

POPE of Major Schemes Summary Report

Scheme Title	M60 J5 – J8 Widening	Major Schemes No:	037
Opening Date	June 2006		
POPE Stage	One Year After		

Scheme Description

The scheme involved improvement of the carriageway and junctions between J5 and J8 of the M60 in the south-west of Manchester. It consisted of:

- ◆ Widening of the motorway between J5 and J6 from 3 lanes to 4 in each direction.
- ◆ A new access road to Manchester University Playing Fields, and an improved footbridge at Dunmow Walk.
- ◆ A new landmark cable-stayed footbridge crossing the M60 at Sale Water Park between J6 and J7.
- ◆ Parallel distributor lanes between J6 and J7 of the M60.
- ◆ Widening of the motorway between J7 and J8 and through J8 from 2 lanes to 3 in each direction.
- ◆ A new landmark cable-stayed bridge for pedestrians and equestrians, crossing the M60 at the Mersey Valley between J7 and J8.

Objectives

Objective Achieved?

- | | |
|---|-----|
| ◆ To provide additional capacity, alleviate congestion and reduce delays. | Yes |
| ◆ To encourage traffic away from less appropriate routes. | Yes |
| ◆ To improve safety, particularly at J7 of the M60. | Yes |
| ◆ To cater for traffic generated by Trafford Park shopping & leisure development and Manchester Airports runway 2 | Yes |

Main Impacts

- | | |
|----------------------|--|
| Environment | <ul style="list-style-type: none"> – Low noise surfacing, and biodiversity, landscape and water mitigation measures in place. – Reduction in journey times likely to have reduced driver stress – New cable-stayed bridges are a feature of the landscape providing a sense of place. |
| Safety | <ul style="list-style-type: none"> – A statistically significant saving of 75 accidents in the first year. – A large reduction in the number of accidents at J7 of the M60. |
| Economy | <ul style="list-style-type: none"> – Traffic levels have been affected by completion of the repair works at Thelwall Viaduct on the M6 completed in February 2005. – Traffic levels on local roads south of the scheme have reduced. – Journey time savings on the M60, particularly in the westbound direction. – Route stress has reduced on the widened sections of the M60. – Economic benefits for the scheme showing value for money. |
| Accessibility | <ul style="list-style-type: none"> – Benefits to non-motorised users with the construction of two landmark cable-stayed bridges crossing the M60 at Sale Water Park and the Mersey Valley. – Provision for Trans-Pennine Equestrian Trail over the M60 at the 'Pegasus' Mersey Valley bridge. |
| Integration | <ul style="list-style-type: none"> – The scheme aligns with Regional and Unitary Policy. – The scheme has helped provide capacity for additional traffic generated by Trafford Park and Manchester Airport's second runway. |

Detailed Traffic Impacts

- ◆ Traffic levels on the improved M60 one year after opening were similar to those before scheme construction, at around 125,500 vehicles per day (2 way).
- ◆ Flows on local roads monitored south of the scheme have shown a reduction one year after opening, indicating that the scheme has encouraged some traffic away from inappropriate routes. However, minor roads north of the scheme and many links elsewhere on the motorway network, including the northern section of the M60, have shown an increase in flows.
- ◆ The M6 and M62 have shown considerable increases in traffic of more than 10%, and this can be attributed to re-assignment of traffic following the completion of the Thelwall Viaduct works in early 2005, and can explain the apparent reduction or lack of growth on the widened section of the M60.
- ◆ Significant time savings have been witnessed along the southern part of the M60 between J12 in the west, and J24 in the east, particularly in the westbound direction and in the AM peak. Eastbound journey time savings have been less significant.
- ◆ The cross city route shows time savings in the eastbound direction, but in the westbound, journeys are taking longer, particularly in the PM peak;
- ◆ Average speeds on the M60 have increased by around 16mph in the westbound direction, and have increased only marginally in the eastbound direction.
- ◆ Route stress on the widened section between J5 and J6 of the M60 has reduced from 94% to 73%.

Economic Summary

	Forecast	Outturn
30 year Benefits	£239m	£190m
Costs	£63m	£80m
Benefit Cost Ratio (BCR)	3.8	2.4

All prices converted to 1994 prices and discounted
Forecast based on published AST (1998)

Lessons Learnt

- ◆ Uncertainty of re-assignment from improvement to Thelwall Viaduct contributing to traffic volume and economic benefits.
- ◆ Safety benefits take a longer time to accrue and accident savings at the One Year After stage should only be treated as an indication of emerging results.
- ◆ Assessment of a scheme of this scale is difficult as there can be a number of other factors having impacts on strategic traffic, in this case the works at Thelwall Viaduct on the M6 which lasted throughout 2003/4 and were not foreseen in the original forecasts.
- ◆ The input-decks for the scheme's COBA model were no longer available therefore it was not possible to re-assess the Safety and Economy impacts using the same methodology and hence not possible to make a judgement on the accuracy of the forecasts.
- ◆ From the sparse information available on the original modelling work and study area used, it is felt that the safety benefits re-forecast at the One Year After stage are likely to be an underestimate, as they are based on a smaller geographical area.
- ◆ Likewise, with the Value of Time benefits, the original modelling work would have included a much larger geographical area, and not just the M60 as used in the 30 year re-forecast.
- ◆ The BCR forecast in the 1998 AST cannot be directly compared with the re-forecast in the One Year After study, as a different study area and methodology has been used to calculate them.
- ◆ Where sign gantries are close to properties it is not always possible to provide visual mitigation. They are visually prominent within the route corridor.

