

| Scoring Justific: | Update Worksheet List | | Estimated Scheme Cost | SO 1 | SO 2 | SO 3 | SO 4 | SO 5 | SO 6 |
|-------------------|--|----|-----------------------|------|------|------|------|------|------|
| NI-01 | Junction Improvements (e.g. signalisation / lane optimisation) at the M65 J7 and Dunkenhalgh Way/Blackburn Rd junction | 10 | £250k - £1m | 4 | 1 | 1 | 4 | 0 | 0 |
| NI-02 | Junction Improvements (e.g. signalisation / lane optimisation) at the M65 J8 including safety improvements | 8 | £250k - £1m | 4 | 2 | 0 | 2 | 0 | 0 |
| NI-03 | Junction Improvements (e.g. signalisation / lane optimisation) at the M65 J9 | 10 | £250k - £1m | 4 | 1 | 1 | 4 | 0 | 0 |
| NI-04 | Junction Improvements (e.g. signalisation / lane optimisation) at the M65 J10 | 13 | £250k - £1m | 4 | 2 | 2 | 4 | 1 | 0 |
| NI-05 | Junction Improvements (e.g. signalisation / lane optimisation) at the M65 J11 | 0 | £250k - £1m | 0 | 0 | 0 | 0 | 0 | 0 |
| NI-06 | Junction Improvements (e.g. signalisation / lane optimisation) at the M65 J12 and Colne Road/Manchester Road/Churchill Way roundabout | 11 | £250k - £1m | 4 | 1 | 1 | 4 | 1 | 0 |
| NI-07 | Junction Improvements to both roundabouts (e.g. signalisation / lane optimisation / pedestrian facilities) at the M65 J13 | 11 | £250k - £1m | 4 | 1 | 1 | 4 | 0 | 1 |
| NI-09 | Make the M65 J9 an all movements junction in order to relieve congestion at J10 | 0 | >£5m (major scheme) | 0 | 0 | 0 | 0 | 0 | 0 |
| NI-10 | Make the M65 J11 an all movements junction in order to relieve congestion at J10 | 0 | >£5m (major scheme) | 0 | 0 | 0 | 0 | 0 | 0 |
| NI-13 | Provide a consistent lighting strategy along the M65 motorway | 2 | <£250k | 0 | 2 | 0 | 0 | 0 | 0 |
| NI-14 | Junction improvements (e.g. signal optimisation / capacity improvements / pedestrian facilities) at the Hare and Hounds junction (A680/A678) at Clayton-le-Moors | 8 | £250k - £1m | 0 | 0 | 2 | 4 | 1 | 1 |
| NI-15 | Junction improvements (e.g. signal optimisation / capacity improvements) at the Rose Grove Junction (A646/A679) | 9 | £250k - £1m | 2 | 1 | 2 | 2 | 1 | 1 |
| NI-23 | Junction improvements (e.g. signalisation) at the Dukes Bar Gyratory (A682) | 5 | <£250k | 0 | 1 | 1 | 2 | 1 | 0 |
| NI-31 | Junction improvements (e.g. signalisation / capacity improvements / pedestrian facilities) at the A679 Active Way / B6434 Royle Road junction | 9 | £250k - £1m | 0 | 1 | 2 | 4 | 1 | 1 |
| NI-32 | Junction improvements (e.g. signal optimisation / capacity improvements) at the A682 Burnley Rd / B6248 Railway Street junction in Brierfield | 5 | <£250k | 0 | 0 | 2 | 2 | 1 | 0 |
| NI-34 | Junction improvements and carriageway widening on A679 between M65 J9 and Barracks Roundabout | 0 | £250k - £1m | 0 | 0 | 0 | 0 | 0 | 0 |
| NI-35 | Junction improvement (signalisation) at Westgate / St. James St junction | 9 | <£250k | 0 | 1 | 2 | 4 | 1 | 1 |
| NI-36 | Junction improvements (e.g. signal optimisation / capacity improvements) at Active Way / Kingsway | 6 | <£250k | 0 | 0 | 1 | 4 | 1 | 0 |
| NI-37 | Junction improvements (e.g. signal optimisation / capacity improvements) at Active Way / Church St | 6 | <£250k | 0 | 0 | 1 | 4 | 1 | 0 |
| NI-39 | Junction improvements at Boundary Mill junction (M65 J14) | 0 | <£250k | 0 | 0 | 0 | 0 | 0 | 0 |
| NI-40 | Colne Bypass (as investigated by the M65 to Yorkshire Corridor Study) | 0 | >£5m (major scheme) | 0 | 0 | 0 | 0 | 0 | 0 |
| NI-42 | Junction improvements (e.g. signal optimisation / capacity improvements) on Vivary Way / North Valley Road junction | 0 | <£250k | 0 | 0 | 0 | 0 | 0 | 0 |
| NI-43 | Junction improvements (e.g. signal optimisation / capacity improvements) for Nelson town centre - Manchester Rd/Broadway/Sagar St/Netherfield Rd/Lomeshaye Rd (as investigated part of the Nelson to Rawtenstall RMS). | 6 | <£250k | 0 | 0 | 1 | 4 | 1 | 0 |
| NI-44 | Provide a northern access from Lomeshaye Industrial estate to the M65 J13 via the A6068 | 0 | £250k - £1m | 0 | 0 | 0 | 0 | 0 | 0 |
| NI-47 | Signal optimisation and pedestrian crossing provision from Heasandford Industrial Estate to the M65 J10 | 0 | £250k - £1m | 0 | 0 | 0 | 0 | 0 | 0 |
| NI-49 | Junction Improvements (e.g. signal optimisation / capacity improvements / pedestrian crossing provision) at the Mitre junction on the parallel route | 8 | <£250k | 0 | 0 | 2 | 4 | 1 | 1 |
| NI-50 | Junction improvements (e.g. signalisation / optimisation) at either end of Burnham Gate, in order to maximise route capacity | 8 | £250k - £1m | 0 | 1 | 1 | 4 | 1 | 1 |
| NI-53 | Junction improvements (e.g. signal optimisation / capacity improvements) at junctions along Dunkenhalgh Way & Hyndburn Road | 7 | <£250k | 0 | 1 | 1 | 4 | 1 | 0 |
| NI-54 | Junction improvements (e.g. signalisation / capacity improvements) at the Burnley College access junction | 7 | £250k - £1m | 0 | 1 | 1 | 4 | 0 | 1 |
| TM-11 | Review signing strategy for Burnley Town Centre and destinations further afield from the M65 motorway | 0 | <£250k | 0 | 0 | 0 | 0 | 0 | 0 |
| TM-24 | Traffic Signal optimisation on the parallel route (e.g. MOVA validation or install SCOOT) | 0 | <£250k | 0 | 0 | 0 | 0 | 0 | 0 |
| TM-27 | Promote walking and cycling in the study area through travel plans for the businesses located at the key development sites | 0 | <£250k | 0 | 0 | 0 | 0 | 0 | 0 |
| TM-28 | Install two VMS signs on the M65 motorway and congestion monitoring in Burnley Town Centre to advise traffic of congestion, with real time congestion information available to the public online. | 6 | <£250k | 2 | 1 | 1 | 2 | 0 | 0 |
| TM-38 | Update existing VMS and car park occupancy hardware in Burnley | 5 | <£250k | 0 | 1 | 1 | 2 | 1 | 0 |
| PT-16 | Improvements to Rose Grove railway station, including pedestrian accessibility | 6 | £250k - £1m | 0 | 0 | 1 | 2 | 2 | 1 |
| PT-17 | Improvements to Huncoat & Hapton railway stations | 4 | £250k - £1m | 0 | 0 | 1 | 2 | 1 | 0 |
| PT-18 | Provide bus services that connect with new & existing development sites and rail stations | 0 | £250k - £1m | 0 | 0 | 0 | 0 | 0 | 0 |
| PT-20 | New railway station at Greenbank | 0 | >£5m (major scheme) | 0 | 0 | 0 | 0 | 0 | 0 |
| PT-21 | Electrification of the railway line within the study area | 0 | >£5m (major scheme) | 0 | 0 | 0 | 0 | 0 | 0 |
| PT-25 | Improve bus passenger facilities in the corridor (e.g. RTP1 and shelters) | 0 | <£250k | 0 | 0 | 0 | 0 | 0 | 0 |
| PT-26 | Improve school bus facilities | 0 | <£250k | 0 | 0 | 0 | 0 | 0 | 0 |
| PT-30 | Express bus service on the motorway linking Burnley and Blackburn | 0 | <£250k | 0 | 0 | 0 | 0 | 0 | 0 |
| PT-33 | Introduce Park & Ride scheme to access Burnley | 0 | £250k - £1m | 0 | 0 | 0 | 0 | 0 | 0 |
| PT-41 | Improve connectivity between Colne bus and rail stations | 2 | £250k - £1m | 0 | 0 | 0 | 0 | 1 | 1 |
| PT-46 | Improve public transport access and parking management at Burnley College and UCLan with updated travel planning and ticketing options | 6 | <£250k | 0 | 0 | 1 | 4 | 1 | 0 |
| PT-52 | Develop bus access to Burnley Bridge development site | 0 | £250k - £1m | 0 | 0 | 0 | 0 | 0 | 0 |
| PT-55 | Provide additional car parking at Burnley Manchester Road railway station | 3 | £250k - £1m | 0 | 0 | 1 | 0 | 2 | 0 |
| NM-22 | Improve walking and cycling facilities between Burnley Bridge and Burnley Town Centre (scheme was included in Burnley Pinch Point bid). | 6 | £250k - £1m | 0 | 0 | 0 | 4 | 0 | 2 |
| NM-45 | Improve walking and cycling facilities from Burnley Rail Stations to Burnley Town Centre | 6 | £250k - £1m | 0 | 0 | 0 | 4 | 0 | 2 |

