheme). This suggests that some traffic has reassigned onto the A30 since the scheme opened.
- The increase in traffic flows on the A30 is higher than predicted. However, some of this increase can be attributed to a larger than expected increase in traffic re-assigning to the A30 from alternative routes.
- Journey times on the scheme section itself are now around two minutes lower than before opening.
- There is little variation in journey times throughout the day, unlike the pre-scheme situation when peak times experienced an increase in journey times.
- The journey time savings between the old route and new route are lower than predicted due to the forecast do-minimum (no scheme) journey times in the traffic model being overestimated.
- There has been a slight reduction in journey times along the A30 from Bodmin Moor to Redruth, which shows that the scheme has not resulted in considerable problems upstream or downstream of the improved section.

Safety

- There has been an annual saving of 84 personal injury accidents (PIAs) in the opening year, compared to five years before opening which is a greater saving than predicted (26 accidents).
- An annual saving of 15 PIAs in the opening year has been observed for the scheme section and former A30. This saving is statistically significant.
- The new A30 includes 6 lay-bys each with an emergency telephone. This mitigates against the removal of natural surveillance for trunk road users that result from the route now running through largely rural landscape. The prediction of neutral impact has therefore been achieved.

Environment

- Based on traffic flows, the noise and local air quality impacts of the scheme are generally as expected (overall beneficial).
- The actual increase in opening year carbon emissions is higher than predicted as a result of higher than forecast traffic volumes on the A30.
- The landscape mitigation measures are generally as expected. The Environmental Statement (ES) stated that Cornish hedges were to be omitted from the Belowda field system in order to provide travellers with an appreciation of the ancient landscape. However, a Cornish hedge has been constructed on the eastbound side of the A30 which restricts views to the north from the road and adjacent lay-by.
- Biodiversity mitigation measures implemented as expected, including 20ha compensation land at Royalton which is now managed by Natural England.
- Cultural heritage impacts are as expected. However, the provision of interpretation boards at lay-bys as stated in the ES to allow road users to better appreciate the historic landscape has not happened in favour of other ways of disseminating information.
- The impacts on water were worse than expected due to concerns from the Environment Agency regarding the highway drainage design and initial silt pollution.
- Physical fitness benefits have been achieved as expected. The opportunity presented by downgrading the old A30 across Goss Moor has been taken and the provision for walkers, cyclists, and horse riders has been welcomed locally. However, there have been some problems with the provision for horse riders on the track which have required changes to be made to the surfacing.

- Journey ambience has improved as expected due to the removal of congestion. The route is well signed thereby removing uncertainty, and grade separated junctions remove opposing vehicle movements across the carriageway. Travellers along the route can experience a variety of views and lay-bys are provided as expected.

Accessibility

- The reduction of through traffic on the former A30 has reduced severance in Victoria and considerably improved access to Goss Moor as predicted.
- Bus services have benefited from reduced congestion on the A30. However, the view of the main bus operator in the area is that the scheme has not gone far enough to assist public transport provision.

Integration

- Reduced traffic volumes on the former A30 have facilitated indirect improvements for public transport interchange. Most notably the removal of through traffic has improved the ambience of the waiting environment giving rise to a slightly beneficial impact.
- The scheme integrates well with the objectives set out in local and sub-regional policies as expected.

Summary of Scheme Economic Performance

	Pre Scheme Forecast (2002 Prices)	Post Opening Reforecast (2002 Prices)
Journey Time Benefit	£185m	£121m
Safety Benefit	Not included in the appraisal	
Total 60 Year Benefits (PVB)	£185m	£121m
Costs (PVC)	£55.5m	£70.1m
Benefit Cost Ratio (BCR)	3.3	1.7

- Safety benefits were derived for the scheme but were not included in the economic appraisal. If predicted and observed safety benefits were included then the BCRs would be 5.5 and 7.2 respectively, indicating very high value for money.
- The outturn scheme cost is 29% higher than predicted. Since the time of these estimates the HA has changed the way it estimates scheme costs in order to improve accuracy.
- The re-forecast BCR is lower than predicted in the AST, primarily due to lower than predicted journey time savings observed.