



Department  
for Transport

# **Local Authority Major Schemes Meta-Evaluation Appendix: Overview of schemes**

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This appendix provides a summary of each scheme included in the Local Authority Major Schemes Meta-Evaluation report. It provides details on each scheme's name, promoter, outturn scheme cost, description, and key evaluation findings.

This document has been created with the assistance of Artificial Intelligence (AI) tools. Microsoft Copilot was used to summarise key findings from evaluation reports. The content has been reviewed, fact-checked, and edited by a human expert to ensure accuracy, reliability, and adherence to government standards and policies.

Scheme name (report timing)	Scheme promoter	Outturn scheme cost	Scheme description	Key evaluation findings The findings presented are those of local authorities and have been verified by scheme promoters; DfT has not independently quality assured them.
A2300 Corridor (1 Year After (1YA))	West Sussex County Council	£22.88 million	The scheme upgraded the road between Burgess Hill and the A23 by converting it into a dual carriageway with enhanced safety and drainage features. It also introduced a shared footway/cycleway and improved junctions to support active travel and smoother traffic flow.	The scheme significantly improved journey times and speed reliability along the A2300, particularly eastbound, despite congestion persisting at the incomplete Northern Arc roundabout. Non-motorised user flows increased substantially at 2 key junctions where the shared path was delivered, indicating improved conditions for walking and cycling. While there was a shortfall of 586 homes against the housing trajectory, over 4,300 units were delivered, and 546 sqm of commercial space was completed with over 195,000 sqm committed, suggesting progress toward economic goals despite delays and Covid-19 related impacts. The scheme led to a net reduction of 0.02 kT CO <sub>2</sub> emissions due to improved traffic flow and reduced idling, contributing positively to environmental objectives.
A421 Dualling from Fen Farm to M1 J13 (1YA)	Central Bedfordshire Council	£26.03 million	The scheme upgraded a 3 km section between M1 Junction 13 and Magna Park from a single to a dual carriageway to improve capacity and support future growth. It included two new bridges for non-motorised users and aimed to reduce congestion, enhance journey time reliability, and enable planned development in the area.	Traffic volumes increased on the A421, especially for HGVs (over 50% rise), while Salford Road saw a 37% reduction, indicating successful traffic reassignment. Vehicle speeds rose significantly on the A421 due to the upgrade to a dual carriageway, with 85th percentile speeds increasing by more than 50%. Journey times improved with reductions across all periods and directions up to 20% faster during inter-peak hours. Collision rates decreased with fewer slight and serious incidents and no fatal collisions recorded in the year post-opening.
A43 Corby Link Road (5 Years After (5YA))	Northamptonshire County Council	£37.58 million	The scheme delivered a 6.5 km dual carriageway connecting the A6003 near Kettering to the A43/A6116 junction near Corby, bypassing Geddington to reduce congestion. The project aimed to improve regional transport connectivity and support economic growth.	The scheme successfully reduced traffic through Geddington by approximately 50%, easing congestion and improving conditions in surrounding villages. The new road provided a faster, high-quality route for through traffic, with journey times reduced by up to 25% compared to previous routes. Overall road traffic incidents in the study area decreased by around 20% post-opening, with minimal incidents recorded on the new link road itself. The scheme contributed to regional development with increases in employment and housing completions across North Northamptonshire, particularly in Corby.

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A630 Sheffield Parkway (1YA)	Rotherham Metropolitan Borough Council	£42.09 million	The scheme upgraded a 2.1 km stretch between Catcliffe Interchange and M1 Junction 33 to a 3-lane dual carriageway to improve capacity and traffic flow. Key enhancements included junction modifications, a reduced speed limit for air quality, new infrastructure and environmental works to support safety, drainage, and active travel.	The scheme delivered significant reductions in journey times, up to 40% in peak periods on the northbound route indicating improved network efficiency and reduced congestion. Post-opening data shows a reduction in the total number of collisions, particularly slight and serious collisions, suggesting improved corridor and junction safety. Air quality has improved with NO <sub>2</sub> concentrations falling below the annual mean objective. However, carbon emissions increased slightly due to higher heavy vehicle volumes. There was a modest increase in local enterprises and a reduction in unemployment, suggesting early signs of economic uplift potentially supported by improved transport connectivity.
Bexhill-Hastings Link Road (5YA)	East Sussex County Council	£124.85 million	The scheme consists of a single carriageway road stretching 5.6 km from north east Bexhill to the western approaches of Hastings, between the A259 in Bexhill and the B2092 Queensway in Hastings. The road links the outskirts of Bexhill and Hastings, providing access to areas that have been identified for regeneration in north east Bexhill, in addition to easing congestion and improving air quality on the A259.	The scheme contributed to a reduction in NO <sub>2</sub> and PM <sub>10</sub> concentrations along the A259, leading to the revocation of the Hastings Air Quality Management Area in 2017 - one of the scheme's primary environmental objectives. The scheme significantly reduced road collisions across the local network and the A259 corridor, with observed savings exceeding predictions - 160 fewer collisions on local roads and 41 fewer on the A259 (Belle Hill to The Ridge) by 2019. The scheme unlocked strategic development sites (BX2 and BX3), facilitating residential and commercial growth. Notable outcomes include the construction of over 250 homes and the establishment of Bexhill Enterprise Park, supporting 185 jobs. Journey times between Bexhill and Hastings decreased by up to two minutes in peak periods, and traffic volumes on rat-run routes like Crowhurst Road dropped by over 40%, indicating improved network efficiency and reduced community severance.
Bristol Metrobus (1YA)	West of England Combined Authority	£229.1 million (North Fringe: £118.8m, Ashton Vale to Temple Meads: £62.7m, South Bristol Link Road: £47.6m)	The overarching metrobus scheme delivered a 50 km bus rapid transit network designed to improve connectivity between key economic, residential and regeneration areas across Greater Bristol. It is comprised of three major schemes (North Fringe, Ashton Vale to Temple Meads, and South Bristol Link Road). It aimed to provide a high-quality, reliable public transport alternative to car travel through new infrastructure, modern	The m1 and m3/m3x bus services exceeded opening year forecasts by 21% and 79% respectively, with 37% of passengers being new bus users, 19% of whom previously travelled by car. This indicates a successful shift from private car use to public transport, supporting congestion reduction and environmental goals. The m2 service underperformed against patronage forecasts (37% below), partly due to overestimated demand and route changes that made it less attractive. However, it still achieved faster journey times to Temple Meads station and some mode shift (18% of users previously travelled by car), though it failed