| Objective Ref | Study Objective | Score | Justification |
|---------------|---|-------|---|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained (Note: a weighting factor of 2 has been applied to this study objective) | +2 | Option significantly improves the operation of M65 or its junctions |
| | | +1 | Option improves the operation of the M65 or its junctions |
| | | 0 | No Impact |
| | | -1 | Option adversely impacts the operation of the M65 or its junctions |
| | | -2 | Option has a significant adverse impact on the operation of the M65 or its junctions |
| 2 | Improve highway safety issues within the study area | +2 | Option significantly improves highway safety / contributes directly to solving an existing accident problem area |
| | | +1 | Option improves highway safety |
| | | 0 | No Impact |
| | | -1 | Option has an adverse impact on highway safety |
| | | -2 | Option has a significant adverse impact on highway safety |
| 3 | Reduce congestion on the local road network | +2 | Option significantly improves congestion on the local road network |
| | | +1 | Option improves congestion on the local road network |
| | | 0 | No Impact |
| | | -1 | Option has an adverse impact on congestion on the local road network |
| | | -2 | Option has a significant adverse impact on congestion on the local road network |
| 4 | Improve access to existing developments (including town centres) & proposed development sites (Note: a weighting factor of 2 has been applied to this study objective) | +2 | Option contributes to improving access to LEP key development sites OR a key town centre (Burnley / Accrington / Nelson) |
| | | +1 | Option contributes to improving access to other existing or proposed development sites |
| | | 0 | No Impact |
| | | -1 | Option has an adverse impact on access to other existing or proposed development sites |
| | | -2 | Option has a significant adverse impact on access to LEP key development sites OR a key town centre (Burnley / Accrington / Nelson) |
| 5 | Improve the effectiveness of public transport facilities within the study area | +2 | Option significantly improves the effectiveness of public transport facilities (e.g. encourages modal shift) |
| | | +1 | Option improves the effectiveness of public transport facilities |
| | | 0 | No Impact |
| | | -1 | Option has an adverse impact on the effectiveness of public transport facilities |
| | | -2 | Option has a significant adverse impact on the effectiveness of public transport facilities |
| 6 | Improve walking and cycling facilities within the study area | +2 | Option significantly improves walking and cycling facilities (e.g. accessibility / affects a significant amount of people / encourages modal shift) |
| | | +1 | Option improves walking and cycling facilities and accessibility |
| | | 0 | No Impact |
| | | -1 | Option will hinder pedestrian and cycle movements |
| | | -2 | Option will significantly hinder walking and cycling movements |

Notes If an option scores **0**, then it has been rejected at the Option Filtering Stage

LEP Key Development Sites:

Whitebirk
 Junction 7 Business Park
 Huncoat
 Burnley Bridge
 Burnley Knowledge Park
 Weavers Triangle
 Innovation Drive (Aerospace Supply Park)
 Lomeshaye Industrial Estate
 *Burnley Town Centre
 *Accrington Town Centre
 *Nelson Town Centre

Option Details

Option Number: PRE/NI-01

Option Description: Junction Improvements (e.g. signalisation / lane optimisation) at the M65 J7 and Dunkenhagh Way/Blackburn Rd junction

Option Aim: Improve access to the Junction 7 Business Park

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable

Practical Feasibility: Feasible

Cost: £250k - £1m

Perceived Value: Likely to deliver value for money

Further Appraisal Required:

Judgement Required

Judgement Decision For Further Appraisal:

YES

Reason for Decision:

Option could generate a significant level of potential benefits.

Option Appraisal

| Contribution towards the Study Objectives | | Weighting Factor | |
|---|---|------------------|---------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | +2 |
| 2 | Improve highway safety issues within the study area | 1 | +1 |
| 3 | Reduce congestion on the local road network | 1 | +1 |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | +2 |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | Neutral |
| 6 | Improve walking and cycling facilities within the study area | 1 | Neutral |

Overall Performance against the Study Objectives

+10

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-02

Option Description: Junction Improvements (e.g. signalisation / lane optimisation) at the M65 J8 including safety improvements

Option Aim: Improve access to the Huncoat Development site

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable

Practical Feasibility: Feasible

Cost: £250k - £1m

Perceived Value: Likely to deliver value for money

Further Appraisal Required:

Judgement Required

Judgement Decision For Further Appraisal:

YES

Reason for Decision:

Option could generate a significant level of potential benefits.

Option Appraisal

| Contribution towards the Study Objectives | | Weighting Factor | |
|---|---|------------------|---------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | +2 |
| 2 | Improve highway safety issues within the study area | 1 | +2 |
| 3 | Reduce congestion on the local road network | 1 | Neutral |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | +1 |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | Neutral |
| 6 | Improve walking and cycling facilities within the study area | 1 | Neutral |

Overall Performance against the Study Objectives

+8

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-03

Option Description: Junction Improvements (e.g. signalisation / lane optimisation) at the M65 J9

Option Aim: Improve access to the Burnley Bridge Development

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable

Practical Feasibility: Feasible

Cost: £250k - £1m

Perceived Value: Likely to deliver value for money

Further Appraisal Required:**Judgement Required****Judgement Decision For Further Appraisal:**

YES

Reason for Decision:

Option could generate a significant level of potential benefits. This option will be considered alongside improvements at the Rose Grove junction.

