

# Post Opening Project Evaluation

## M1 Junction 25 to 28 Widening - Five Years After Opening Evaluation

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### What is the scheme?

Situated between Derbyshire and Nottinghamshire, the scheme opened to traffic in 2010. The scheme involved widening a 14 mile (23km) section of carriageway on the M1 motorway between junction 25 at Sandiacre, Derbyshire and junction 28 at Pinxton, Derbyshire. The road was widened from 3 to 4 lanes in each direction. Soon afterwards a controlled motorway technology scheme was implemented on the same scheme section.






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

- Overall, there has been a **negligible change in traffic flows** across the scheme extent.
- Average journey times across the scheme have reduced by around 1 minute.
- There has been decrease in the number of personal injury collisions since the scheme opened, with an **average annual saving of 26 collisions and 50 casualties** on the scheme itself.
- The majority of **environmental impacts are as expected**.
- The investment cost of building the scheme was **13% lower than forecast**.
- The scheme delivers a **Benefit Cost Ratio of 1.7**, lower than expected due to the lower traffic levels giving lower benefits.

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

Widening Scheme Objectives	Has the objective been achieved?
Reduce congestion and improve journey time reliability	✓
Improve road safety	✓
Respect the environment	✓
Controlled Motorway Scheme Objectives	Has the objective been achieved?
Reduce congestion and improve journey time reliability	✓
Improve road safety	✓
Achieve best use of existing road space	✓
Allow faster response times to incidents and reduce clear-up times	✓

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

 <b>01</b> Supporting Economic Growth	Much needed additional capacity has been provided at key part of the network.
 <b>02</b> A Safe and Serviceable Network	Collisions have reduced since the scheme opened.
 <b>03</b> A More Free-Flowing Network	Journey time reliability has improved since the scheme opened.
 <b>04</b> Improved Environment	The impact of the scheme is generally as expected.
 <b>05</b> 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.