

POPE of Major Schemes Summary Report

Scheme Title	A66 Stainburn and Great Clifton Bypass
Opening Date	December 2002
POPE Stage	Five Years After

Scheme Description

The scheme consists of a single carriageway bypass around the villages of Stainburn and Great Clifton, with a short section of climbing lane. The new road is integrated with the old road with two new roundabouts at either end of the scheme. The scheme also includes a number of environmental measures, including an innovative new bat crossing.

Objectives (Appraisal Summary Table)

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♦ Reduce severance along existing A66;	Yes
♦ Improve journey times for through traffic;	Yes
♦ Improve air quality for Stainburn and Great Clifton; and	Yes
♦ Improve safety record for Stainburn and Great Clifton by removing through traffic from the existing A66 on to the new bypass.	Yes

Key Findings

- ***The objectives of the scheme were to improve safety, severance, air quality and journey times, and these have been met.***
- There has been a reduction of 8 personal injury accidents a year, this is marginally higher than the expected 7.5 saving;
- An innovative bat crossing point was implemented along with other measures as a response to the existence of bats discovered before construction;
- The use of stone walls designed to complement the existing walls in the area reflects the local character and gives the scheme a sense of place;
- In line with expectation, there was a large adverse impact on Upper Park (a heritage site). However, there has been an improvement in setting for the Conservation Area and Listed Buildings on the old A66 as expected;
- Consultation with the Stainburn Local Safety Group was carried out and identified outstanding concerns relating to speeding traffic through the village resulting from the lower traffic volumes since the scheme opened;
- Absence of the definitive COBA model (i.e. consistent with the AST and forecast) has limited opportunity to interpret differences between predicted and out-turn impacts. The HA has since improved its data archiving processes to ensure records of scheme appraisal supporting evidence are kept;
- The reduction in traffic volumes through the villages of Stainburn and Great Clifton has resulted in a moderate improvement in community severance as expected;
- Journey time savings are lower than predicted primarily due to congestion frequently occurring on the westbound carriageway of the bypass in the AM peak period;
- Journey time reliability has improved significantly on both the old and new A66, as a result of the additional capacity provided;
- The outturn benefit – cost ratio arising from the scheme is almost half that predicted, primarily due to lower than predicted journey time savings. However, this scheme still represents excellent value for money; and
- The outturn scheme cost is 25% higher than predicted, primarily due to higher land costs.

Summary of Scheme Impacts

Traffic

- The amount of traffic using the new bypass is in line with the predicted forecast at 8,500 vehicles per day (vpd).
- Traffic levels on the old A66 through Great Clifton have reduced by 72% since opening (a lower reduction than originally predicted) and through Stainburn have reduced by 58% (also less than predicted).
- Total traffic in the A66 corridor (new and old road) has increase by 4.5% between 2003 and 2009; this is less than that which can be expected through background traffic alone (5.1%).
- The reduction in traffic on the old road has also led to a corresponding reduction in the percentage of HGV's using the old route (from 8% to an average of 3.7%).
- Journey times have improved on both the old and new road, but not to the level predicted, primarily due to the post opening journey times being higher than predicted in the AM peak. Average savings for through traffic are around 2 minutes, although this saving varies by time of day and direction of travel.
- Traffic generated by the 'school run' is likely to be a primary cause of observed traffic congestion and queues on the Western Roundabout during the AM peak period.

Safety

- The average accident rate has reduced from 13 per year to 4.8 per year which represents a statistically significant saving – marginally higher than the expected saving of 7.5.
- The number of casualties has reduced following scheme opening, from 22 per year to 7.7 per year, representing a reduction of 65%.

Environment

- Carbon emissions have decreased by 12% as a result of the scheme which is greater than the predicted reduction of 2%. This difference is likely to be due to slightly slower than predicted vehicle speeds.
- Based on traffic volume changes, the scheme has had a beneficial impact on noise and air quality as expected.
- The bypass is a major feature on the landscape but landscape mitigation measures have been implemented in line with the proposals identified in the Environmental Statement. The planting carried out is generally well established and features such as the new stone walls reflect local character.
- As expected heritage impacts on Upper Park are considered to be very large adverse - there has been an improvement in setting for the Conservation Area and Listed Buildings on the old A66 as expected.
- Public rights of way have been maintained across the bypass as expected. As such, the impact on physical fitness has been evaluated as neutral.
- The impact on biodiversity is likely to be slight adverse as expected. Mitigation measures have been implemented, including the bat crossing point.

Accessibility

- The reduction in traffic volumes through the villages of Stainburn and Great Clifton has resulted in a moderate improvement in severance as predicted.
- In line with forecasts, the scheme has had no impact on public transport provision in the area.

Integration

- As forecast, this scheme is broadly consistent with the delivery of key policies set out in the Regional Planning Guidance, Cumbria and Lake District Joint Structure Plan, and the Allerdale Local Plan.

Summary of Scheme Economic Performance

	Pre-scheme forecast (2002 Prices)	Post-scheme re-forecast (2002 Prices)
Journey Time Benefit	£41.2m	£25.4m
Safety Benefit	£15.6m	£17.0m
Total 30 Year Benefits (PVB)	£56.7m	£42.4m
Costs (PVC)	£9.6m	£12.7m
Benefit Cost Ratio (BCR)	5.9	3.3

- The outturn scheme cost was 25% higher than predicted primarily due to higher than anticipated land costs.
- Journey time benefits were 25% less than predicted mainly due to an over estimation of benefits in the peak hours.
- The monetary safety benefits are within 15% of that predicted.
- The benefit cost ratio is lower than forecast due to the lower than predicted journey time benefit and higher than predicted scheme costs.

This document summarises the findings of the five year after post opening evaluation study completed in August 2009.