Option Appraisal**Contribution towards the Study Objectives****Weighting Factor**

| | | | |
|---|---|---|---------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | +2 |
| 2 | Improve highway safety issues within the study area | 1 | +1 |
| 3 | Reduce congestion on the local road network | 1 | +1 |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | +2 |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | Neutral |
| 6 | Improve walking and cycling facilities within the study area | 1 | Neutral |

Overall Performance against the Study Objectives

+10

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-04

Option Description: Junction Improvements (e.g. signalisation / lane optimisation) at the M65 J10

Option Aim: Improve access to the Weavers Triangle Development, Burnley Town Centre and Burnley Knowledge Park

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable

Practical Feasibility: Feasible

Cost: £250k - £1m

Perceived Value: Likely to deliver value for money

Further Appraisal Required:

Judgement Required

Judgement Decision For Further Appraisal:

YES

Reason for Decision:

Option could generate a significant level of potential benefits.

Option Appraisal

| Contribution towards the Study Objectives | | Weighting Factor | |
|---|---|------------------|---------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | +2 |
| 2 | Improve highway safety issues within the study area | 1 | +2 |
| 3 | Reduce congestion on the local road network | 1 | +2 |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | +2 |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | +1 |
| 6 | Improve walking and cycling facilities within the study area | 1 | Neutral |

Overall Performance against the Study Objectives

+13

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-05

Option Description: Junction Improvements (e.g. signalisation / lane optimisation) at the M65 J11

Option Aim: Improve access to the Weavers Triangle Development, Burnley Town Centre and Burnley Knowledge Park

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable

Practical Feasibility: Feasible

Cost: £250k - £1m

Perceived Value: Not likely to deliver value for money

Further Appraisal Required:**NO****Judgement Decision For Further Appraisal:**

NO

Reason for Decision:

This junction currently operates well and therefore improvements are unlikely to deliver good value for money. In addition there are no conflicting traffic movements and therefore signalisation is not required.

Option Appraisal**Contribution towards the Study Objectives****Weighting Factor**

| | Contribution towards the Study Objectives | Weighting Factor | |
|---|---|------------------|----------------------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | <input type="text"/> |
| 2 | Improve highway safety issues within the study area | 1 | <input type="text"/> |
| 3 | Reduce congestion on the local road network | 1 | <input type="text"/> |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | <input type="text"/> |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | <input type="text"/> |
| 6 | Improve walking and cycling facilities within the study area | 1 | <input type="text"/> |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-06

Option Description: Junction Improvements (e.g. signalisation / lane optimisation) at the M65 J12 and Colne Road/Manchester Road/Churchill Way roundabout

Option Aim: Improve access to the Lomeshaye Industrial Estate

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable

Practical Feasibility: Feasible

Cost: £250k - £1m

Perceived Value: Likely to deliver value for money

Further Appraisal Required:

Judgement Required

Judgement Decision For Further Appraisal:

YES

Reason for Decision:

Option could generate a significant level of potential benefits.

Option Appraisal

| Contribution towards the Study Objectives | | Weighting Factor | |
|---|---|------------------|---------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | +2 |
| 2 | Improve highway safety issues within the study area | 1 | +1 |
| 3 | Reduce congestion on the local road network | 1 | +1 |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | +2 |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | +1 |
| 6 | Improve walking and cycling facilities within the study area | 1 | Neutral |

Overall Performance against the Study Objectives

+11

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-07

Option Description: Junction Improvements to both roundabouts (e.g. signalisation / lane optimisation / pedestrian facilities) at the M65 J13

Option Aim: Improve access to the Riverside Business Park development site

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable

Practical Feasibility: Feasible

Cost: £250k - £1m

Perceived Value: Likely to deliver value for money

Further Appraisal Required:

Judgement Required

Judgement Decision For Further Appraisal:

YES

Reason for Decision:

Option could generate a significant level of potential benefits. The northern roundabout has been previously reconfigured for the opening of Nelson and Colne College, which improvements would contribute to.

Option Appraisal

| Contribution towards the Study Objectives | | Weighting Factor | |
|---|---|------------------|---------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | +2 |
| 2 | Improve highway safety issues within the study area | 1 | +1 |
| 3 | Reduce congestion on the local road network | 1 | +1 |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | +2 |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | Neutral |
| 6 | Improve walking and cycling facilities within the study area | 1 | +1 |

Overall Performance against the Study Objectives

+11

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-09

Option Description: Make the M65 J9 an all movements junction in order to relieve congestion at J10

Option Aim: The scheme would seek to relieve traffic congestion identified at junction 10, which also provides access to Burnley centre

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable, but with challenges

Practical Feasibility: Not Feasible

Cost: >£5m (major scheme)

Perceived Value: May deliver value for money

Further Appraisal Required:

NO

Judgement Decision For Further Appraisal:

NO

Reason for Decision:

DMRB (TD22/06) indicates that a 2km gap between two motorway junctions (from merge to diverge) is required. The distance between J9-10 is only 1.4km. Other engineering constraints (e.g. the railway) would make this option difficult to deliver.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|----------------------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | <input type="text"/> |
| 2 | Improve highway safety issues within the study area | 1 | <input type="text"/> |
| 3 | Reduce congestion on the local road network | 1 | <input type="text"/> |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | <input type="text"/> |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | <input type="text"/> |
| 6 | Improve walking and cycling facilities within the study area | 1 | <input type="text"/> |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-10

Option Description: Make the M65 J11 an all movements junction in order to relieve congestion at J10

Option Aim: The scheme would seek to relieve traffic congestion identified at junction 10, which also provides access to Burnley centre

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable, but with challenges

Practical Feasibility: Not Feasible

Cost: >£5m (major scheme)

Perceived Value: May deliver value for money

Further Appraisal Required:

NO

Judgement Decision For Further Appraisal:

NO

Reason for Decision:

DMRB (TD22/06) indicates that a 2km gap between two motorway junctions (from merge to diverge) is required. The distance between J10-11 is only 0.6km. Other engineering constraints (e.g. the river, topography and proximity to residential properties) would make this option difficult to deliver.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|--|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | |
| 2 | Improve highway safety issues within the study area | 1 | |
| 3 | Reduce congestion on the local road network | 1 | |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | |
| 6 | Improve walking and cycling facilities within the study area | 1 | |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-13

Option Description: Provide a consistent lighting strategy along the M65 motorway

Option Aim: Improve road safety along sections of the M65 not currently lit within the study area

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable, but with challenges

Practical Feasibility: Potential Issues

Cost: <£250k

Perceived Value: Likely to deliver value for money

Further Appraisal Required:

Judgement Required

Judgement Decision For Further Appraisal:

YES

Reason for Decision:

Lighting of the M65 within the study area may contribute to a reduction in the number of accidents and should therefore be appraised.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|---------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | Neutral |
| 2 | Improve highway safety issues within the study area | 1 | +2 |
| 3 | Reduce congestion on the local road network | 1 | Neutral |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | Neutral |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | Neutral |
| 6 | Improve walking and cycling facilities within the study area | 1 | Neutral |

Overall Performance against the Study Objectives

+2

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-14

Option Description: Junction improvements (e.g. signal optimisation / capacity improvements / pedestrian facilities) at the Hare and Hounds junction (A680/A678) at Clayton-le-Moors

Option Aim: Significant junction changes are already proposed at the Hare & Hounds junction by the Pennine Reach scheme, this option should be expanded to include provision of potential third party landtake.

