

Appraisal Summary Table		Date produced:	11	12	19	Contact:			
<b>Name of scheme:</b> South East Blackburn Growth Corridor Scheme <b>Description of scheme:</b> The South East Blackburn Growth Corridor, promoted by Blackburn with Darwen Borough Council is one of the priority schemes within Blackburn with Darwen Council's Local Plan (December 2015) and includes three distinctive infrastructure interventions as follows: -Widening of the A6077 Haslingden Road between Lions Drive and Shadsworth Road to four lanes with associated geometric improvements at junctions; -Delivery of the Blackamoor Link Road including two new junctions at Roman Road and Blackamoor Road and associated changes at the existing Roman Road / Blackamoor Road junction; and -Improvements to the Haslingden Road / Old Bank Lane junction to also include a new access to the Royal Blackburn Teaching Hospital.		Name				Organisation			
<b>Impacts</b>		<b>Summary of key impacts</b>		<b>Assessment</b>				<b>Distributional 7-pt scale/ vulnerable grp</b>	
				<b>Quantitative</b>		<b>Qualitative</b>		<b>Monetary £(NPV)</b>	
				<b>Value of journey time changes(£)</b>		<b>£35,600,000.00</b>			
				<b>Net journey time changes (£)</b>		<b>N/A</b>		<b>£35,600,000.00</b>	
				<b>0 to 2min</b>		<b>2 to 5min</b>		<b>&gt; 5min</b>	
				<b>£12,955,000.00</b>		<b>£9,494,000.00</b>		<b>£13,151,000.00</b>	
Economy	Business users & transport providers	The scheme is expected to have a positive impact on journey times for business users and transport providers, with significant travel time delay savings for business user vehicles travelling along the A6077 Haslingden Road, Blackamoor Road and Roman Road during peak travel periods.							
	Reliability impact on Business users	While a direct analysis of the scheme on journey time reliability has not been undertaken, the proposed scheme would be expected to have a positive impact on journey time reliability. An overall reduction in delay along Haslingden Road and the provision of two traffic lanes in each direction will reduce queuing along the corridor, reducing the variability of journey times associated with congestion.  Along Blackamoor Road and Roman Road, the scheme is expected to improve journey time reliability, with new signalised junction arrangements at the proposed Link Road/ Roman Road junction and the Roman Road/ Stopes Brow junction. These will improve the efficiency of traffic flows through the corridor and improving overall journey time reliability							
	Regeneration	The scheme should act as a catalyst for the regeneration of the SE Blackburn area which could also see benefits spill over into areas such as Shadsworth, Higher Croft and Lower Darwen.							
	Wider Impacts	GVA analysis has been undertaken using an evidence-led, theoretically consistent framework approach, based on available studies and parameters.  A total of 647 houses would be scheme dependent. The dependent housing would amount to additional £1,383,490,644 GVA benefits for the local economy.  A net GVA over the appraisal period of £8,992,689 per annum averaged over a 60-year appraisal period has been calculated based on the locally adjusted GVA values (in 2010 discounted prices).							
			Scheme Case Discounted Total GVA 15 years (2010 prices): £615,988,089 Scheme Case Discounted Total Adjusted GVA 15 years (2010 prices): £240,235,355 Average GVA per annum (2010 prices discounted adjusted): £16,015,690						
Environmental	Noise	Short term impacts - negligible until further information can be provided as to the construction noise and vibration levels. Long term impact there would be minor adverse effects to 18 properties along Haslingden Road, however these properties would have a natural increase in noise levels due to the projected growth of traffic without the scheme in place. Other than the 18 properties the impacts are seen as neutral, neither adverse or beneficial.  The noise impact assessment advises that future development around the link road directly overlooking the surrounding roads is minimised and would benefit from additional acoustic screening as noise levels are then calculated to exceed the upper guideline limit by 10dB.							
	Air Quality	Short Term Impacts - Medium risk of dust soiling and low risk of human health impacts. Long Term Impacts - Moderate Beneficial, to Moderate Adverse impacts, however any adverse impacts are experienced at receptors where concentrations are well below the NAQO, therefore no significant impact.							
	Greenhouse gases	The scheme is expected to have a positive impact on Greenhouse Gas (GHG) emissions from improved journey times across the corridor which will reduce congestion and delay.							
	Landscape	Around the A6077 Haslingden Road, highway improvements will occur along the existing alignment and form an extension of the existing highway boundary, with little impact on the overall landscape.  Around the Blackamoor Road Link Road, it is recommended that hedgerows (HPI), scattered trees, broadleaved woodland and scrub are retained as part of any future development of the site. It is unlikely that the semi-improved grassland and swamp will be retained as part of the future development of the site. The mature trees along the northern boundary of the site will be retained as part of any future development of the site.							