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			<p>vehicles, and enhanced service integration, supporting economic growth, reducing congestion and lowering carbon emissions.</p>	<p>to deliver the full anticipated accessibility and sustainability benefits.</p> <p>While the South Bristol Link Road improved traffic flow and reduced congestion at key hotspots, the lack of a metrobus service along the route means that public transport accessibility and regeneration benefits have not yet been realised. Traffic volumes were around 80% of forecast, suggesting slightly lower than expected benefits.</p> <p>Economic value for money varies by scheme. The North Fringe scheme is on track to deliver "high" value for money, Ashton Vale to Temple Meads is expected to deliver at least "medium" value, and South Bristol Link Road is on track for "very high" value despite the absence of a bus service due to its significant highway efficiency gains.</p>
<p>Congleton Link Road (1YA)</p>	<p>Cheshire East Council</p>	<p>£83 million</p>	<p>The scheme involved constructing a 5.7 km single carriageway bypass to the north of Congleton, designed to reduce town centre congestion, improve strategic transport links and unlock development opportunities.</p>	<p>The scheme led to significant reductions in traffic volumes through Congleton town centre, including a 14% decrease on A34 West Road and a 16% decrease on A34 Rood Hill, with HGV traffic reduced by up to 52%.</p> <p>Journey times on key routes were reduced by up to 4 minutes and average speeds increased by up to 8 mph indicating improved travel efficiency and reduced congestion.</p> <p>Air quality improved notably with NO<sub>2</sub> levels decreasing by over 30% at several monitoring sites near the scheme and noise levels likely reduced due to lower traffic volumes.</p> <p>The scheme enhanced access to employment sites and unlocked land for development with new planning applications submitted for Congleton Business Park and surrounding areas.</p>
<p>Crewe Green Link Road (5YA)</p>	<p>Cheshire East Council</p>	<p>£26.64 million</p>	<p>The scheme is a 1.1 km dual carriageway bypass east of Crewe town centre, connecting the A5020 Weston Road Roundabout with the A500 Hough-Shavington Bypass. The scheme was designed to relieve congestion, improve access to the Basford East development site, and enhance connectivity between Crewe and the strategic road network.</p>	<p>The scheme successfully diverted traffic from Crewe town centre reducing congestion on the A534 Nantwich Road by up to 18% in peak periods. It also delivered journey time savings of up to 7 minutes between Nantwich and Crewe; and over 9 minutes between the M6 and Crewe.</p> <p>Collisions across key corridors decreased by 30% compared to the baseline with only one slight collision reported on the new road itself, indicating improved safety for all road users.</p> <p>Active mode trips increased by 20% since the scheme opened, with cycling trips rising by over 30%, suggesting improved infrastructure and encouragement of sustainable travel.</p> <p>The scheme enabled access to the Basford East development site unlocking housing and employment opportunities, as well</p>

