

Appraisal Summary Table			Date produced: Dec-19		Contact:		
Name of scheme: Northumberland Line OBC			Name		A Coates		
Description of scheme: Re-introduction of rail passenger services over an existing freight-only line. Linking key towns in South East Northumberland such as Ashington and Blyth with the Regional Centre which is Newcastle, providing significantly improved connectivity and accessibility to jobs and helping to stimulate local economic regeneration. This is the ASB for Option A1, which is: <ul style="list-style-type: none"><li>a new passenger service operated by a new operator appointed via a Concession</li><li>an hourly service all day, with additional peak hour services (average service headway of 40 mins in peak period and 60 mins in offpeak)</li><li>new stations at Northumberland Park (for cross-platform interchange with Tyne &amp; Wear Metro), Newcastle, Bellingdon and Ashington</li><li>electric (battery) train operation</li><li>Ashington to Newcastle journey time of 30.5 mins</li></ul>			Organisation		AECOM on behalf of Northumberland CC		
			Role		Promoter/Official		
Impacts	Summary of key impacts	Quantitative		Assessment			
		Value of rail user journey time changes (£PV)		Qualitative	Monetary (£NPV)	Distributional 7-pt scale vulnerable grp	
Economy	Business cases & transport providers	Net rail user journey time changes (£PV)		£32.2m	There are circa £50m of business user time savings compared, offset by £10m in lost bus revenue (£PV over 60 years) Impact on quantity of bus journeys is neutral	£40.0m	The distributional analysis of user time savings has focused on the home end of the journeys, not business journeys.
	Reliability impact on Business	n/a		slight beneficial	n/a	n/a	
	Regeneration	n/a		moderate beneficial	n/a	n/a	
	Wider Impacts	Agglomeration Impacts = £43.5m (PV) Labour Supply Impacts = £2.7m (PV)		n/a	£46.1m	n/a	
	Noise	This option is forecast to remove 13.4m car-km from the road network in 2039. Noise disbenefits associated with the operation of additional train services have been calculated in line with TAG guidance (S8 A3) including the identification of households along the railway corridor that will be forecast to experience a change in noise levels as a result of the introduction of the scheme. For the Phase 1 options, just under 3,700 properties are expected to experience some form of increase in noise levels, with 163 experiencing a decrease		Scheme generates a slight net noise disbenefit in monetary terms. The benefits of less road traffic are outweighed by the increase in train services.	-£0.5m	The results presented for the impacts in noise levels on certain groups illustrate that changes occur along the rail line. This is to be expected as there are new passenger services being introduced that currently are not in existence. However, the scheme also has positive impacts in noise reduction, in particular, adjacent to the Herby Curve. There are a number of amenities that fall outside of the area of impact, running homes, schools etc, which will not be impacted by noise changes whatsoever. Others in the impact area will be subject to an increase in noise, but the increase in noise levels is not expected to be perceptible. Slight adverse	
Environmental	Air Quality	This option is forecast to remove 13.4m car-km from the road network in 2039. Air quality impacts associated with additional rail services have been assessed on the basis that it would be a negligible impact		n/a	£0.1m	There will be an equality benefits along roads, which see a reduction in traffic volumes as a result of the scheme. However, the benefits are not likely to be significant and will be dispersed across a large spatial area. The impact that increased trains on the railway line have on air quality is considered to be minimal.	
