

Project	Type of scheme	Study length (years)	Date scheme opened	POPE sign off date	Safety findings	Safety - our comments	Forecast journey time benefits (£m 2010 prices)	Actual journey time benefits (£m 2010 prices)	Build cost (£m 2010 prices)
M1 junctions 19 to 16	ALR	3	Jan 2018	Sept 2024	Mixed - Large reduction in rate and number of PICs but increase in fatal PICs for both scheme and wider area	Wrongly compares 5 years data before construction, vs 3 years afterwards. COVID impact not considered. No KSI data	NA	NA	NA
M1 junctions 23a to 25	Controlled J23a-24 ALR J24-25	1	Feb 2019	Sept 2023	Improved - fewer personal injury collisions (PICs)	No KSI data	NA	NA	NA
M1 junctions 28 to 31	ALR	5	March 2016 & March 2017	Sept 2025	Mixed - Large reduction in PICs for scheme. In wider area, despite significant drops in slight and serious PICs, fatal PICs increased	COVID impact not considered	1,336	145	297.6
M1 junctions 39 to 42	ALR	5	Dec 2015 & Jan 2016	Sept 2023	Mixed - KSI PICs increased on the scheme but decreased in the wider area	COVID impact not considered. No KSI data	419	-66	117
M3 junctions 2 to 4a	ALR	5	June 2017	Sept 2025	Mixed - Rate and number of PICs down for scheme, although serious PICs rate and numbers up	COVID impact not considered.	289	309	173
M4 junctions 19 to 20 & M5 junctions 15 to 17	DHS	5	Jan 2014	Sept 2023	Improved - reduction in rate and number of PICs	No KSI data	943	-144	92
M5 junctions 4a to 6 & M5 junctions 5, 6 & 7	ALR	1	May 2017 - p6/7 Jan 2020 p44	Sept 2023	Improved - reduction in rate, number and severity of PICs	COVID impact not considered. No KSI data	NA	NA	NA
M6 junctions 5 to 8	DHS	5	April 2014	Sept 2023	Slight improvement - Reduction in rate and number of PICs, however number of fatal PICs on scheme and wider area remained the same.	Wider regional trends could have led to improvements. No KSI data	574	-174	118
M6 junctions 10a to 13	Controlled J10a-11a ALR J11a-13	5	Feb 2016	Sept 2024	Reduction in rate and number of PICs, but an increase in serious PICs	Only measured 4 years after construction to avoid COVID skewing data	269	-27	86
M6-junctions-16-to-19	ALR	1	March 2019	Sept 2024	Improved - reduction in rate and number of PICs	No KSI data - only looking at 1 month of data in Feb 2020	NA	NA	NA
M25-junctions 5 to 7	ALR J5-6 Controlled J6-8	5	April 2014	Sept 2023	Mixed - Reduction in rate and number of PICs. However, increase in serious PICs on scheme and in total and serious PICs in wider area	No KSI data	560	-27	110

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M25 junctions 16 to 23	Controlled	5	March 2014	Sept 2024	Improved - large reduction in rate and number of PICs	Incomplete KSI data	2,264	2,042	634
M25 junctions 23 to 27	ALR	5	J23-25 April 2014 J25-27 Nov 2014	Sept 2023	Slight improvement - number of PICs increased, but rate decreased. For the wider area, the number of PICs reduced by 10%	Minimal KSI data	1,003	11	180
M25 junctions 27 to 30	Controlled	5	May 2012	Sept 2024	Improved - reduction in rate and number of PICs	No KSI data. Lack of clarity with the data	1,020	-81	453
M60 junction 8 to M62 junction 20	ALR	1	July 2018	Sept 2023	Improved - reduction in rate and number of PICs	COVID impact not considered. No KSI data	NA	NA	NA
M62 junctions 25 to 30	DHS	5	Oct 2013	Sept 2023	Mixed - Reduction in rate and number of PICs, although slight increase in serious PICs in scheme. Falls in all categories in wider area	No KSI data	1,164	-34	146
Total							9,841	1,954	2,406.6
Glossary									
ALR - All Lane Running - permanently without a hard shouldder									
Controlled - Standard motorway with hard shoulder but with extra tech and variable speed limits									
DHS - Dynamic Hard Shoulder - Hard shoulder only used as a running lane during periods of high congestion									
KSI - Killed and Seriously Injured									
NA - Not available									
PIC - Personal Injury Collision									
Note									
COVID impact - traffic dropped dramatically during the lockdowns (main restrictions from March 2020 - March 2021) plus traffic has remained below 2019 levels since then.									
Despite making it likely that collisions would be reduced, making safety improvements appear greater than expected, this was ignored in the assessments.									