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable, but with challenges

Practical Feasibility: Potential Issues

Cost: £250k - £1m

Perceived Value: Likely to deliver value for money

Further Appraisal Required:

Judgement Required

Judgement Decision For Further Appraisal:

YES

Reason for Decision:

This option would be deliverable, however challenges surround the aquisition of third party land which would enable additional space to become available at the junction.

Option Appraisal**Contribution towards the Study Objectives**

Weighting Factor

| | | | |
|---|---|---|---------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | Neutral |
| 2 | Improve highway safety issues within the study area | 1 | Neutral |
| 3 | Reduce congestion on the local road network | 1 | +2 |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | +2 |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | +1 |
| 6 | Improve walking and cycling facilities within the study area | 1 | +1 |

Overall Performance against the Study Objectives

+8

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-15

Option Description: Junction improvements (e.g. signal optimisation / capacity improvements) at the Rose Grove Junction (A646/A679)

Option Aim: Improvements at Rose Grove Junction have been unertaken in the past which aim to reduce traffic congestion. However, third party land could become available, freeing up junction capacity

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable, but with challenges

Practical Feasibility: Potential Issues

Cost: £250k - £1m

Perceived Value: Likely to deliver value for money

Further Appraisal Required:

Judgement Required

Judgement Decision For Further Appraisal:

YES

Reason for Decision:

This option could be delivered, however challenges exist surrounding the aquisition of third party land which would enable additional capacity to be added to the junction. Option likely to generate a significant level of potential benefits due to the congestion present at this junction and the number of accidents (including one fatality) that have occurred at the junction in the last five years.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|----|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | +1 |
| 2 | Improve highway safety issues within the study area | 1 | +1 |
| 3 | Reduce congestion on the local road network | 1 | +2 |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | +1 |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | +1 |
| 6 | Improve walking and cycling facilities within the study area | 1 | +1 |

Overall Performance against the Study Objectives

+9

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-23

Option Description: Junction improvements (e.g. signalisation) at the Dukes Bar Gyratory (A682)

Option Aim: Improve flow of traffic on a key access in and out of Burnley, also providing a link to existing and proposed development sites

Option Scheme Type: Traffic Management

Option Filtering

Deliverability: Deliverable

Practical Feasibility: Feasible

Cost: <£250k

Perceived Value: Likely to deliver value for money

Further Appraisal Required:

YES

Judgement Decision For Further Appraisal:

YES

Reason for Decision:

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|---------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | Neutral |
| 2 | Improve highway safety issues within the study area | 1 | +1 |
| 3 | Reduce congestion on the local road network | 1 | +1 |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | +1 |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | +1 |
| 6 | Improve walking and cycling facilities within the study area | 1 | Neutral |

Overall Performance against the Study Objectives

+5

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-31

Option Description: Junction improvements (e.g. signalisation / capacity improvements / pedestrian facilities) at the A679 Active Way / B6434 Royle Road junction

Option Aim: Reduce congestion at the roundabout and improve access to existing and proposed development

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable

Practical Feasibility: Feasible

Cost: £250k - £1m

Perceived Value: Likely to deliver value for money

Further Appraisal Required:

Judgement Required

Judgement Decision For Further Appraisal:

YES

Reason for Decision:

Option could generate a significant level of potential benefits as the junction is currently congested in AM and PM time periods (in particularly the PM time period). The option should therefore be appraised.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|---------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | Neutral |
| 2 | Improve highway safety issues within the study area | 1 | +1 |
| 3 | Reduce congestion on the local road network | 1 | +2 |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | +2 |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | +1 |
| 6 | Improve walking and cycling facilities within the study area | 1 | +1 |

Overall Performance against the Study Objectives

+9

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-32

Option Description: Junction improvements (e.g. signal optimisation / capacity improvements) at the A682 Burnley Rd / B6248 Railway Street junction in Brierfield

Option Aim: Reduce congestion, mostly in the PM peak at the junction. The option must also balance traffic management aspirations with public realm expectations.

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable

Practical Feasibility: Feasible

Cost: <£250k

Perceived Value: Likely to deliver value for money

Further Appraisal Required: YES

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Option Appraisal

| Contribution towards the Study Objectives | | Weighting Factor | |
|---|---|------------------|---------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | Neutral |
| 2 | Improve highway safety issues within the study area | 1 | Neutral |
| 3 | Reduce congestion on the local road network | 1 | +2 |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | +1 |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | +1 |
| 6 | Improve walking and cycling facilities within the study area | 1 | Neutral |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

+5

Option Details

Option Number: PRE/NI-34

Option Description: Junction improvements and carriageway widening on A679 between M65 J9 and Barracks Roundabout

Option Aim: Improve traffic congestion along this route, potentially improving access to existing and proposed development sites

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable, but with challenges

Practical Feasibility: Feasible

Cost: £250k - £1m

Perceived Value: Likely to deliver value for money

Further Appraisal Required:

Judgement Required

Judgement Decision For Further Appraisal:

NO

Reason for Decision:

Carriageway widening is not required on this route as the issue is the Rose Grove junction pinch point and not the carriageway capacity. A separate option (NI-15) has investigated Rose Grove junction improvements.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|--|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | |
| 2 | Improve highway safety issues within the study area | 1 | |
| 3 | Reduce congestion on the local road network | 1 | |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | |
| 6 | Improve walking and cycling facilities within the study area | 1 | |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-35

Option Description: Junction improvement (signalisation) at Westgate / St. James St junction

Option Aim: Relieve congestion at the junction and improve access to existing and proposed developments

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable

Practical Feasibility: Feasible

Cost: <£250k

Perceived Value: Likely to deliver value for money

Further Appraisal Required:

YES

Judgement Decision For Further Appraisal:

YES

Reason for Decision:

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|---------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | Neutral |
| 2 | Improve highway safety issues within the study area | 1 | +1 |
| 3 | Reduce congestion on the local road network | 1 | +2 |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | +2 |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | +1 |
| 6 | Improve walking and cycling facilities within the study area | 1 | +1 |

Overall Performance against the Study Objectives

+9

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-36

Option Description: Junction improvements (e.g. signal optimisation / capacity improvements) at Active Way / Kingsway

Option Aim: Relieve congestion at the junction and improve access to existing and proposed developments

Option Scheme Type:

Option Filtering

Deliverability:

Practical Feasibility:

Cost:

Perceived Value:

Further Appraisal Required:

Judgement Decision For Further Appraisal:

Reason for Decision:

Option Appraisal

| Contribution towards the Study Objectives | | Weighting Factor | |
|---|---|------------------|--------------------------------------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | <input type="text" value="Neutral"/> |
| 2 | Improve highway safety issues within the study area | 1 | <input type="text" value="Neutral"/> |
| 3 | Reduce congestion on the local road network | 1 | <input type="text" value="+1"/> |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | <input type="text" value="+2"/> |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | <input type="text" value="+1"/> |
| 6 | Improve walking and cycling facilities within the study area | 1 | <input type="text" value="Neutral"/> |