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				as supporting regional growth with multiple planning applications approved and construction underway.
Darlaston Access Improvement (5YA)	Walsall Metropolitan Borough Council	£25.91 million	The scheme comprised a series of highway improvements designed to enhance access to existing and future employment sites in the Darlaston area of Walsall, West Midlands. It focused on improving junction capacity, road alignment, and facilities for both pedestrians and cyclists to support regeneration and economic development in the Darlaston Strategic Development Area (DSDA).	The number and severity of collisions across the DSDA decreased post-scheme with a 28% reduction at project locations and no fatalities reported between 2018 to 2022. Businesses and stakeholders reported improved access to and within the DSDA, with no residual issues, and a positive shift in perceptions of the area's attractiveness for development. Traffic flows and journey times showed marginal increases and inconsistent patterns, influenced by contextual factors like Covid-19 and Brexit, making attribution of this to the scheme difficult. While employment growth has been slower than forecast, business unit numbers increased by 46% since 2011 and air quality indicators (e.g., PM2.5 and NO <sub>2</sub> ) showed improvement, suggesting longer-term benefits are beginning to materialise.
Elmbridge Transport (5YA)	Gloucestershire County Council	£13.54 million	The scheme was designed to reduce congestion, improve journey times and increase capacity at one of Gloucestershire's busiest junctions. Key upgrades included a 'hamburger' through lane, widened approaches and advanced traffic signal technology with the scheme completed on time and within budget in autumn 2017.	The scheme led to consistent reductions in journey times during peak periods, particularly between Gloucester and the M5, and improved reliability across all assessed routes. Travel time variability decreased significantly, enhancing predictability for road users. Traffic data showed increased capacity and flow through the junction post-scheme, especially in 2018 and 2021. Although Covid-19 and roadworks affected some flows, the overall trend supports improved throughput and reduced congestion. Road traffic collisions (RTCs) decreased after the scheme's implementation. The average annual RTC rate dropped from 5.5 (pre-scheme) to 3.3 (post-scheme) with fewer serious and slight collisions recorded, indicating improved safety at the roundabout. While direct emissions monitoring was not available, estimated data suggests a reduction in CO <sub>2</sub> emissions, particularly from cars due to improved vehicle efficiency. However, increased HGV traffic partially offset these gains highlighting the need for more precise monitoring.
Heysham-M6 Link Road (A683 Bay Gateway) (5YA)	Lancashire County Council	£139.2 million	The scheme involved constructing a 4.8 km dual carriageway linking the A683/A589 junction at Torrisholme to the M6 at an improved Junction 34, bypassing Lancaster city centre. It includes grade-separated crossings a	Traffic flows within Lancaster city centre along the original route have fallen, particularly HGVs, reducing severance and improving conditions for pedestrians, cyclists and public transport users.

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			<p>Park and Ride facility, and a shared pedestrian and cycleway, designed to improve access to Heysham Port and support regional regeneration.</p>	<p>Journey times to Heysham Port from the M6 were reduced by up to 20 minutes, enhancing freight efficiency and supporting port operations.</p> <p>The scheme unlocked land for development, with notable growth in employment sites and housing, contributing to regional regeneration.</p> <p>Air quality improved in central Lancaster due to reduced traffic and road safety was enhanced with fewer collisions reported on key routes.</p>
<p>Ipswich Transport Fit for 21st Century (5YA)</p>	<p>Suffolk County Council</p>	<p>£21.5 million</p>	<p>The scheme was a major urban transport improvement initiative delivered between 2012 and 2015 to enhance sustainable travel and reduce congestion in Ipswich. It included upgrades to traffic management systems, bus infrastructure, walking and cycling routes, and public realm improvements. It aimed to improve journey reliability, encourage modal shift, and support economic growth.</p>	<p>Average highway speeds increased on several strategic routes, including Felixstowe Road, London Road and Colchester Road, indicating reduced congestion and better traffic flow.</p> <p>Bus journey times remained consistent between 2015 and 2019 suggesting that the scheme helped maintain reliable public transport services.</p> <p>While the total number of road collisions decreased, particularly slight collisions, there was an increase in serious and cyclist-related collisions. As a result, the scheme did not clearly improve overall road safety.</p> <p>Although air quality monitoring showed some downward trends in NO<sub>2</sub> levels, there was no clear correlation between these improvements and the scheme; similarly, transport-related carbon emissions rose during implementation but began to decline post-completion.</p>
<p>Kingskerswell Bypass (5YA)</p>	<p>Devon County Council</p>	<p>£116.33 million</p>	<p>The scheme is a 5.5 km dual carriageway bypass west of Kingskerswell, connecting Newton Abbot to the Torbay Ring Road at Kerswell Gardens, designed to complete the dual carriageway link between Torbay and the M5. The scheme aimed to reduce congestion, improve journey times, and enhance the environment in Kingskerswell by diverting traffic away from the village, while also promoting sustainable travel through improved pedestrian and cycling infrastructure.</p>	<p>Traffic through Kingskerswell reduced by up to 76%, improving journey times and reducing delays, especially along Torquay Road which previously experienced severe bottlenecks.</p> <p>Air quality and noise levels in Kingskerswell improved markedly with carbon emissions reduced across most local routes and NO<sub>2</sub> concentrations falling significantly at monitored sites.</p> <p>Collision numbers on the old A380 corridor decreased substantially post-scheme, with the average annual collisions dropping from 32.8 to 7.5, although the severity of collisions on the new South Devon Link Road was higher due to increased speeds.</p> <p>Pedestrian and cyclist numbers increased, and improved infrastructure supported new housing developments and better access to jobs, contributing to local economic regeneration.</p>
<p>Leeds Inner Relief Road</p>	<p>Leeds City Council</p>	<p>£24.96 million</p>	<p>The Leeds Inner Ring Road scheme was a major infrastructure project aimed at refurbishing and</p>	<p>The refurbishment of Woodhouse Tunnel, New York Road Viaduct, and Lovell Park Road Bridge successfully extended the</p>

