

Appendix F Appraisal Summary Table

Appraisal Summary Table		Date produced:	19/03/2015			Contact:				
Name of scheme:		Blackburn to Manchester Rail Scheme				Name	James Syson			
Description of scheme:		Infrastructure scheme to extend passing loop on Blackburn – Bolton rail route to facilitate an increase to half-hourly service frequencies between Blackburn and Manchester Victoria. The scheme also includes enhancements to selected stations on the line both north and south of Blackburn.				Organisation	BwDBC			
						Role	Promoter			
Impacts	Summary of key impacts	Assessment								
		Quantitative			Qualitative	Monetary	Distributional			
		Value of journey time changes (£)			9,097,000	£(NPV)	7-pt scale/ vulnerable grp			
		Net journey time changes (£)			Large beneficial	9,097,000				
		0 to 2min	2 to 5min	> 5min						
		611,000	6,595,000	1,891,000						
Economy	Business users & transport providers	Substantial travel time improvements for business users due to frequency doubling off-peak. No net impact for private sector transport operators.			Large beneficial	9,097,000				
	Reliability impact on Business users	Neutral reliability impacts off peak due to selection of scheme based partly on its neutrality towards reliability. Slight beneficial impact on-peak due to new infrastructure. Benefit mid-2015 to Dec 2017.						Slight beneficial		
	Regeneration	Substantial beneficial impact largely as a result of an increase in house prices focussed on Blackburn, with uplifts for Darwen.						Large beneficial	11,600,000	
	Wider Impacts	Large beneficial impact through enhanced connectivity to labour, customers, and suppliers.						Large beneficial	14,860,000	
Environmental	Noise	There will be likely be increases in operational noise of approximately 3dB owing to service increase and re-alignment of track. There may also be noise and vibration impacts from construction. The overall impact of the scheme on noise is anticipated to be slight adverse.			Slight adverse	14,000	0			
	Air Quality	Demand forecasts suggest that an additional 18,384 car trips per year will be generated by the scheme proposals, which is unlikely to trigger any criteria relating to traffic flow or speeds changes in DMRB. Local road alignments are also unlikely to change. Due to changes in road traffic, the scheme is anticipated to have a slight adverse impact on local air quality. There is not expected to be a significant change to emissions of regional air pollutants as a result of the scheme. The overall impact of the scheme on regional air quality is anticipated to be slight adverse. The overall impact of the scheme on air quality is anticipated to be slight adverse.			Slight adverse		0			
	Greenhouse gases	The scheme will have a beneficial effect on greenhouse gas emissions. Due to the availability of data it was not possible to compare the magnitude of the change in greenhouse gas emissions with the local authority baseline. Taking vehicle-km as an indicator of energy consumption (directly linked to greenhouse gas emissions), the magnitude of the change is expected to be of the order of 0.05% when compared to the local authority baseline.			Change in non-traded carbon over 60y (CO2e)		Slight beneficial	72,000		
					Change in traded carbon over 60y (CO2e)					
Landscape	Scoped out in preference to undertake a townscape assessment									
Townscape	The construction along the loop may have a slight adverse impact to townscape. During operation, the scheme is not anticipated to have any impacts			Neutral	N/A					