Overall Performance against the Study Objectives:

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-37

Option Description: Junction improvements (e.g. signal optimisation / capacity improvements) at Active Way / Church St

Option Aim: Relieve congestion at the junction and improve access to existing and proposed developments

Option Scheme Type:

Option Filtering

Deliverability:

Practical Feasibility:

Cost:

Perceived Value:

Further Appraisal Required:

Judgement Decision For Further Appraisal:

Reason for Decision:

Option Appraisal

| Contribution towards the Study Objectives | | Weighting Factor | |
|---|---|------------------|--------------------------------------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | <input type="text" value="Neutral"/> |
| 2 | Improve highway safety issues within the study area | 1 | <input type="text" value="Neutral"/> |
| 3 | Reduce congestion on the local road network | 1 | <input type="text" value="+1"/> |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | <input type="text" value="+2"/> |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | <input type="text" value="+1"/> |
| 6 | Improve walking and cycling facilities within the study area | 1 | <input type="text" value="Neutral"/> |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-39

Option Description: Junction improvements at Boundary Mill junction (M65 J14)

Option Aim: Improve access to proposed expansion at Boundary Mill.

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable

Practical Feasibility: Not Feasible

Cost: <£250k

Perceived Value: Not likely to deliver value for money

Further Appraisal Required: NO

Judgement Decision For Further Appraisal: NO

Reason for Decision: This option would be looked at as part of the North Valley Road Do Minimum option (Alternative Strategy from the M65 to Yorkshire Study). In addition, this option was considered unlikely to deliver value for money.

Option Appraisal

| Contribution towards the Study Objectives | | Weighting Factor | |
|---|---|------------------|----------------------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | <input type="text"/> |
| 2 | Improve highway safety issues within the study area | 1 | <input type="text"/> |
| 3 | Reduce congestion on the local road network | 1 | <input type="text"/> |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | <input type="text"/> |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | <input type="text"/> |
| 6 | Improve walking and cycling facilities within the study area | 1 | <input type="text"/> |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-40

Option Description: Colne Bypass (as investigated by the M65 to Yorkshire Corridor Study)

Option Aim: Reduce congestion through Colne and surrounding towns, whilst unlocking existing and proposed development

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable, but with challenges

Practical Feasibility: Potential Issues

Cost: >£5m (major scheme)

Perceived Value: May deliver value for money

Further Appraisal Required:

NO

Judgement Decision For Further Appraisal:

NO

Reason for Decision:

This scheme has already been investigated as part of the M65 to Yorkshire Corridor Study and will be considered separately to this study.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|--|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | |
| 2 | Improve highway safety issues within the study area | 1 | |
| 3 | Reduce congestion on the local road network | 1 | |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | |
| 6 | Improve walking and cycling facilities within the study area | 1 | |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-42

Option Description: Junction improvements (e.g. signal optimisation / capacity improvements) on Vivary Way / North Valley Road junction

Option Aim: Relieve traffic congestion and improve access to existing and proposed development sites

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Very difficult to deliver

Practical Feasibility: Feasible

Cost: <£250k

Perceived Value: Likely to deliver value for money

Further Appraisal Required:

NO

NO

Judgement Decision For Further Appraisal:**Reason for Decision:**

This scheme has already been investigated as part of the M65 to Yorkshire Corridor Study and will be considered separately to this study. Proposals are currently being investigated by LCC.

Option Appraisal**Contribution towards the Study Objectives****Weighting Factor**

| | | | |
|---|---|---|--|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | |
| 2 | Improve highway safety issues within the study area | 1 | |
| 3 | Reduce congestion on the local road network | 1 | |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | |
| 6 | Improve walking and cycling facilities within the study area | 1 | |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-43

Option Description: Junction improvements (e.g. signal optimisation / capacity improvements) for Nelson town centre - Manchester Rd/Broadway/Sagar St/Netherfield Rd/Lomeshaye Rd (as investigated part of the Nelson to Rawtenstall RMS).

Option Aim: Relieve traffic congestion and improve access to existing and proposed development sites

Option Scheme Type: Traffic Management

Option Filtering

Deliverability: Deliverable

Practical Feasibility: Feasible

Cost: <£250k

Perceived Value: Likely to deliver value for money

Further Appraisal Required: YES

Judgement Decision For Further Appraisal: YES

Reason for Decision:

Option Appraisal

| Contribution towards the Study Objectives | | Weighting Factor | |
|---|---|------------------|---------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | Neutral |
| 2 | Improve highway safety issues within the study area | 1 | Neutral |
| 3 | Reduce congestion on the local road network | 1 | +1 |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | +2 |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | +1 |
| 6 | Improve walking and cycling facilities within the study area | 1 | Neutral |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

+6

Option Details

Option Number: PRE/NI-44

Option Description: Provide a northern access from Lomeshaye Industrial estate to the M65 J13 via the A6068

Option Aim: Improve access to the Lomeshaye Industrial estate

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Very difficult to deliver

Practical Feasibility: Potential Issues

Cost: £250k - £1m

Perceived Value: May deliver value for money

Further Appraisal Required:

NO

Judgement Decision For Further Appraisal:

NO

Reason for Decision:

This option would provide an additional access point to an existing development site and therefore should be considered as part of the site redevelopment process.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|--|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | |
| 2 | Improve highway safety issues within the study area | 1 | |
| 3 | Reduce congestion on the local road network | 1 | |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | |
| 6 | Improve walking and cycling facilities within the study area | 1 | |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-47

Option Description: Signal optimisation and pedestrian crossing provision from Heasandford Industrial Estate to the M65 J10

Option Aim: Improve access to existing and proposed development

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable, but with challenges

Practical Feasibility: Potential Issues

Cost: £250k - £1m

Perceived Value: Not likely to deliver value for money

Further Appraisal Required:

NO

Judgement Decision For Further Appraisal:

NO

Reason for Decision:

Options for the majority of the major junctions on the route from the M65 J10 to Heasandford Industrial Estate have already been identified for appraisal. This option is therefore not required.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|--|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | |
| 2 | Improve highway safety issues within the study area | 1 | |
| 3 | Reduce congestion on the local road network | 1 | |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | |
| 6 | Improve walking and cycling facilities within the study area | 1 | |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-49

Option Description: Junction Improvements (e.g. signal optimisation / capacity improvements / pedestrian crossing provision) at the Mitre junction on the parallel route

Option Aim: Relieve traffic congestion and improve access to existing and proposed development sites

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable

Practical Feasibility: Feasible

Cost: <£250k

Perceived Value: Likely to deliver value for money

Further Appraisal Required:

YES

Judgement Decision For Further Appraisal:

YES

Reason for Decision:

This option should not be included in the final package of options, as it is already being funded by LCC.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|---------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | Neutral |
| 2 | Improve highway safety issues within the study area | 1 | Neutral |
| 3 | Reduce congestion on the local road network | 1 | +2 |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | +2 |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | +1 |
| 6 | Improve walking and cycling facilities within the study area | 1 | +1 |

Overall Performance against the Study Objectives

+8

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-50

Option Description: Junction improvements (e.g. signalisation / optimisation) at either end of Burnham Gate, in order to maximise route capacity

Option Aim: Provide an alternative route to Queens Lancashire Way to relieve issues with severance related to the Weavers Triangle development site.