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Maintenance (5YA)			strengthening three critical structures: Woodhouse Tunnel, New York Road Viaduct, and Lovell Park Road Bridge. This intended to extend their lifespan and maintain safe, uninterrupted traffic flow through Leeds city centre. The project was designed to prevent closures and restrictions on this vital transport corridor, ensuring public safety and supporting the economic wellbeing of Leeds and the wider city region.	serviceable life of critical transport infrastructure, avoiding costly closures and maintaining strategic connectivity. Despite extensive works, traffic flows on the A58(M) and A64(M) remained largely stable, indicating minimal disruption and successful traffic management throughout the project. Post-construction data showed a reduction in road traffic collisions at key locations, suggesting enhanced safety conditions due to structural improvements. Leeds continued to experience economic growth post-project with no evidence of decline in Gross Value Added (GVA), supporting the scheme's objective to safeguard the city's economic wellbeing.
Lincoln Eastern Bypass (1YA)	Lincolnshire County Council	£133.88 million	The Lincoln Eastern Bypass is a 7.5 km single carriageway road linking the A158 in the northeast of Lincoln to the A607 in the south, designed to provide a strategic alternative route around the city. Its primary aim was to alleviate congestion in central Lincoln, particularly from HGVs, while supporting economic growth, improving air and noise quality, and enhancing the liveability of the city for residents and visitors.	The scheme led to significant reductions in vehicle flows between 37% and 53% on key corridors such as A1434 Broadgate and Pelham Bridge, helping to divert strategic traffic away from the city centre. Average journey times for north-south travel through Lincoln decreased by over 20 minutes, and journey time reliability improved on 90% of assessed routes, enhancing predictability for road users. HGV volumes in central Lincoln dropped by 50–80%, indicating successful diversion of heavy goods traffic to the bypass, which aligns with the scheme's objectives. The scheme is forecast to reduce carbon emissions by around 190,000 tonnes over its lifetime and has resulted in lower –than expected noise levels at most monitoring sites, although full air quality impacts require further data.
Lincoln Transport Hub (5YA)	Lincoln City Council	£29 million	The scheme was a major regeneration project that created a new bus station, multistorey car park, and improved public realm around Lincoln's railway station. It aimed to enhance transport integration, support economic growth, and improve accessibility and urban quality for residents, commuters and visitors.	The scheme successfully delivered a modern bus station, multistorey car park and enhanced public realm, improving connectivity between bus, rail, and active travel modes, as well as making Lincoln more accessible for residents and visitors. Traffic volumes on key city centre roads dropped significantly post-construction, contributing to improved air quality and a reduction in greenhouse gas emissions, aligning with the project's sustainability goals. The Transport Hub acted as a catalyst for wider regeneration, including the Cornhill Quarter and Market Hall developments with increased commercial occupancy, rising business rates and improved deprivation indicators in the area.

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				Road traffic collisions in the vicinity of the hub decreased and the new infrastructure provided a safer, more attractive environment for pedestrians and cyclists.
Loughborough Town Centre Improvements (5YA)	Leicestershire County Council	£17.7 million	The scheme involved the completion of the Inner Relief Road (Jubilee Way), closure of the A6 through the town centre and significant public realm improvements, to enhance pedestrian and bus interchange facilities. The scheme aimed to reduce congestion, improve air quality and safety, and support town centre regeneration by enabling better accessibility and encouraging inward investment.	<p>Significant reductions in traffic volumes through the town centre led to improved air quality and reduced severance, particularly along Swan Street and Market Place, which were pedestrianised.</p> <p>The scheme unlocked development opportunities, including the Baxtergate leisure complex and Aumbery Gap residential development, contributing to increased business numbers and employment in the area.</p> <p>Traffic collisions in the study area decreased by 43% over 5 years, indicating improved road safety, although serious collisions saw a slight increase and were redistributed away from pedestrian-priority zones.</p> <p>The scheme delivered high-quality bus interchange facilities and improved pedestrian environments, enhancing accessibility for non-motorised users and disabled people. Despite some initial disruption, bus services recovered well post-construction and user surveys indicated broad support for the upgraded infrastructure.</p>
Luton Town Centre (5YA)	Luton Borough Council	£23.67 million	The scheme involved constructing a new link road to complete the town's inner ring road, developing a new bus interchange adjacent to Luton station and implementing changes to traffic circulation on the north side of the town centre. These interventions aimed to reduce congestion, improve safety for sustainable transport users and support economic regeneration through better access and infrastructure.	<p>Completion of the inner ring road and changes to traffic circulation led to improved journey times and reduced congestion, particularly around the south-east side of the town centre.</p> <p>There was a notable shift towards sustainable modes, with increased bus usage and improvements in pedestrian and cycling infrastructure encouraging active travel.</p> <p>The scheme enhanced safety for sustainable transport users and improved access to the town centre and transport interchange, addressing concerns over pedestrian-vehicle conflict and personal safety.</p> <p>The scheme facilitated major developments such as Power Court and Station Quarter, contributing to job creation and improved access to employment, although some indicators like retail vacancy rates showed mixed outcomes.</p>
Manchester Cross City Bus (5YA)	Transport for Greater Manchester	£111 million (both Cross City Bus and Leigh Guided Busway)	The scheme delivered a comprehensive set of bus priority measures, pedestrian and cycling infrastructure and highway improvements across 3 key corridors;	The programme significantly reduced bus journey times and improved reliability, particularly on the Vantage services, with peak journey times between Leigh and Manchester falling from up to 90 minutes to consistently under 50 minutes.

