

Post Opening Project Evaluation

A46 Newark to Widmerpool Improvement Scheme - Five Years After Opening



August 2017

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What is the scheme?

The A46 is a regional strategic route between Leicester, Newark and Lincoln. Prior to the completion of this scheme, the A46 followed the line of an old Roman Road (Fosse Way), with multiple priority junctions and accesses to the surrounding fields, farms and residential properties. The scheme provided 17.5 miles of new dual carriageway, 15km of which was constructed off-line, and opened to traffic in April 2012. To the southern end, the scheme connects with the existing grade separated roundabout with the A606 at Widmerpool. To the northern end of the scheme, an enlarged roundabout has provided to link into the Newark Bypass at Farndon. In addition, the scheme involved the construction of eight full, or compact, grade separated junctions, as well as 13 bridges and underpasses. The scheme has bypassed the villages of East Stoke and Farndon. The original alignment of the A46 has mostly been retained for use as a local access road, with some parts converted into routes for non-motorised users.






What are the main findings from the study?

- Average journey times for traffic using the A46 scheme section have reduced in all time periods, with the largest saving of approximately **16 minutes observed in the PM peak southbound**.
- There has been a **large increase in traffic flows on the scheme section** of between **27-51% (AWT – Average Weekday Traffic)** and a decrease on the old alignment of the A46. On the scheme section, this represents a larger increase than what was forecast.
- There has been decrease in the number of personal injury collisions since the scheme opened, with an **average post-opening saving of 11.6 collisions per year** across the modelled study area.
- The **environmental impacts are as expected**, with mitigation measures observed to be successful.
- The investment cost of building the scheme was **0.5% higher than forecast**.
- The scheme delivers a **Benefit Cost Ratio of 3.3**, considered high value for money.

Does the scheme meet its scheme specific objectives?

Widening Scheme Objectives	Has the objective been achieved?
To reduce the number of accidents	✓
To reduce congestion along the route	✓
To improve links between Nottingham and Leicester to Newark, the A1 and Lincoln	✓
To provide an improved strategic link between the M1 and A1	✓
To relieve significant development pressures in Bingham	✓

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

-  **01 Supporting Economic Growth**
-  **02 A Safe and Serviceable Network**
-  **03 A More Free-Flowing Network**
-  **04 Improved Environment**
-  **05 An Accessible and Integrated Network**

Additional capacity has been provided, with considerable improvements to journey times realised on this key route, which is likely to support local and regional economic growth.

Collisions have reduced since the scheme opened, with reduced conflict between non-motorised users and vehicles.

Journey times and journey time reliability has improved along the scheme section since the scheme opened.

Environmental mitigation was provided which minimised predicted adverse environmental impacts in line with proposals.

The scheme has had a beneficial impact through provision of new and improved facilities for non-motorised 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.