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable, but with challenges

Practical Feasibility: Potential Issues

Cost: £250k - £1m

Perceived Value: May deliver value for money

Further Appraisal Required:

Judgement Required

Judgement Decision For Further Appraisal:

YES

Reason for Decision:

Option would be difficult to deliver as sections of the route are constrained (e.g. buildings and already congested at the junction with Trafalgar St), however it would be a plausible alternative route through central Burnley.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|---------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | Neutral |
| 2 | Improve highway safety issues within the study area | 1 | +1 |
| 3 | Reduce congestion on the local road network | 1 | +1 |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | +2 |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | +1 |
| 6 | Improve walking and cycling facilities within the study area | 1 | +1 |

Overall Performance against the Study Objectives

+8

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-53

Option Description: Junction improvements (e.g. signal optimisation / capacity improvements) at junctions along Dunkenhalgh Way & Hyndburn Road

Option Aim: Improve access to existing and proposed development sites, along with the key route to Accrington from M65 J7

Option Scheme Type:

Option Filtering

Deliverability:

Practical Feasibility:

Cost:

Perceived Value:

Further Appraisal Required:

YES

Judgement Decision For Further Appraisal:

YES

Reason for Decision:

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|--------------------------------------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | <input type="text" value="Neutral"/> |
| 2 | Improve highway safety issues within the study area | 1 | <input type="text" value="+1"/> |
| 3 | Reduce congestion on the local road network | 1 | <input type="text" value="+1"/> |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | <input type="text" value="+2"/> |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | <input type="text" value="+1"/> |
| 6 | Improve walking and cycling facilities within the study area | 1 | <input type="text" value="Neutral"/> |

Overall Performance against the Study Objectives

+7

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NI-54

Option Description: Junction improvements (e.g. signalisation / capacity improvements) at the Burnley College access junction

Option Aim: Improve access to existing or proposed development sites in Burnley

Option Scheme Type: Network Improvement

Option Filtering

Deliverability: Deliverable

Practical Feasibility: Feasible

Cost: £250k - £1m

Perceived Value: Likely to deliver value for money

Further Appraisal Required:

Judgement Required

Judgement Decision For Further Appraisal:

YES

Reason for Decision:

Option could generate a significant level of potential benefits. The option would help to facilitate Burnley Knowledge Park Phase 2 development, therefore should be appraised.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|---------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | Neutral |
| 2 | Improve highway safety issues within the study area | 1 | +1 |
| 3 | Reduce congestion on the local road network | 1 | +1 |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | +2 |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | Neutral |
| 6 | Improve walking and cycling facilities within the study area | 1 | +1 |

Overall Performance against the Study Objectives

+7

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/TM-11

Option Description: Review signing strategy for Burnley Town Centre and destinations further afield from the M65 motorway

Option Aim: Improve accessibility to Burnley and ensure road users are using the most appropriate junction for their desired destination

Option Scheme Type:

Option Filtering

Deliverability:

Practical Feasibility:

Cost:

Perceived Value:

Further Appraisal Required:

Judgement Decision For Further Appraisal:

Reason for Decision:

Burnley Central, South and West are already correctly signed from the M65, therefore this option is unnecessary.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|----------------------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | <input type="text"/> |
| 2 | Improve highway safety issues within the study area | 1 | <input type="text"/> |
| 3 | Reduce congestion on the local road network | 1 | <input type="text"/> |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | <input type="text"/> |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | <input type="text"/> |
| 6 | Improve walking and cycling facilities within the study area | 1 | <input type="text"/> |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/TM-24

Option Description: Traffic Signal optimisation on the parallel route (e.g. MOVA validation or install SCOOT)

Option Aim: Improve flow of traffic on a key access in and out of Burnley, also providing a link to existing and proposed development sites. It would also help to alleviate areas of congestion.

Option Scheme Type:

Option Filtering

Deliverability:

Practical Feasibility:

Cost:

Perceived Value:

Further Appraisal Required:

Judgement Decision For Further Appraisal:

Reason for Decision:

Options for the majority of the major junctions on the A682 parallel route have already been identified for appraisal. This option is therefore not required.

Option Appraisal

Contribution towards the Study Objectives

| | | Weighting Factor | |
|---|---|------------------|----------------------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | <input type="text"/> |
| 2 | Improve highway safety issues within the study area | 1 | <input type="text"/> |
| 3 | Reduce congestion on the local road network | 1 | <input type="text"/> |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | <input type="text"/> |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | <input type="text"/> |
| 6 | Improve walking and cycling facilities within the study area | 1 | <input type="text"/> |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/TM-27

Option Description: Promote walking and cycling in the study area through travel plans for the businesses located at the key development sites

Option Aim: Encourage modal shift from driving cars to sustainable methods of transport

Option Scheme Type: Traffic Management

Option Filtering

Deliverability: Deliverable, but with challenges

Practical Feasibility: Feasible

Cost: <£250k

Perceived Value: May deliver value for money

Further Appraisal Required:

Judgement Required

Judgement Decision For Further Appraisal:

NO

Reason for Decision:

No specific issues have been identified. Specific walking and cycling schemes have been included as individual options.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|--|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | |
| 2 | Improve highway safety issues within the study area | 1 | |
| 3 | Reduce congestion on the local road network | 1 | |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | |
| 6 | Improve walking and cycling facilities within the study area | 1 | |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/TM-28

Option Description: Install two VMS signs on the M65 motorway and congestion monitoring in Burnley Town Centre to advise traffic of congestion, with real time congestion information available to the public online.

Option Aim: Provide up to date real-time information to road users of traffic conditions on the M65 and in Burnley

Option Scheme Type:

Option Filtering

Deliverability:

Practical Feasibility:

Cost:

Perceived Value:

Further Appraisal Required:**Judgement Required****Judgement Decision For Further Appraisal:**

YES

Reason for Decision:

Two VMS locations already exist EB between the M65 J8-J9 and WB between the M65 J13-J14. This option would compliment the existing infrastructure including the provision of congestion monitoring infrastructure in order to relay relevant information to road users.

Option Appraisal

| Contribution towards the Study Objectives | | Weighting Factor | |
|---|---|------------------|--------------------------------------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | <input type="text" value="+1"/> |
| 2 | Improve highway safety issues within the study area | 1 | <input type="text" value="+1"/> |
| 3 | Reduce congestion on the local road network | 1 | <input type="text" value="+1"/> |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | <input type="text" value="+1"/> |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | <input type="text" value="Neutral"/> |
| 6 | Improve walking and cycling facilities within the study area | 1 | <input type="text" value="Neutral"/> |

Overall Performance against the Study Objectives

+6

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/TM-38

Option Description: Update existing VMS and car park occupancy hardware in Burnley

Option Aim: Improve information provision for people travelling in and around Burnley, potentially improving access to development sites

Option Scheme Type:

Option Filtering

Deliverability:

Practical Feasibility:

Cost:

Perceived Value:

Further Appraisal Required:

Judgement Decision For Further Appraisal:

Reason for Decision:

This option is likely to be relatively low cost and would make best use of existing infrastructure by providing better information to road users in Burnley. This option should therefore be appraised.