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			<p>Leigh to Ellenbrook; A664 Rochdale Road; and Oxford Road to enhance public transport connectivity and accessibility. It aimed to reduce journey times, improve reliability and passenger experience, and stimulate economic growth and regeneration in underserved areas through high-quality, cross-city bus services and associated infrastructure. It was intrinsically linked with the locally funded Leigh Guided Busway scheme.</p>	<p>Vantage services achieved a 20–25% modal shift from car use, contributing to increased bus patronage and exceeding pre-Covid levels in several months of 2024. Oxford Road saw a 149% increase in cycling volumes following the introduction of segregated cycle lanes, alongside modest increases in pedestrian activity and strong usage of the multi-user path along the Busway. The scheme supported regeneration in Salford, Manchester, Leigh, Atherton, and Tyldesley. It improved access to employment, education and healthcare, and delivered high value for money despite a small net increase in carbon emissions.</p>
Manchester Metrolink (5YA)	Transport for Greater Manchester	£127.27 million	<p>Metrolink Phase 3 was a major expansion of Greater Manchester’s light rail network, adding new lines to Ashton-under-Lyne, East Didsbury, Oldham and Rochdale, and Manchester Airport. The scheme aimed to improve public transport accessibility, reduce car dependency and carbon emissions, and support economic regeneration across the region.</p>	<p>Metrolink Phase 3 successfully attracted car users, with around 18% of users stating they would have driven if the tram service were unavailable. This contributed to an estimated reduction of 38.8 million car km and 6,700 tonnes of CO<sub>2</sub> emissions in 2019/20, highlighting its role in promoting sustainable travel. The expansion significantly improved public transport access to employment, education, and healthcare, especially for deprived communities. For example, nearly 30% of the most deprived residents experienced over 10% improvement in access to key destinations. Proximity to Metrolink stops has been associated with increased house prices. Studies found uplifts of up to 20.6% near the Airport Line and 10.5% near the East Didsbury Line, indicating strong economic benefits linked to improved transport accessibility. In areas like Wythenshawe, the Airport Line has expanded travel horizons, improved social and employment opportunities, and contributed to perceptions of regeneration. Businesses along the corridors reported improved access to customers and staff, though some noted increased competition.</p>
Mansfield Public Transport Interchange (5YA)	Nottinghamshire County Council	£8.5 million	<p>The scheme involved the construction of a modern bus station in Mansfield, replacing an outdated and inaccessible facility to improve public transport integration, accessibility, and user experience. Opened in 2013, the new interchange includes enhanced connections to the railway station, sustainable design features, and aims</p>	<p>The new interchange significantly enhanced connectivity between bus and rail services through a fully enclosed, accessible footbridge, improving multimodal travel options. Surveys showed consistently high levels of satisfaction with the facility’s cleanliness, safety and information provision, with improvements noted even 5 years after opening. While initial increases in bus patronage were observed (7% in the first year), numbers declined over time in line with national</p>

