

POPE of Major Schemes Summary Report

Scheme Title	M62 Junction 6 Improvement
Opening Date	December 2008
POPE Stage	Five Years After

Scheme Description

The M62 Junction 6 improvement scheme was implemented to address congestion and safety issues at the roundabout known locally as Tarbock Island. The roundabout is the junction of the M62 (east-west), M57 (north-south) and the local road network. The scheme aimed to address these issues by relieving the roundabout of traffic movements between the M57 north and M62 east. In order to do this two new links were provided to facilitate free-flow movements between the M57 north and the M62 east. The scheme opened in December 2008. The two new links are:

- Link A: links the M57 southbound to the M62 eastbound
- Link C: links the M62 westbound to the M57 northbound

Objectives (Order Publication Report)	Objective Achieved?
Reduce peak congestion compatibly with transport policies	✓
Improve safety	✓
Improve facilities for non-motorised users	✓
Positively influence regeneration	✓
Ensure there is no worsening of environment	✓

Summary of Scheme Impacts

Traffic

- The average daily traffic flows on new links A and C are now 15,500 and 13,600. This is higher than forecast.
- The average daily number of vehicles using the roundabout has reduced by 23% from before the scheme opened (2007).
- The new Link A has resulted in a 71% reduction in traffic using the M57 southbound exit-slip, whilst traffic using the M62 westbound-exit slip has reduced by 38% as a result of new Link C.
- The scheme has resulted in improved journey times through the junction.

Safety

- The average annual collision rate has reduced from 23.4 collisions per year (Before) to 12.6 (FYA). This is a statistically significant decrease.
- The Severity Index has increased from 0.05 (Before) to 0.13 (FYA), this is due to two fatal collisions occurring since the scheme opened.
- The observed annual average collision saving (when adjusted for background reduction) of 5.4 is greater than the annual average saving of 0.8 that was forecast.

Environment

- Landscape planting is generally establishing well along embankments, mitigating the visual impact of the scheme.
- Link C wetland was establishing well, but the bluebell area of Windy Arbor Wood was significantly overgrown with brambles lessening its effectiveness as environmental mitigation.
- The Link C saturated embankment does not appear to have suffered from any slippage and embankment planting has become established (which is likely to reduce the chances of continued saturation due to increased root uptake of water).

Accessibility and Integration

- Severance at the roundabout has not necessarily been improved because traffic flows have not reduced to the forecast levels, and the configuration of the pedestrian crossing facilities is as per the pre-scheme arrangement.
- The extension to the Potters Pits Bridge was implemented to address severance issues, however the bridge remains closed. Discussions are ongoing regarding opening the bridge.
- The scheme aligns with land-use and regeneration policies.

Economy

All monetary figures in 2002 Prices and values		Forecast	Outturn Reforecast
Present Value Costs (PVC)		£30.80m	£31.83m
Journey Time Benefits		£70.80m	£70.06m
Safety Benefits		£1.40m	£22.76m
Total Benefit (PVB)		£72.20m	£92.82m
Indirect Tax reduction impact		£0.2m	£0.2m
Present Value Benefit		£86.6m	£96.9m
Indirect Tax		£38.3m	£36.9m
Benefit Cost Ratio (BCR)	Indirect Tax impact treated as a Cost	2.33	2.90
Benefit Cost Ratio (BCR)	Indirect Tax impact treated as a Benefit	2.34	2.91

- The outturn scheme cost at 2002 prices is £31.83 million, which is higher than the forecast cost of £30.8 million.
- The 60 year journey time benefits of the scheme are evaluated as £70.06 million, which is very similar to the forecast £70.8 million predicted. These benefits have increased since the OYA evaluation.

- The safety benefits of the scheme are evaluated at £22.76 million over the 60 year assessment period. This is significantly higher than the £1.4 million forecast and the £9.9million observed at OYA.
- The total evaluated PVB for the scheme is £92.82 million, which is higher than the forecast £72.20 million. Overall, the scheme represents high value for money with an outturn BCR evaluated as 2.91.

This document summarises the findings of the Five Years After (FYA) post opening evaluation study completed in August 2015