Option Appraisal

| Contribution towards the Study Objectives | | Weighting Factor | |
|---|---|------------------|--------------------------------------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | <input type="text" value="Neutral"/> |
| 2 | Improve highway safety issues within the study area | 1 | <input type="text" value="+1"/> |
| 3 | Reduce congestion on the local road network | 1 | <input type="text" value="+1"/> |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | <input type="text" value="+1"/> |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | <input type="text" value="+1"/> |
| 6 | Improve walking and cycling facilities within the study area | 1 | <input type="text" value="Neutral"/> |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/PT-16

Option Description: Improvements to Rose Grove railway station, including pedestrian accessibility

Option Aim: Provide better access to existing and proposed development sites. Improvements would consider additional parking, passenger information facilities and pedestrian accessibility improvements.

Option Scheme Type: Public Transport

Option Filtering

Deliverability: Deliverable, but with challenges

Practical Feasibility: Feasible

Cost: £250k - £1m

Perceived Value: Likely to deliver value for money

Further Appraisal Required:**Judgement Required****Judgement Decision For Further Appraisal:**

YES

Reason for Decision:

This option could provide benefits for non-motorised users accessing strategic development sites and should therefore be progressed to the Option Appraisal stage.

Option Appraisal

| Contribution towards the Study Objectives | | Weighting Factor | |
|---|---|------------------|---------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | Neutral |
| 2 | Improve highway safety issues within the study area | 1 | Neutral |
| 3 | Reduce congestion on the local road network | 1 | +1 |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | +1 |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | +2 |
| 6 | Improve walking and cycling facilities within the study area | 1 | +1 |

Overall Performance against the Study Objectives

+6

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/PT-17

Option Description: Improvements to Huncoat & Hapton railway stations

Option Aim: Provide better access to existing and proposed development sites. Improvements would consider additional parking, passenger information facilities and pedestrian accessibility improvements.

Option Scheme Type:

Option Filtering

Deliverability:

Practical Feasibility:

Cost:

Perceived Value:

Further Appraisal Required:

Judgement Decision For Further Appraisal:

Reason for Decision:

This option could provide benefits for non-motorised users accessing strategic development sites and should therefore be progressed to the Option Appraisal stage.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|--------------------------------------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | <input type="text" value="Neutral"/> |
| 2 | Improve highway safety issues within the study area | 1 | <input type="text" value="Neutral"/> |
| 3 | Reduce congestion on the local road network | 1 | <input type="text" value="+1"/> |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | <input type="text" value="+1"/> |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | <input type="text" value="+1"/> |
| 6 | Improve walking and cycling facilities within the study area | 1 | <input type="text" value="Neutral"/> |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/PT-18

Option Description: Provide bus services that connect with new & existing development sites and rail stations

Option Aim: Improve local access to employment sites

Option Scheme Type:

Option Filtering

Deliverability:

Practical Feasibility:

Cost:

Perceived Value:

Further Appraisal Required:**Judgement Decision For Further Appraisal:**

Reason for Decision:

This option is unlikely to be a viable commercial service and therefore it is not considered deliverable.

Option Appraisal**Contribution towards the Study Objectives****Weighting Factor**

| | | | |
|---|---|---|--------------------------------------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | <input type="text" value="+1"/> |
| 2 | Improve highway safety issues within the study area | 1 | <input type="text" value="Neutral"/> |
| 3 | Reduce congestion on the local road network | 1 | <input type="text" value="+1"/> |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | <input type="text" value="+2"/> |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | <input type="text" value="+2"/> |
| 6 | Improve walking and cycling facilities within the study area | 1 | <input type="text" value="Neutral"/> |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/PT-20

Option Description: New railway station at Greenbank

Option Aim: The new station would be introduced primarily to serve the Whitebirk development site at M65 J6

Option Scheme Type:

Option Filtering

Deliverability:

Practical Feasibility:

Cost:

Perceived Value:

Further Appraisal Required:**Judgement Decision For Further Appraisal:**

Reason for Decision: Although the business case for this scheme could be relatively strong, it is not considered possible to add another station within such close proximity to the other stations along the line. In addition, Network Rail have expressed concerns that this scheme could decrease service reliability.

Option Appraisal

| Contribution towards the Study Objectives | | Weighting Factor | |
|---|---|------------------|----------------------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | <input type="text"/> |
| 2 | Improve highway safety issues within the study area | 1 | <input type="text"/> |
| 3 | Reduce congestion on the local road network | 1 | <input type="text"/> |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | <input type="text"/> |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | <input type="text"/> |
| 6 | Improve walking and cycling facilities within the study area | 1 | <input type="text"/> |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/PT-21

Option Description: Electrification of the railway line within the study area

Option Aim: Improve service provision for passengers

Option Scheme Type:

Option Filtering

Deliverability: Deliverable, but with challenges

Practical Feasibility: Potential Issues

Cost: >£5m (major scheme)

Perceived Value: May deliver value for money

Further Appraisal Required:

Judgement Decision For Further Appraisal:

Reason for Decision: This option will be considered as part of the Rail Connectivity Study.

Option Appraisal

| Contribution towards the Study Objectives | | Weighting Factor | |
|---|---|------------------|----------------------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | <input type="text"/> |
| 2 | Improve highway safety issues within the study area | 1 | <input type="text"/> |
| 3 | Reduce congestion on the local road network | 1 | <input type="text"/> |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | <input type="text"/> |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | <input type="text"/> |
| 6 | Improve walking and cycling facilities within the study area | 1 | <input type="text"/> |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/PT-25

Option Description: Improve bus passenger facilities in the corridor (e.g. RTP1 and shelters)

Option Aim: Encourage modal shift, therefore help to relieve pressure on the road network

Option Scheme Type: Public Transport

Option Filtering

Deliverability: Very difficult to deliver

Practical Feasibility: Feasible

Cost: <£250k

Perceived Value: May deliver value for money

Further Appraisal Required:

NO

Judgement Decision For Further Appraisal:

NO

Reason for Decision:

No specific issues have been identified.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|--|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | |
| 2 | Improve highway safety issues within the study area | 1 | |
| 3 | Reduce congestion on the local road network | 1 | |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | |
| 6 | Improve walking and cycling facilities within the study area | 1 | |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/PT-26

Option Description: Improve school bus facilities

Option Aim:

Option Scheme Type: Public Transport

Option Filtering

Deliverability: Deliverable

Practical Feasibility: Feasible

Cost: <£250k

Perceived Value: Not likely to deliver value for money

Further Appraisal Required: NO

Judgement Decision For Further Appraisal: NO

Reason for Decision: No specific issues have been identified.

Option Appraisal

| Contribution towards the Study Objectives | | Weighting Factor | |
|---|---|------------------|--|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | |
| 2 | Improve highway safety issues within the study area | 1 | |
| 3 | Reduce congestion on the local road network | 1 | |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | |
| 6 | Improve walking and cycling facilities within the study area | 1 | |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/PT-30

Option Description: Express bus service on the motorway linking Burnley and Blackburn

Option Aim: Provide a direct link between Blackburn and Burnley, in addition to existing services and and serve the development sites

Option Scheme Type: Public Transport

Option Filtering

Deliverability: Very difficult to deliver

Practical Feasibility: Potential Issues

Cost: <£250k

Perceived Value: May deliver value for money

Further Appraisal Required:

NO

NO

Judgement Decision For Further Appraisal:

Reason for Decision:

This option is unlikely to be a viable commercial service and therefore it is not considered deliverable.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|--|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | |
| 2 | Improve highway safety issues within the study area | 1 | |
| 3 | Reduce congestion on the local road network | 1 | |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | |
| 6 | Improve walking and cycling facilities within the study area | 1 | |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/PT-33

Option Description: Introduce Park & Ride scheme to access Burnley

Option Aim: Improve access into Burnley and existing / proposed development sites, potentially helping to reduce congestion in the city.