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			to encourage a shift from car use to public transport while supporting wider town centre regeneration.	trends. However, bus punctuality improved and remained above regional and national averages. The scheme helped catalyse local development, including the £2.4 million Queen's Place building and a £12 million hotel and restaurant complex, contributing to job creation and economic output.
Midland Metro Birmingham City Centre Extension (5YA)	Transport for West Midlands	£128.3 million	The scheme extended Midland Metro Line 1 by 1.4km into Birmingham city centre, improving connectivity with new stops at Snow Hill, Bull Street, Corporation Street, and a terminus at New Street Station. It also included tram depot enhancements, and a new fleet of larger trams and enhanced infrastructure to support accessibility, safety, and service frequency.	Employment in the scheme's impact zone grew by an average of 1.8% per annum post-completion, outperforming Birmingham and regional averages, indicating improved attractiveness for investment and job creation. Residential property prices in the impact zone grew at an average of 7.6% per annum post-completion, higher than all comparator areas, suggesting enhanced desirability linked to improved connectivity. The number and total value of planning applications over £10m increased post-completion, with a 44% rise in total value, reflecting increased development interest in the area. The scheme enhanced access to central Birmingham, particularly benefiting elderly and mobility-constrained individuals, contributing to improved social inclusion, reduced travel stress, and potential environmental and health benefits. Patronage on the Midland Metro system rose from a relatively stable level of around 5 million to approximately 8 million in the 3 years following the extension's opening.
Newhaven Port Access Road (1YA)	East Sussex County Council	£23.16 million	The scheme is a strategic infrastructure project designed to improve connectivity between the A259 and Newhaven Port, facilitating economic regeneration and reducing traffic impacts on residential areas. The scheme includes a new single carriageway with footway/cycleway and a bridge over the railway and Mill Creek, completed in 2 phases by 2020 and opened to traffic in February 2022.	NO <sub>2</sub> emissions decreased at most monitoring sites, with a 27.8% reduction at Drove Road and a 5.13–8.39% reduction in CO <sub>2</sub> emissions on key roads, indicating improved air quality and reduced traffic-related pollution. Total collisions in Newhaven dropped by 44% (from 45 in 2018 to 25 in 2022), and serious injuries fell by 53.3%, showing enhanced safety on previously congested routes. The scheme contributed to a modest increase in commercial properties (up 4%) and supported job creation in the Enterprise Zone, with an estimated 455 net additional jobs attributed to the scheme. Journey times on key freight routes decreased, and HGV traffic was successfully diverted from residential roads to the new access road, reducing community severance and improving living conditions.

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<p>Norwich Northern Distributor Road (NDR) (5YA)</p>	<p>Norfolk County Council</p>	<p>£205 million</p>	<p>The scheme is a 20 km dual carriageway designed to connect the A1067 Fakenham Road to the A47 at Postwick, facilitating strategic traffic distribution around Norwich. It forms part of a broader transport strategy aimed at reducing congestion, promoting sustainable travel, and unlocking housing and employment growth in the Greater Norwich area.</p>	<p>The scheme has successfully reduced traffic volumes on local roads and improved journey times with observed savings of up to 28% on routes directly benefiting from the scheme. Air quality has improved across the study area, with NO<sub>2</sub> concentrations well below legal limits. Noise impacts have generally been negligible or beneficial. The NDR route performs better than the national average for A-roads in terms of collision rates and KSI (Killed or Seriously Injured) casualty rates, although some sections showed higher than average figures and require further investigation. Operational carbon emissions are likely lower than originally predicted due to reduced vehicle km and increased uptake of electric vehicles, while housing and employment development linked to the NDR has progressed slowly, partly due to nutrient neutrality constraints (where residential development must now demonstrate they do not add to the phosphorus and nitrogen issues in the catchment areas).</p>
<p>Nottingham Tram Extension (NET2) (5YA)</p>	<p>Nottingham City Council</p>	<p>£536.2 million (NB this was a PFI scheme. Total construction costs were higher and absorbed by the private sector)</p>	<p>The scheme expanded the city's tram network with 2 new routes: one to Chilwell via Queen's Medical Centre and Beeston, and another to Clifton via Wilford. The scheme aimed to provide a sustainable alternative to car travel, improve public transport capacity and accessibility, and support regeneration and environmental goals across Nottingham.</p>	<p>NET Phase Two increased city centre public transport capacity by 15%, expanded park and ride provision by 2,300 spaces, and more than doubled passenger journeys and revenue compared to pre-expansion levels. Around 32–35% of Phase Two users previously travelled by car, contributing to the removal of over 22 million vehicle km per year and 5,500 tonnes of CO<sub>2</sub> equivalent emissions from the road network. The scheme improved access to employment, healthcare and education, particularly benefiting mobility-impaired users with many reporting enhanced travel frequency and quality of life. NET Phase Two supported inward investment and development, with house prices in tram corridors rising faster than elsewhere in Nottingham and businesses citing tram connectivity as a key factor in location decisions.</p>
<p>Pennine Reach (Blackburn) (5YA)</p>	<p>Blackburn with Darwen Borough Council</p>	<p>£43.50 million</p>	<p>The scheme was developed to enhance public transport connectivity across East Lancashire, particularly between Accrington, Blackburn, Darwen, and surrounding towns, through high-quality bus priority measures and infrastructure upgrades. It aimed to reduce congestion, improve bus reliability and journey times, and</p>	<p>Time compliance for bus services improved significantly, with service 1 rising from 86% in 2016 to 91% in 2024, and services 6/7 from 84% to 90%. Bus patronage recovered to pre-Covid levels faster than the national average with services 6, 6A, 7 &amp; 7A exceeding 2019 passenger numbers by 2023. All monitored sites along the route showed reductions in NO<sub>2</sub> levels between 2019 and 2023, and all Air Quality Management Areas along the route in Blackburn with Darwen were revoked.</p>

