

POPE of Major Schemes Summary Report

Scheme Title	M62 Junction 6 Improvement
Opening Date	December 2008
POPE Stage	One Year After Study

Scheme Description

The M62 Junction 6 Improvement is a Highways Agency major scheme providing freeflow link roads in each direction between M62 east and M57 north, to enable traffic making these movements to avoid the M62 Junction 6 roundabout ('Tarbock Island'). New 'Link A' caters for the North to East movement, and new 'Link C' caters for the East to North movement.

Objectives (from OPR)

Objective Achieved?

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|---|-----|
| • Ensure there is no worsening of environment | Yes |
| • Improve safety | Yes |
| • Improve facilities for non-motorised users | Yes |
| • Reduce peak congestion compatibly with transport policies | Yes |
| • Positively influence regeneration | Yes |

Key Findings

- Most scheme objectives were met. Cost (PVC) and benefits (PVB) were accurately predicted.
- The traffic volume on Link C is about the same as predicted and the actual traffic on Link A is 17% higher than predicted.
- The total volume of turning traffic (including the new links) has risen by 3% probably due to reassignment from other roads. Traffic using the roundabout itself has fallen by 25%, as a result of diversion to the new link roads.
- The time savings and queue reductions are most pronounced for the movements directly relieved by the new links.
- The evaluated vehicle-time benefit is very similar to that predicted.
- The small reduction in accidents actually observed in the opening year is not statistically significant, but nevertheless it is much greater than the low number predicted.
- The predicted vehicle operating cost benefits were unusually large, particularly for goods vehicles. This surprising result appears to be related to how the traffic modelling program was used in scheme forecasting.
- Landscape planting is generally establishing satisfactorily, although some plants including standard size trees have failed and required replacement.
- Biodiversity mitigation has been implemented in line with proposals.
- Archaeological site investigation took place before construction and several important finds, including Stone Age settlements were found.
- Non Motorised User (NMU) provision has been implemented as part of the scheme as expected but connection to the wider footpath network has yet to be implemented by others.
- Journey ambience has improved with the provision of freeflow links and clear gantry-based signage.

Summary of Scheme Impacts

Traffic

- Link A (from M57N to M62E) carries about 12,400 vpd, or 17% more than predicted.
- Link C (from M62E to M57N) carries about 10,100 vpd, the same as predicted.
- With the diversion of traffic to the new links A and C, there has been a 25% reduction in traffic using the roundabout.
- There has been a 3% increase in total traffic turning at the junction, including the new link roads.
- Queues have shortened on approaches relieved by the new links, and on other approaches where not signal-controlled.
- Journey time savings are experienced mainly in the peaks, with over 1 minute being saved by vehicles using Link A, and about 2 minutes for vehicles on Link C.

Safety

- There were 17 PIAs at the junction in the opening year after opening, compared with an average of 22.6 per year in the 5 years before the start of construction. The change is not statistically significant, and may have occurred by chance.
- The observed reduction of 5.6 accidents per year is greater than the predicted saving of 0.8 per year.
- There has been a lower proportion of shunts, and a higher proportion of single-vehicle accidents, since scheme opening
- The one-year after results are provisional, and remain to be confirmed five years after opening.

Environment

- Landscape and Biodiversity mitigation has been implemented generally as expected. However the wetland within Link C may not be establishing as expected at this stage and scheme planting, including standard size trees, have failed and required replacement. Impacts on GCN and bats could be worse than expected at this stage.
- The public consultation for Heritage is considered better than expected, as a result of an exhibition and interactive website for archaeology.
- The increase in greenhouse gases is very much less than predicted; this is due to an error in the calculation of the prediction.
- NMU provision has been implemented as expected but connection to the wider footpath network has yet to be implemented by others.
- Journey experience has improved due to the provision of freeflow links for the most important movements at the junction, and the provision of gantries with clear signage.

Accessibility

- Severance has potentially been improved by the construction of an extension to Potters Pits Bridge across the M62. However the potential will only be realised if the bridge is opened to pedestrians and cyclists by the local authority.
- Conditions for pedestrians at the roundabout are unlikely to have improved because the timings of the signalised crossings remain the same.
- The scheme did not impact on access to public transport.

Integration

- Land Use Policy and Other Government Policies are supported by the scheme, with the exception of environmental policies, but the impacts are limited by mitigation measures.

Summary of Scheme Economic Performance

- The outturn cost was £31.2 million, almost exactly the same as the final estimate.
- The Present Value of Cost (PVC), expressed in market prices and taking into account indirect tax revenue, is £31.5 million.
- The monetary benefit from time saving is re-forecast to be £69.9 million, similar to the predicted value.
- The monetary benefit from accident saving is re-forecast to be £9.9 million, higher than predicted.
- The BCR of 2.5 is a little better than predicted and demonstrates good value for money.

Costs and Benefits (2002 present value year)	Pre-scheme Forecast	Post-opening reforecast
Journey Time Benefits	£70.8m	£69.9m
Safety Benefits	£1.4m	£9.9m
Total Present Value Benefits (60 years)*	£72.2m	£79.8m
Present Value of Cost (PVC) **	£30.8m	£31.5m
Benefit Cost Ratio (BCR)	2.3	2.5

**Original forecasts included large benefits for the vehicle operating costs of goods vehicles which have been omitted here due to uncertainty over their derivation.*

*** PVC is reduced by £0.2m due increase in Indirect tax revenue raised by the Treasury for both forecast and outturn*

This document summarises the findings of the five year after post opening evaluation study completed in February 2011.