	Greenhouse gases	Change in non-road carbon over 60y (tCO2e)		-43,528	£2.8m	Change in total carbon over 60y (tCO2e)	6,580
	Landscape	n/a		neutral	n/a	n/a	
	Tourism	n/a		neutral (slight beneficial at Ashington & Bellingdon)	n/a	n/a	
	Historic Environment	n/a		neutral	n/a	n/a	
Social	Biodiversity	n/a		slight adverse	n/a	n/a	
	Water Environment	n/a		neutral	n/a	n/a	
	Communicating and Other users	Value of rail user journey time changes (£PV)		£180.5m	There are circa £270m of commuting and other user time savings compared (£PV over 60 years)	£270.5m	User benefits have been analysed across the full scheme options (Phase 2 options). The key findings from the analysis indicate that over the appraisal period the most deprived areas within the study corridor will receive a lower percentage of the benefits (55%) than the population within these groups (55%). At the other end of the scale, the least deprived areas within the study corridor will receive approximately the same percentage of the benefits (24%) as the proportion of the study corridor population within these groups (22%). Moderate beneficial
	Reliability impact on Communicating and Other users	n/a		slight beneficial	n/a	n/a	
	Physical activity	n/a		slight beneficial	n/a	n/a	
Public Accounts	Journey quality	n/a		moderate beneficial	n/a	n/a	
	Accidents	This option is forecast to remove 13.4m car-km from the road network in 2039. A forecast of the number of fatalities, major or minor injuries that might occur via rail accidents has not been specifically estimated for the scheme. However, the monetised disbenefits associated with increased passenger accidents are anticipated to be marginal compared to the benefits of reduced road traffic accidents.		slight beneficial	£16.1m	The screening process identified that there will be a reduction in vehicle kms travelled on the highway network as a result of the scheme, which should have a positive impact on the number of accidents. However, this impact will be dispersed over a large spatial area and is not considered to be significant. It was also identified that the increased number of train services on the railway line could lead to more conflict at level crossings. However, improvements will be made to the standard of crossings currently in place. On the basis of this evidence, no further distributional assessment was undertaken.	
	Security	Forecast to be circa 1,000 passengers using the new service each weekday by 2039		neutral	n/a	The new railway stations will enhance the security of the local area due to more people, CCTV, improved lighting and emergency contact points. However, railway stations can also attract crime and antisocial behaviour. Therefore the impact of the scheme on security is considered to be neutral and no further assessment was undertaken.	
	Access to services	n/a		moderate beneficial	n/a	In terms of the distributional impacts analysis the accessibility benefits are expected to be significant and spread across a wide spatial area. The results of the accessibility assessment show that the introduction of passenger rail services on the Northumberland Line will result in significant journey time savings for parts of South East Northumberland. This will benefit some of the most vulnerable in society, including those without access to a car, with car ownership rates in South East Northumberland being lower than the national average.	
	Affordability	n/a		neutral	n/a	The scheme appraisal currently assumes that there will be no reduction in bus services once the scheme is delivered - thereby ensuring continuity in terms of access to (cheaper) bus fares. On that basis, as set out in the distributional impacts analysis, the affordability impacts are therefore likely to be small and no further assessment was undertaken.	
Option and net-use values	Severance	n/a		slight adverse	n/a	The severance disbenefits are expected to be noticeable within the vicinity of the level crossings and a distributional impacts analysis has been undertaken. This assessment has taken into account the number of level crossings will need to be opened more often than the substantial increase in the number of rail services per day compared to today.	
	Option and net-use values	The number of households in 2011 around each new station has been calculated, assuming a 2km catchment around the station and taking into account station access and catchment. Newcastle: 7,155 households, Bellingdon: 4,840 households, and Ashington: 12,018 households. On the basis of the above, there would be a total of 24,019 households obtaining an option value across the stations, at an average of 8,006 households per station.		large beneficial	n/a	The number of households in 2011 around each new station has been calculated, assuming a 2km catchment around the station and taking into account station access and catchment. Newcastle: 7,155 households, Bellingdon: 4,840 households, and Ashington: 12,018 households. On the basis of the above, there would be a total of 24,019 households obtaining an option value across the stations, at an average of 8,006 households per station.	
Public Accounts	Cost to Broad Transport budget	Investment Costs: £158.8m Rail Operating Costs: £37.8m Rail Revenue: -£128.6m Infrastructure Benefits: -£30.8m (PV)		n/a	£115.7m		
	Indirect Tax Revenues	n/a		£21.2m			



[illegible]