Option Scheme Type:

Option Filtering

Deliverability:

Practical Feasibility:

Cost:

Perceived Value:

Further Appraisal Required:

Judgement Decision For Further Appraisal:

Reason for Decision:

For such a system to work efficiently priority bus corridors would be required so as to offer reliable journey times for passengers. This option is therefore not considered to be feasible. In addition, the proximity of the M65 motorway to Burnley town centre means that a Park & Ride scheme is unlikely to be popular.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|----------------------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | <input type="text"/> |
| 2 | Improve highway safety issues within the study area | 1 | <input type="text"/> |
| 3 | Reduce congestion on the local road network | 1 | <input type="text"/> |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | <input type="text"/> |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | <input type="text"/> |
| 6 | Improve walking and cycling facilities within the study area | 1 | <input type="text"/> |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/PT-41

Option Description: Improve connectivity between Colne bus and rail stations

Option Aim: As above

Option Scheme Type: Public Transport

Option Filtering

Deliverability: Deliverable

Practical Feasibility: Feasible

Cost: £250k - £1m

Perceived Value: May deliver value for money

Further Appraisal Required:

Judgement Required

Judgement Decision For Further Appraisal:

YES

Reason for Decision:

The option could potentially make travel by public transport more attractive and therefore the option should be appraised.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|---------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | Neutral |
| 2 | Improve highway safety issues within the study area | 1 | Neutral |
| 3 | Reduce congestion on the local road network | 1 | Neutral |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | Neutral |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | +1 |
| 6 | Improve walking and cycling facilities within the study area | 1 | +1 |

Overall Performance against the Study Objectives

+2

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/PT-46

Option Description: Improve public transport access and parking management at Burnley College and UCLan with updated travel planning and ticketing options

Option Aim: Encourage use of public transport and improve access existing and proposed development sites

Option Scheme Type:

Option Filtering

Deliverability:

Practical Feasibility:

Cost:

Perceived Value:

Further Appraisal Required:

Judgement Decision For Further Appraisal:

Reason for Decision:

Option Appraisal

| Contribution towards the Study Objectives | | Weighting Factor | |
|---|---|------------------|--------------------------------------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | <input type="text" value="Neutral"/> |
| 2 | Improve highway safety issues within the study area | 1 | <input type="text" value="Neutral"/> |
| 3 | Reduce congestion on the local road network | 1 | <input type="text" value="+1"/> |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | <input type="text" value="+2"/> |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | <input type="text" value="+1"/> |
| 6 | Improve walking and cycling facilities within the study area | 1 | <input type="text" value="Neutral"/> |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/PT-52

Option Description: Develop bus access to Burnley Bridge development site

Option Aim: Improve access to existing and proposed development sites through improvements to the public transport infrastructure

Option Scheme Type:

Option Filtering

Deliverability:

Practical Feasibility:

Cost:

Perceived Value:

Further Appraisal Required:

Judgement Decision For Further Appraisal:

Reason for Decision:

The Burnley Bridge development site is still under construction and therefore this option should not be progressed. In addition, this option is likely to be covered by the travel plan for the development site.

Option Appraisal

| Contribution towards the Study Objectives | | Weighting Factor | |
|---|---|------------------|----------------------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | <input type="text"/> |
| 2 | Improve highway safety issues within the study area | 1 | <input type="text"/> |
| 3 | Reduce congestion on the local road network | 1 | <input type="text"/> |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | <input type="text"/> |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | <input type="text"/> |
| 6 | Improve walking and cycling facilities within the study area | 1 | <input type="text"/> |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/PT-55

Option Description: Provide additional car parking at Burnley Manchester Road railway station

Option Aim:

Option Scheme Type: Public Transport

Option Filtering

Deliverability: Deliverable

Practical Feasibility: Feasible

Cost: £250k - £1m

Perceived Value: Likely to deliver value for money

Further Appraisal Required:

Judgement Required

Judgement Decision For Further Appraisal:

YES

Reason for Decision:

Car parking at Burnley Manchester Road station could become a bigger problem when the new hourly service between Blackburn and Manchester is introduced. This option should therefore be appraised.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|---------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | Neutral |
| 2 | Improve highway safety issues within the study area | 1 | Neutral |
| 3 | Reduce congestion on the local road network | 1 | +1 |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | Neutral |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | +2 |
| 6 | Improve walking and cycling facilities within the study area | 1 | Neutral |

Overall Performance against the Study Objectives

+3

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NM-22

Option Description: Improve walking and cycling facilities between Burnley Bridge and Burnley Town Centre (scheme was included in Burnley Pinch Point bid).

Option Aim: Improve non-motorised user access to existing and proposed development sites

Option Scheme Type:

Option Filtering

Deliverability:

Practical Feasibility:

Cost:

Perceived Value:

Further Appraisal Required:

Judgement Decision For Further Appraisal:

Reason for Decision:

This option would improve access between existing and proposed development sites for non-motorised users and consequently could deliver value for money.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|--------------------------------------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | <input type="text" value="Neutral"/> |
| 2 | Improve highway safety issues within the study area | 1 | <input type="text" value="Neutral"/> |
| 3 | Reduce congestion on the local road network | 1 | <input type="text" value="Neutral"/> |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | <input type="text" value="+2"/> |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | <input type="text" value="Neutral"/> |
| 6 | Improve walking and cycling facilities within the study area | 1 | <input type="text" value="+2"/> |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)

Option Details

Option Number: PRE/NM-45

Option Description: Improve walking and cycling facilities from Burnley Rail Stations to Burnley Town Centre

Option Aim: Improve non-motorised user access to existing and proposed development sites from Burnley Barracks, Burnley Central and Burnley Manchester Road stations to Burnley Town Centre

Option Scheme Type:

Option Filtering

Deliverability:

Practical Feasibility:

Cost:

Perceived Value:

Further Appraisal Required:

Judgement Decision For Further Appraisal:

Reason for Decision:

This option includes accessibility improvements between Burnley's three railway stations and Burnley town centre, which is a key development site.

Option Appraisal

Contribution towards the Study Objectives

Weighting Factor

| | | | |
|---|---|---|--------------------------------------|
| 1 | Improve the operation of the M65 motorway junctions and ensure journey time reliability on the M65 mainline is maintained | 2 | <input type="text" value="Neutral"/> |
| 2 | Improve highway safety issues within the study area | 1 | <input type="text" value="Neutral"/> |
| 3 | Reduce congestion on the local road network | 1 | <input type="text" value="Neutral"/> |
| 4 | Improve access to existing developments (including town centres) & proposed development sites | 2 | <input type="text" value="+2"/> |
| 5 | Improve the effectiveness of public transport facilities within the study area | 1 | <input type="text" value="Neutral"/> |
| 6 | Improve walking and cycling facilities within the study area | 1 | <input type="text" value="+2"/> |

Overall Performance against the Study Objectives

(*2 weighting factor applied to the 'highest priority' Study Objectives)