

POPE of Major Schemes Summary Report

Scheme Title	A63 Melton GSJ	Major Schemes No:	42
Opening Date	October 2006		
POPE Stage	One Year After		

Scheme Description

The scheme involved the construction of a grade separated junction replacing three former at-grade junctions, including one signalised crossroads, on the A63 west of Hull. The key features of the scheme are:

- ◆ An overbridge, four slip roads, and two dumb-bell roundabouts, and another overbridge for pedestrians and cyclists;
- ◆ 1.5 km of dual carriageway, on a slightly different alignment to the old A63; and
- ◆ Link roads connecting the junction with the local road network and with proposed new development sites.

Objectives

- ◆ Remove junction delays
- ◆ Facilitate development
- ◆ Reduce accidents

Objective Achieved?

Yes
 Yes
 Too early to conclude

Main Impacts

- Environment**
- Visual intrusion is caused by the junction, footbridge and lighting, but will reduce as planting matures.
 - The balancing pond has reduced flood and pollution risk.
 - Initial archaeological assessment did not anticipate the sites that were found during construction; some sites damaged but preserved by record.
- Safety**
- There has been no accident reduction in the study area, but one year is too little time to draw a firm conclusion.
- Economy**
- Traffic on A63 has increased due to reassignment. No new development traffic yet, but this is expected in future.
 - Journey time benefits are close to those predicted.
 - The outturn cost was £37.6 m (2002 prices). This is 2.6 times the predicted cost.
 - Despite the cost overrun and the lack of accident benefits, the time saving results in a BCR of 2.5.
- Accessibility**
- Improves vehicle accessibility to development sites.
 - Increased community severance, in terms of distance travelled to cross the A63. However, safety for pedestrians and cyclists has improved, and disabled persons may use the footbridge ramps.
- Integration**
- Promotes Structure and Local Plan policies for development and regeneration.

Detailed Traffic Impacts

- ◆ Traffic on the A63 at Melton in 2007, one year after opening, was 50,700 vehicles per day (vpd), compared with 45,600 vpd in 2004, before the start of construction.
- ◆ The actual before and after flows are both lower than predicted, probably due to less development occurring before 2006 than was assumed.
- ◆ Flows using the junction are light at present, because the development facilitated by the scheme has yet to be completed.

Economic Summary

	Forecast	Actual
30 year Benefits (2002 present value)	£98.8m	£84.0m
Costs (2002 present value)	£13.0m	£34.2m
Benefit Cost Ratio (BCR)	7.6	2.5

Key Findings

- ◆ Traffic forecasts for the scheme were too high, probably owing to development assumed for the do-minimum case not having occurred.
- ◆ Late upward revision of traffic forecasts resulted in last-minute design changes, causing delays and additional construction costs.
- ◆ There was a wide difference between high-growth and low-growth predictions, and no central case was presented, making it difficult to know what was really being predicted.
- ◆ Journey time savings were within the (wide) range of forecasts, but nearer to the low-growth prediction.
- ◆ The number of accidents occurring within the strict confines of the scheme area has fallen (based on only a single year's data since opening). However, on a wider network of roads likely to have been affected by the scheme, there has been no change in the accident rate. Thus it is possible to present different conclusions according to the data selected.
- ◆ While collisions at traffic signals and at central reserve crossings have now been eliminated, collisions on slip and link roads have occurred, and single vehicle accidents have increased.
- ◆ The archaeological potential of the site had not at first been understood. Good, peer-reviewed archaeological investigation at the start of a scheme would permit a realistic estimate of the time and cost of subsequent work in the pre-construction stage.
- ◆ The cost estimate failed to take sufficient account of a number of items, e.g. land, compensation claims, statutory undertaker works, costs of materials, contractor's overheads and fees.