

Post Opening Project Evaluation

M40 Junction 15 (Longbridge) Bypass



Five Years After Opening Study

January 2017

Although this report was commissioned by Highways England, the findings and recommendations are those of the authors and do not necessarily represent the views of the Highways England. While Highways England has made every effort to ensure the information in this document is accurate, Highways England does not guarantee the accuracy, completeness or usefulness of that information; and it cannot accept liability for any loss or damages of any kind resulting from reliance on the information or guidance this document contains.

What is the scheme?

The M40 Junction 15 (Longbridge) Bypass Scheme opened on the 18th June 2010. The scheme was implemented in two stages:

- **Phase One** (opened December 2009) involved construction of a dual carriageway bypass link to the west of M40 Junction 15, connecting the existing A46 north and south of the motorway in order to allow vehicles on the A46 to continue without having to travel through Junction 15 of the M40. The northern connection is a two level free-flow link and the southern connection is a roundabout which also includes an unopposed segregated left turn from the bypass to the main roundabout junction.
- **Phase Two** (opened June 2010) involved the widening and upgrading of the M40 Junction 15 roundabout in order to relieve congestion.

What are the main findings from the study?

- **Journey times** have reduced for vehicles travelling in both directions along the A46 carriageway and for all vehicles movements at M40 Junction 15. The greatest time savings are experienced during the AM network peak.
- The new A46 scheme bypass has successfully diverted traffic that does not require the M40 away from junction 15 during the post-opening period, with **26,400 vehicles using the new A46 scheme bypass** on an average weekday.
- **Traffic flows are lower than forecast** around M40 J15, however they have still increased.
- There has been **an improvement in safety**, although this cannot be directly attributed to the scheme measures.
- The impact of the scheme on the **environment is better than forecast** for the environmental indicators assessed.
- Monetary benefits are lower than the expected forecast of £268.9 million but are still high with outturn present value **benefits of £126.6 million to the economy**.
- The investment cost of building the scheme was **5% higher than forecast**.

Does the scheme meet its scheme specific objectives?

Objective	Has the objective been achieved?
To reduce congestion at M40 Junction 15 and improve travel times by reducing the amount of A46 traffic travelling through the junction.	✓
To improve safety for road users at the junction through the various improvements to the roundabout	✓

How does the scheme support Highways England's current strategic objectives?

01 Supporting Economic Growth

The scheme has reduced journey times along the A46 and reduced vehicle delay at M40 J15. The scheme will also help to facilitate increased economic activity at the Tournament Fields Business Park over the 60 year scheme life.

02 A Safe and Serviceable Network

Collisions have reduced since the scheme opened.

03 A More Free-Flowing Network

Journey time reliability has improved since the scheme opened.

04 Improved Environment

The impact of the scheme is better than forecast.

05 An Accessible and Integrated Network

The scheme has reduced severance with the implementation of the new footpath and underpass under the A46 southern connection roundabout.

If you want more detail about the outcomes of this scheme then please refer to the Five Years After Opening Evaluation Report on the Highways England website.