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			support regeneration by making public transport a more attractive alternative to car travel.	The scheme supported increased delivery of employment land and housing, as well as road safety improvements, with a 55.6% reduction in slight personal injury collisions from 2017 to 2022.
Portsmouth Northern Road Bridge (5YA)	Portsmouth City Council	Unknown	The scheme involved replacing a deteriorating 1927 bridge in Cosham, Portsmouth, with a modern structure to maintain a critical north-south transport link over the railway, improve safety, and support sustainable travel. The new bridge includes a 3-lane carriageway with a dedicated southbound bus, cycle, and taxi lane, along with enhanced pedestrian and cycling facilities.	No rail safety incidents occurred post-scheme and personal injury collisions on Northern Road decreased by 10% aligning with wider area trends. Pedestrian activity increased by 25% on weekdays and 67% on weekends; cycle flows also rose, though exact figures are uncertain due to baseline data limitations. Northern Road remained the preferred route for buses with a dedicated lane improving perceived priority, although patronage increases were not conclusively evidenced. NO <sub>2</sub> and CO <sub>2</sub> emissions were lower than forecast while local business occupancy and parking revenue remained stable, indicating no economic detriment and supporting regeneration aims.
Portsmouth Tipner Interchange (5YA)	Portsmouth City Council	£27.10 million	The scheme, opened in April 2014, comprised a new grade-separated motorway junction on the M275, a high-quality park and ride facility, a southbound bus lane, and bus priority measures including signalisation of Rudmore Roundabout. Its primary objectives were to kick-start the regeneration of Tipner, improve access via sustainable transport and reduce congestion in Portsmouth.	Traffic flows on the M275 decreased rather than increased as forecast and journey times worsened, particularly on the M275 southbound slip road due to signalisation at Rudmore Roundabout. The park and ride site was well used with an average of 660 daily bus passengers in its fifth year, primarily by leisure users, though commuter uptake was lower than expected. Carbon emissions decreased by 9% (versus a 2% forecast reduction) and noise and air quality impacts were better than expected due to lower traffic volumes, although HGV emissions on local roads were higher than forecast. The Benefit Cost Ratio (BCR) was revised down from 7.64 (forecast) to 2.46 (outturn), indicating a 'High' rather than 'Very High' value for money. Road traffic collisions increased slightly but severity decreased with no serious collisions at Rudmore Roundabout post-scheme.
Rochdale Interchange (5YA)	Transport for Greater Manchester	£11.73 million	The scheme involved relocating the town's bus station to a new riverside site, integrating it with the adjacent Metrolink terminus to create a modern, multi-modal transport hub. The relocation freed up land in the town centre for regeneration, including a major retail and leisure development.	Overall passenger satisfaction with the interchange doubled from 49% to 98% with significant improvements in perceptions of safety, cleanliness and ease of navigation. Feelings of safety during darkness rose from 45% to 93% and satisfaction with the secure waiting environment increased from 25% to 97%.

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				<p>The scheme enabled the demolition of the old bus station and the development of a 200,000 sq. ft. retail and leisure complex with further commercial and residential development planned. Despite minor cost increases and changes in patronage, the scheme continues to offer very high value for money with a revised BCR of 5.63.</p>
Stockport Town Centre Major Scheme (1YA)	Stockport Metropolitan Borough Council	£74.74 million	<p>The Town Centre Access Plan (TCAP) was an infrastructure investment aimed at improving accessibility and connectivity to and around Stockport town centre by all transport modes, while easing congestion for general traffic and buses. Delivered in 2 phases, the scheme included road widening, new link roads, pedestrian and cycle infrastructure, as well as public realm enhancements to support regeneration and economic growth.</p>	<p>Traffic volumes through the town centre decreased, with a 14% reduction along the A6 and improved journey times and reliability across key routes, although some benefits were slightly below forecast levels. TCAP facilitated access to key development sites like Stockport Exchange and Redrock, contributing to increased business investment, improved perceptions of the town centre and local employment growth. Initial monitoring showed reductions in greenhouse gas emissions, noise levels and improved air quality at several locations, aligning with the scheme's sustainability goals. Pedestrian and cycling infrastructure improvements led to increased weekend active mode usage, though feedback indicated a need for more coherent and segregated cycling routes to support modal shift.</p>
Taunton Northern Inner Distributor Road (NIDR) (5YA)	Somerset Council	£25.54 million	<p>The Taunton NIDR, now known as Trenchard Way, was constructed to provide a new east-west link across Taunton, improving access to the Firepool regeneration area and relieving congestion in the town centre. The scheme included new bridges, junction upgrades, and pedestrian and cycle infrastructure, aiming to support sustainable travel and economic growth.</p>	<p>The scheme successfully reduced traffic volumes in central Taunton, particularly along Greenway Road, supporting its congestion relief objective. NOx levels across multiple monitoring sites in the town centre showed a significant downward trend post-scheme, indicating improved air quality. Collision data suggests a downward trend in total and pedestrian-related incidents, indicating likely improvements in road safety. Despite the scheme's aim to unlock development at Firepool, commercial growth has been limited with only 2 office developments delivered and broader regeneration still pending.</p>
Thornton to Switch Island (Sefton) (5YA)	Sefton Metropolitan Borough Council	£21.05 million	<p>The A5758 Broom's Cross Road is a single carriageway link road connecting the A565 Southport Road in Thornton to the M57/M58/A59/A5036 junction at Switch Island, bypassing the communities of Netherton and Thornton. The scheme was designed to relieve congestion, improve strategic</p>	<p>Traffic volumes on parallel routes such as Lydiate Lane and Edge Lane reduced by up to 70%, leading to significant improvements in air quality and reductions in NOx emissions (e.g. over 2,700 kg/year on Lydiate Lane). The scheme delivered journey time savings of 6-7 minutes during peak periods between Switch Island and the A565, matching forecasts and improving strategic access to Southport and the Port of Liverpool.</p>

