

M62 Junction 6 Improvements

Appraisal Summary Table

Option Preferred Route		Description Addition of free flow link from M57 southbound to M62 eastbound (Link A) and M62 westbound to M57/A5300 northbound (Link C) to the existing grade separated junction.	Problems Peak time congestion at roundabout and queuing on slip roads	Present Value of Costs to Public Accounts £30.05m
OBJECTIVE	SUB-OBJECTIVE	QUALITATIVE IMPACTS	QUANTITATIVE ASSESSMENT	ASSESSMENT
ENVIRONMENT	Noise	9 additional people will experience noise levels above 64dB(A). 2 of these will have levels between 70-74 dB(A).	Estimated population annoyed (EPA) in the study area: Do minimum = 169 Do something = 171	Estimated population annoyed by traffic = +2
	Local Air Quality	Proposed scheme results in a slight deterioration to the air quality levels around the junction, however there will be an improvement over the existing situation. Link A brings 6 additional properties within 200m of the scheme.	No. properties worse off = 50 No. properties better off = 11 No. of properties no change = 9	Aggregate PM ₁₀ = 97.69 Aggregate NO ₂ = 137.92
	Greenhouse Gases	Scheme would result in an increase of <0.5% (84,380 tonnes) in CO ₂ in Opening Year 2009 compared with the do-minimum scenario.	19,309,238 tonnes of CO ₂ with Do-Minimum 19,393,609 tonnes of CO ₂ with Do-Something	Nett increase of 84,380 tonnes of CO ₂
	Landscape	Visual impact of Link A negligible to wider landscape given location in cutting. Link C and re-aligned M62 Westbound entry slip road introduce visually prominent embankments into an open landscape; mitigation planting will help reduce impact over time.	Not applicable	Slight Adverse
	Townscape	Proposals reduce gap between urban edges and major road corridors; however, alleviation of congestion will benefit the wider urban environment.	Not applicable	Neutral
	Heritage of Historic Resources	Based on current information, scheme will have a direct impact on six archaeological sites, three of Local and three of District importance. All six impacts are slight adverse. Majority of Link A has no archaeological potential, but some potential in Link C, especially to the east of Ox Lane. No Scheduled Monuments within vicinity of the scheme, and no Listed Buildings are directly affected.	Not applicable.	Slight Adverse
	Biodiversity	The loss of the mature broadleaved woodland due to Link A and the loss/severance of the mature species-rich hedgerow along Ox Lane due to link C would affect great crested newt terrestrial habitat, bat and barn owl foraging and commuting routes. Habitat disturbance would be offset in the short to medium-term (dependant on habitat) by recreating woodland, hedgerows, wetland and wildflower grassland, and by appropriate landscaping south of Link C, combined with an underpass at Ox Lane designed to redirect protected species away from the carriageway.	Approx. 0.2 ha mature broadleaved woodland lost / Approx. 3.5 ha woodland created. < 0.1 ha species-rich grassland lost / Approx. 1.7 ha species-rich grassland created. 270 metres hedgerow lost / > 600 metres hedgerow planted.	Slight Adverse
	Water Environment	Minor increase of approx 450 l/sec in run-off volumes but no mitigation required by Environment Agency. No predicted impacts on flood risk or groundwater. Mitigation provided includes oil interceptors on both links and balancing pond/wetland feature with reed beds on Link C.		Neutral
	Physical Fitness	Number of pedestrian/cycling journeys may increase with provision of new NMU crossing at Potters Pits bridge.		Slight Beneficial
Journey Ambience	Improvements scheme will lead to reduced congestion and delay thus reducing driver stress.		Moderate Beneficial	
SAFETY	Accidents	Savings in personal injury accidents over a 60 year assessment period.	Most Likely – 45 PIA s saved with casualties of 0 Fatal, 5 Serious, 58 Slight.	PVB £1.455m
	Security	Ellis Ashton Street bridge will be re-opened, temporarily for traffic during construction and permanently for pedestrian access. The underpass along Ox Lane is on-line and illuminated with through visibility. A new pedestrian/cycleway crossing is proposed at Potters Pits bridge.		Moderate Beneficial.
ECONOMY	Public Accounts		Central Govt PVC £30.05m, Local Govt OVC £Nil	PVC £30.05m
	Business Users & Providers	Reduced journey times and vehicle operating costs by reducing congestion at Junction 6 roundabout.	Users PVB £387.88m, Providers PVB £0, Other PVB £0.	PVB £387.88m
	Consumer Users	Reduced journey times and vehicle operating costs by reducing congestion at Junction 6 roundabout.		PVB £33.71m
	Reliability	Reduction in peak time congestion will improve journey time reliability for over 20,000 vehicles per day.		Beneficial
	Wider Economic Impacts	The scheme will have a positive effect on regional regeneration strategies.	Estimated that scheme will generate between 731 and 914 jobs.	Beneficial
ACCESSIBILITY	Option Values	Not applicable.		Neutral
	Severance	Reduced severance experienced with reduction of approx 30% traffic at existing roundabout. Introduction of Potters Pits footbridge/cycleway provides grade separation over M62 without need to use roundabout.	2 Walking Groups including 'Walking for Health' plus cyclists will have grade separated access across M62. All users will benefit from reduced flows at roundabout.	Slight Positive.
	Access to the Transport System	Will not have an impact on access to transport system.		Neutral
INTEGRATION	Transport Interchange	Scheme does not include any additional public transport provision or freight interchange facilities.	Not applicable	Neutral
	Land-Use-Policy	Scheme is consistent with National, Regional and Local policy.	Not applicable	Beneficial
	Policies	Scheme is beneficial to a range of government policies for transport, economic regeneration and growth in EU Objective 1 Area. Both Regional Spatial Strategy and Knowsley UDP support scheme.	Not applicable	Beneficial