	Townscape	The scheme is not expected to have a significant impact on the townscape. Highway improvements along the A6077 Haslingden Road will occur along the existing alignment and form an extension of the existing highway boundary. While demolition of a small number of properties is required to facilitate carriageway widening, the overall impact of the scheme is not expected to have a significant impact on the townscape.  Improvements around Blackamoor Road are not expected to significantly impact on the townscape. The Blackamoor Road Link Road will take traffic away from properties along Blackamoor Road with no requirement for changes to existing buildings.							
	Historic Environment	A desk based archaeological assessment has been undertaken and submitted in support of the planning application required for the scheme. This identified any heritage assets adjoining or extending into land required to deliver the proposed scheme. The scheme is not expected to have a significant impact on the historical environment.  Any groundworks from the proposed development has the potential to result in the damage or loss of buried archaeological assets; such remains may include evidence of Roman, post-medieval or modern activity. Remains from other periods are possible but unlikely.							
	Biodiversity	An ecological appraisal, including a desk study, an extended Phase 1 Habitat survey and a badger monitoring survey have been undertaken and submitted in support of the planning application required for the scheme. This defined a number of measures to mitigate against the impacts of the scheme and associated development, as well as minimise the impacts to biodiversity. The appraisal also detailed a number of enhancement measures for how the final development can contribute towards a net gain in biodiversity. Control measures will be undertaken to prevent the spread of non native species of plant on to the works site. i.e Japanese knotweed. The loss of foraging habitat for bats due to the site is considered to be moderate, resulting in mitigation schemes. The scheme is not expected to have a significant overall impact on biodiversity.							
	Water Environment	A flood risk assessment has been undertaken and submitted in support of the planning application required for the scheme. This Investigated all reasonably foreseeable potential risks of flooding to the site and the impact of the proposed scheme. This also defined a number of design proposals and recommendations to mitigate any potential risk of flooding. The scheme is not expected to have a significant impact on flood risk or the water environment.							
Social	Commuting and Other users	The scheme is expected to have a positive impact on journey times for business users and transport providers, with significant travel time delay savings for business user vehicles travelling along the A6077 Haslingden Road, Blackamoor Road and Roman Road during peak travel periods. The scheme is stated to have a "moderate positive" impact on journey quality due to the reduction in congestion and delays.							
	Reliability impact on Commuting and Other users	While a direct analysis of the scheme on journey time reliability has not been undertaken, the proposed scheme would be expected to have a positive impact on journey time reliability. An overall reduction in delay along Haslingden Road and the provision of two traffic lanes in each direction will reduce queuing along the corridor, reducing the variability of journey times associated with congestion.  Along Blackamoor Road and Roman Road, the scheme is expected to improve journey time reliability, with new signalised junction arrangements at the proposed Link Road/ Roman Road junction and the Roman Road/ Stopes Brow junction. These will improve the efficiency of traffic flows through the corridor and improving overall journey time reliability							
	Physical activity	No Impact Expected							
	Journey quality	A slight positive impact on journey quality would be expected as a result of the scheme through reduced congestion, improved travel times and improved journey time reliability along the Roman Road and Blackamoor Road.							
	Accidents	A slight negative impact on accidents has been estimated using the DfT's COBAL software with the addition of a new junction for the majority of traffic flowing through the local highway network slightly increasing the likelihood of traffic collisions. Controlled crossings for pedestrian users, will mitigate the potential risk to vulnerable users.							
	Security	No Impact Expected							
	Access to services	Improved access to services is expected to result from the scheme through journey time delay savings across the corridor improving access to key services and employment centres. This includes the Royal Blackburn Hospital site located to the north of Haslingden Road, as well as Shadsworth and Roman Road Industrial Estates. Access to public transport services will not be effected and the impact will be neutral.							
	Affordability	No Impact Expected							
	Severance	A slight positive impact on severance would be expected with an improved pedestrian environment around the Roman Road/ Stopes Brow junction following the stopping up of Roman Road. Controlled crossing facilities at the new Roman Road/ Link Road junction will reduce severance across Roman Road. Combined with new footways along the Blackamoor Link Road, the scheme should reduce severance between residential areas to the west of Roman Road and employment areas to the east.  The impact on severance along the A6077 Haslingden Road is expected to be neutral, while widening the carriageway may present a risk of increased severance, however, enhanced pedestrian provision, including dropped kerbs and tactile paving along pedestrian desire lines should improve pedestrian crossing facilities at these locations.							
	Option and non-use values	No Impact Expected							
Public Accounts	Cost to Broad Transport Budget	The cost to the broad transport budget is recorded in the PA Table and AMCB Table submitted with the business case document.							
	Indirect Tax Revenues	The impact of the scheme on indirect tax revenues has been estimated from TUBA software assessing relative scheme costs and benefits. This has been recorded in the PA Table and AMCB Table submitted with the business case document.							