

What is the scheme?

The A1 Peterborough to Blyth Grade Separated Junctions scheme, located in the East Midlands, aimed to improve a 73 mile length of A1 trunk road in Blyth, Apleyhead, Markham Moor, Gonerby Moor, Colsterworth and Carpenters Lodge. The scheme opened to traffic in 2009 and consisted of the following elements to reduce congestion and accidents:

- **The construction of six new two level junctions**
- **Removal of all at-grade roundabouts** on this section of the A1






What are the main findings from the study?

- Traffic on the sections of A1 near to the scheme junctions is between **16% and 36%** higher than before the start of construction.
- **HGV levels are high** on the strategic network at an average of 22% on weekdays.
- **Journey times have improved** and are consistently lower in both directions at all times of the day, despite increased traffic flows.
- There is considerable variation in the observed safety impact of each junction, however taking into account additional traffic, there is a **26% reduction in the rate of collisions**, which is significant.
- The impact of the scheme on the environment is **better than expected for noise and air quality**, however, it is **worse than expected for landscape and biodiversity** due to problems with plant growth. The impact of the scheme on other environmental indicators assessed is generally as expected.
- The investment cost of building the scheme is **13% more than forecast**.

Does the scheme meet its scheme specific objectives?

Objective	Has the objective been achieved?
Reduce Delays	✓
Reduce Accidents	✓
Improve non-motorised user safety	✓

How does the scheme support Highways England's current strategic objectives?

 01 Supporting Economic Growth	Much needed junction improvements have been provided at a key part of the network.
 02 A Safe and Serviceable Network	Collisions have reduced since the scheme opened.
 03 A More Free-Flowing Network	Journey times and journey time reliability have improved since the scheme opened.
 04 Improved Environment	The impact of the scheme has generally been as expected or better than expected for environmental indicators, with the exception of landscape and biodiversity.
 05 An Accessible and Integrated Network	The scheme has not had a detrimental effect on severance impact for vulnerable users.

If you want more detail about the outcomes of this scheme then please refer to the Five Years After Opening Evaluation Report on the Highways England website.