

# Post Opening Project Evaluation

## A453 Widening M1 Junction 24 to A52 - One Year After



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# Post Opening Project Evaluation of Major Schemes

## A453 Widening M1 Junction 24 to A52

### One Year After Opening Study – Key Points



#### What is the scheme?

Located between the M1 Junction 24 and the A52, the A453 widening scheme opened to traffic in July 2015. The purpose of the scheme was to provide an 11.5km (seven mile) section of dual carriageway to replace the previous single carriageway road which was one of the most heavily congested routes in the region at peak times, had a poor safety record and posed maintenance difficulties.

#### What are the main findings from the study?

- **Traffic appears to have re-routed from other routes.** Traffic flows on the A453 have increased by 10,600 vehicles per day (40%). Corresponding decreases in traffic flows have been observed on parallel rural routes through villages to the south and from the A52 and roads through Beeston to the north.
- **Journey times have improved along the widened A453**, taking between 3.5 and 16 minutes less than along the old A453. Journey time variability has also reduced.
- Since scheme opening, **average annual collision numbers have reduced by 11.5 collisions.**
- The impact of the scheme on the **environment is as expected** for the majority of environmental indicators assessed.

#### Does the scheme meet its scheme specific objectives?

Objective	Has the objective been achieved?
To provide maximum value for money against its whole life costs in accordance with the Department's WebTAG Guidance (BCR adjusted for non-monetised impacts should be greater than 2).	✓
To deliver the scheme in a way which supports the delivery of the Government's transport policy objectives.	✓
To address the safety problems identified and should significantly reduce current accident levels for all road users including non-motorised users.	Too early to be conclusive. Further evaluation required at five years after.
To minimise the detrimental environmental effects of the scheme, in particular the adverse impacts on air quality and noise, and offset by mitigation measures where technically feasible and economic to do so, taking account of costs, availability of funding and statutory obligations.	✓
To protect the built and natural environment through mitigating the potentially adverse impact of adding additional capacity, meeting current environmental standards and taking opportunities to enhance poor environmental features where appropriate and taking into account value for money.	Too early to be conclusive. Further evaluation required at five years after.
To protect watercourses from pollution during and after construction.	✓
To support sustainable economic activity and local development plans.	Partial - Unable to be conclusive.
To provide an additional lane in each direction to reduce traffic congestion, reduce frequency of incidents and improve journey time reliability.	✓
To enhance walking and cycling facilities through Clifton, and provide a new non-motorised user route between Clifton and Kegworth.	✓
To improve access to public transport, considering safety and to ensure the shortest practical desire line is provided.	✓
To provide support to spatial and transport policies consistent with emerging local plans for the Nottingham and Rushcliffe areas.	Partial - Unable to be conclusive.
To facilitate future access to the Nottingham Express Transit (NET) Phase 2 Expansion	✓
To facilitate/improve access to the East Midlands Parkway Railway Station.	✓
To improve access between Nottingham and East Midlands Airport	✓
To improve access to Nottingham Trent University while reducing conflict with through traffic on the A453	✓

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



### 01 Supporting Economic Growth

The widened scheme has provided additional capacity which may help facilitate economic growth and development.



### 02 A Safe and Serviceable Network

There has been a reduction in personal injury collisions which it has been shown occurred because of the scheme.



### 03 A More Free-Flowing Network

Journey times have reduced along the widened A453 and journey time variability has reduced.



### 04 Improved Environment

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



### 05 An Accessible and Integrated Network

The scheme has provided new facilities for pedestrians and cyclists and facilitated access to public transport interchanges.

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