

| <b>WEST YORKSHIRE LOCAL TRANSPORT PLAN</b><br>(Overall Strategy including Major Schemes) |                                | Problems: increasing traffic levels, congestion, public transport reliability, decline in bus use, increasing casualties, poor quality infrastructure | 1) Total Cost of the Plan £876m<br>2) Cost to Government £774m |                     |
|--|--------------------------------|---|--|---------------------|
| <b>OBJECTIVE</b>   | <b>SUB OBJECTIVE</b>           | <b>QUALITATIVE IMPACTS</b>  | <b>QUANTITATIVE MEASURE</b>                                    | <b>ASSESSMENT</b>   |
| ENVIRONMENT  | Noise                          | Reduction in traffic as compared with do-nothing will lead to reductions in noise levels.   |  | Slightly beneficial |
|  | Local air quality              | Reduction in traffic as compared with do-nothing will lead to improved air quality.   |  | Beneficial          |
|  | Greenhouse Gases               | Reduction in traffic as compared with do-nothing will lead to reduced greenhouse gas emissions.   | Decrease of 75,000 tonnes CO <sub>2</sub> equivalent per annum | Beneficial          |
|  | Landscape                      | (Any impacts from major schemes to be assessed in their individual appraisals)  |  | Neutral             |
|  | Townscape                      | City and Town centre proposals will facilitate significant improvements.  |  | Beneficial          |
|  | Heritage of Historic Resources | (Any impacts from major schemes to be assessed in their individual appraisals)  |  | Neutral             |
|  | Biodiversity                   | (Any impacts from major schemes to be assessed in their individual appraisals)  |  | Neutral             |
|  | Water                          | (Any impacts from major schemes to be assessed in their individual appraisals)  |  | Neutral             |
|  | Physical Fitness               | Pedestrian, cycling and travel awareness strategies encourage a healthier lifestyle, with more walking and cycling.                                   |  | Beneficial          |

|               |                               |   |  |                 |
|---------------|-------------------------------|---|--|-----------------|
|               | Journey Ambience              | Better public transport through bus and rail station improvements, real time information, new low floor buses, new rail rolling stock, new shelters, customer care training for bus drivers.<br>Improved cycle and walking through development of cycling and pedestrian routes.                            |  | Beneficial      |
| SAFETY        | Accidents                     | Reduced accidents through reduction in traffic as compared with do nothing, road safety engineering measures and road safety education, training and publicity.   | £54m NPV killed and serious injuries saved   | Beneficial      |
|               | Security                      | Improvements through a personal safety strategy, including CCTV in town centres, bus and rail stations, lighting, infrastructure design, security staff at larger bus and rail stations, education and publicity.   |  | Beneficial      |
| ECONOMY       | Transport Economic Efficiency | Significant improvements to bus journey times along quality corridors.<br>Improvements to journey times along cycle and pedestrian routes.<br>Reduction in vehicle operating costs through bus priorities and reduced congestion. Increases in car costs for some journeys from demand management measures. | Av. Bus journey times reduced by 3.5 mins.<br>Av. Train journey times reduced by 3 mins. | Beneficial      |
|               | Reliability                   | Improved reliability of bus journey times along quality corridors.<br>Improved journey time reliability for rail journeys to and from Leeds because of capacity improvements in Leeds.<br>Reduced congestion compared with do nothing will provide more reliable car journey times.                         |  | Very Beneficial |
|               | Wider Economic Impacts        | The strategy supports general regeneration initiatives and in particular the areas of in East Leeds, Central Bradford and the former Coalfields area.<br>City and Town centre proposals will assist the local economy.  |  | Beneficial      |
| ACCESSIBILITY | Option Values                 | Improvements to the available transport options for many areas and sections of the population.  |  | Beneficial      |