		on townscape. Therefore, the overall impact is neutral.						
	Historic Environment	Construction of the extended loop will be adjacent to a number of listed buildings and a conservation area, which could impact the setting of these heritage assets. This is likely to have a slight adverse impact on the historic environment. The scheme may also impact on known and unknown buried remains. The overall impact of the scheme on historic environment is anticipated to be slight adverse.			Slight adverse	N/A		
	Biodiversity	There may be an impact to breeding birds from noise, vibration, habitat loss and disturbance during construction. However, these impacts can be mitigated by working outside the breeding bird season (March – August) or undertaking a breeding bird survey within 24 hours of the works. Therefore, no operational impacts are anticipated. There may be an impact to reptiles from noise, vegetation removal, noise, vibration, disturbance and dust deposition for construction has been suitably mitigated. No operational impacts. As no badger setts were found there will be no impacts from noise and disturbance during construction and any impacts have been mitigated. No operational impacts. Invasive Species mitigation could occur in the form of a method statement will be implemented. Their removal is a positive impact at both construction and operational phases. The overall impact of the scheme on biodiversity is neutral.			Neutral	N/A		
	Water Environment	Overall, the proposed scheme will have a neutral impact on the water environment provided that suitable mitigation is incorporated into the design of the scheme.			Neutral	N/A		
Social	Commuting and Other users	Limited benefit for commuters due to retention of existing peak service. Significant travel time improvements for other users due to frequency doubling off-peak. Cross-board benefit between infrastructure upgrade mid-2015 and introduction of enhanced service in Dec 2017.	Value of journey time changes (£)		19,190,000	Large beneficial	19,190,000	
			Net journey time changes (£)					
			0 to 2min	2 to 5min	> 5min			
			1,290,000	13,910,000	3,990,000			
	Reliability impact on Commuting and Other users	Neutral reliability impacts off peak due to selection of scheme based partly on it's neutrality towards reliability. Slight beneficial impact on-peak due to new infrastructure causing positive impact for commuting.				Slight beneficial		
Physical activity	It is anticipated that the increase in rail service following line improvements will play some part at increasing physical activity and as such it has been determined the scheme improvements may have a slight beneficial impact.				Slight beneficial			
Journey quality	Journey quality factors influence the travel choices made by individuals and it can be expected that the scheme will result in significant changes to journey quality. Station improvements will help to improve traveller care and reduce stress. The introduction of CIS points will provide users with improved information areas and help to alleviate route uncertainty. Rail frequency improvements at the site will result in benefits for all punctuality, reliability, connectivity and social inclusion factors, and will help to alleviate any possible frustration passengers experience with the current service provision.				Large beneficial			
Accidents	It is unknown how many car or pedestrian accidents have occurred on the existing rail line and the local road network surrounding affected stations. After considering the new facilities being developed at the site, and analysing the impact these facilities will have on accidents in the		188,000		Slight beneficial	188,000	0	

		surrounding area (due to improvements being off-road and on private land), it has been determined that the scheme improvements will result in a slight indirect benefits. This will result from the modal shift from private vehicle to rail, whilst any increase in risk of rail accidents will be negligible in real terms.				
	Security	Upon completion of the security impacts worksheet it can be seen that there are not expected to be any significant changes in relation to security impacts following rail and station improvements.		Neutral	0	0
	Access to services	Following surveys conducted by Eden Business Analysis in 2012 at Blackburn and Darwen, it was confirmed that the current service is chosen by many in preference to the car. A significant proportion of travellers surveyed came from households with at least one car, and a quarter of the sample indicated that they would have made their journey by car if the rail service had not been available (implying they could readily have done so but preferred the train). The main alternative is the bus, this emphasises that, even where headways are poor and the rolling stock is old, rail is viewed as a superior mode. Rail is also perceived as an irreplaceable service to the extent that almost one passenger in five would not have travelled at all if the service had not been available. Whilst the scheme is unlikely to provide significant impacts as there are no new routes or areas served, the improvements outlined above should result in a moderate improvement in accessibility to and from the station.		Moderate beneficial		✓✓
	Affordability	Personal affordability impacts are assessed qualitatively. The impacts have been assessed as neutral, as there is expected to be no impact on prices or other affordability indicators. This impact area will not be assessed further.		Neutral	0	
	Severance	The lack of scheme impacts to rail facilities at affected stations means that there will be no impacts on current community severance in the area.		Neutral	0	0
	Option and non-use values	In the case of the Blackburn to Bolton improvement project, current stations will see an increase of seven additional trains each way per day, providing users with improved choice of rail use to and from stations on route.		Large beneficial		
Public Accounts	Cost to Broad Transport Budget	Whilst the overall cost to the broad transport budget is £6.446m, included within this is an anticipated slight benefit in terms of a reduction in highway maintenance budget costs.	£6,446,000		-£6,446,000	
	Indirect Tax Revenues	There is anticipated to be a small loss in indirect taxation due to an anticipated loss of government taxation from motoring costs.	£1,274,000		£1,274,000	