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			access, and enhance environmental quality and safety along the local highway network.	Personal injury collisions across monitored corridors decreased by 35% with notable reductions along the B5207 corridor supporting the scheme's safety objectives. The scheme achieved an outturn BCR of 12.2 confirming it continues to deliver very high value for money despite a modest increase in costs.
Todwick Crossroads Improvement (5YA)	Rotherham Metropolitan Borough Council	£14.96 million	The A57 improvement scheme involved upgrading a single carriageway to a dual two-lane carriageway between M1 Junction 31 and Todwick Crossroads in Rotherham, including the replacement of a signal-controlled junction with a roundabout. The project aimed to improve safety, reduce congestion, and enhance journey time reliability while supporting economic growth in the Dinnington area.	Collisions reduced from an average of 9.1 per year pre-scheme to 3.3 per year post-scheme with no fatalities recorded since completion. The new roundabout at Todwick Crossroads operates well within capacity, alleviating previous queuing and delay issues. Journey times improved on most key routes with reductions of up to 46% in peak periods, although some increases were noted due to nearby development and motorway works. The scheme facilitated access to the Dinnington Growth Zone contributing to local employment and infrastructure development aligned with Rotherham's Growth Plan.
Walton Bridge (5YA)	Surrey County Council	£32.63 million	The scheme involved the construction of a permanent sixth bridge across the River Thames at Walton-on-Thames, replacing temporary and aging infrastructure to ensure long-term connectivity for vehicles, pedestrians, and cyclists. Alongside the bridge, the project delivered improved junctions, enhanced public amenities at Cowey Sale and upgraded facilities for non-motorised users.	The new bridge successfully replaced temporary infrastructure, providing a durable crossing with a 120-year design life and carrying approximately 33,900 vehicles daily. Enhanced pedestrian and cycling infrastructure led to increased usage with cycle and pedestrian volumes rising significantly post-implementation. Average delays decreased by up to 80% southbound and significantly northbound during peak hours improving journey times and reliability. Collision rates, particularly at the Walton Lane junction, dropped markedly from 7 incidents pre-scheme to just 2 post-scheme, demonstrating improved safety outcomes.
Wokingham (Arborfield Cross) (1YA)	Wokingham Borough Council	£28.36 million	The scheme is a 2.3 km single carriageway built to alleviate traffic congestion on the A327 caused by planned developments, particularly the Arborfield Strategic Development Location. It connects A327 Reading Road in the north to A327 Eversley Road in the southeast, bypassing Arborfield Cross and includes shared-use paths, new junctions and a green bridge for non-motorised users.	Traffic at the Arborfield Cross roundabout decreased by 54%, surpassing the target of 40%, and journey times improved significantly, especially in the AM peak, helping to reduce congestion and emissions. The scheme enabled access to 2,700 dwellings at Arborfield Garrison unlocking planned development in line with Wokingham Borough Council's Core Strategy. Non-motorised user flows increased by 166% across surveyed locations far exceeding the 2.5% target, indicating improved connectivity and support for healthier travel modes.

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				The scheme contributed to reduced CO <sub>2</sub> emissions, improved air quality in Arborfield village and supported local economic growth through housing completions and new employment sites.
Worcester Integrated Transport (5YA)	Worcestershire County Council	£20.40 million	The Worcester Transport Strategy is a long-term, multi-modal infrastructure plan aimed at improving transport efficiency, reducing carbon emissions and enhancing community participation across Worcester. Phase 1 of the strategy included corridor upgrades, rail station enhancements, intelligent transport systems and junction improvements, all delivered to support sustainable economic growth and better connectivity in the region.	Notable reductions in journey times were observed, particularly along the Southern Link Road and Tolladine Road corridors, suggesting enhanced traffic flow and reduced congestion. Bus patronage rose significantly from 12,535 passengers in 2013 to 33,902 in 2022/23, while rail usage also increased pre-Covid, indicating a shift toward more sustainable travel modes. Nitrogen dioxide (NO <sub>2</sub> ) levels across Worcester's Air Quality Management Areas (AQMAs) generally declined with no exceedances recorded in 2021, suggesting environmental benefits from the scheme. Employment in Worcester increased by 6.8% between 2011 and 2021 and Gross Value Added (GVA) rose steadily, although direct attribution to the scheme remains inconclusive due to external factors like Covid-19.