|             |                                |   |  |            |
|-------------|--------------------------------|---|--|------------|
|             | Severance                      | Overall, reduced traffic as compared with do-nothing will tend to reduce severance. The pedestrian strategy includes measures aimed at reducing severance.<br>(Specific local impacts of major schemes to be assessed in their individual appraisals.)                            |  | Beneficial |
|             | Access to the Transport System | The strategy includes significant initiatives to address social inclusion issues including an access strategy.  |  | Beneficial |
| INTEGRATION | Transport Interchange          | The strategy includes significant initiatives to improve passenger interchange between all modes.<br>Strategy includes proposals to encourage interchange between road and rail or waterway   |  | Beneficial |
|             | Land-use policy                | The strategy supports and is supported by land use policies, in particular through adoption of objectives and strategy in line with PPG13 and draft Regional Planning Guidance, parking standards and travel plans.<br>Specific measures to support development proposals in UDPs |  | Beneficial |
|             | Other Government Policies      | Welfare to Work and New Deal for Communities.<br>Health Improvement.  |  | Beneficial |

Table 1: Appraisal Summary Table - Overall Strategy including Major Schemes

|  |   |  |
|--|---|--|
| <b>WEST YORKSHIRE LOCAL TRANSPORT PLAN</b><br>(Overall Strategy excluding Major Schemes) | Problems: increasing traffic levels, congestion, public transport reliability, decline in bus use, increasing casualties, poor quality infrastructure | 1) Total Cost of the Plan £303m<br>2) Cost to Government £283m |
|--|---|--|

| OBJECTIVE   | SUB OBJECTIVE                  | QUALITATIVE IMPACTS  | QUANTITATIVE MEASURE   | ASSESSMENT          |
|-------------|--------------------------------|--|--|---------------------|
| ENVIRONMENT | Noise                          | Reduction in traffic as compared with do-nothing will lead to reductions in noise levels.  |  | Slightly beneficial |
|             | Local air quality              | Reduction in traffic as compared with do-nothing will lead to improved air quality.  |  | Beneficial          |
|             | Greenhouse Gases               | Reduction in traffic as compared with do-nothing will lead to reduced greenhouse gas emissions.  | Decrease of 72,000 tonnes CO <sub>2</sub> equivalent per annum | Beneficial          |
|             | Landscape                      | (Any impacts from major schemes to be assessed in their individual appraisals)   |  | Neutral             |
|             | Townscape                      | City and Town centre proposals will facilitate significant improvements.   |  | Beneficial          |
|             | Heritage of Historic Resources | (Any impacts from major schemes to be assessed in their individual appraisals)   |  | Neutral             |
|             | Biodiversity                   | (Any impacts from major schemes to be assessed in their individual appraisals)   |  | Neutral             |
|             | Water                          | (Any impacts from major schemes to be assessed in their individual appraisals)   |  | Neutral             |
|             | Physical Fitness               | Pedestrian, cycling and travel awareness strategies encourage a healthier lifestyle, with more walking and cycling.  |  | Beneficial          |
|             | Journey Ambience               | Better public transport through bus and rail station improvements, real time information, new low floor buses, new rail rolling stock, new shelters, customer care training for bus drivers.<br>Improved cycle and walking through development of cycling and pedestrian routes. |  | Beneficial          |

|               |                               |   |  |                     |
|---------------|-------------------------------|---|--|---------------------|
| SAFETY        | Accidents                     | Reduced accidents through reduction in traffic as compared with do nothing, road safety engineering measures and road safety education, training and publicity.   | £53m NPV killed and serious injuries saved   | Beneficial          |
|               | Security                      | Improvements through a personal safety strategy, including CCTV in town centres, bus and rail stations, lighting, infrastructure design, security staff at larger bus and rail stations, education and publicity.   |  | Beneficial          |
| ECONOMY       | Transport Economic Efficiency | Significant improvements to bus journey times along quality corridors.<br>Improvements to journey times along cycle and pedestrian routes.<br>Reduction in vehicle operating costs through bus priorities and reduced congestion. Increases in car costs for some journeys from demand management measures. | Av. Bus journey times reduced by 3.4 mins.<br>Av. Train journey times reduced by 3 mins. | Beneficial          |
|               | Reliability                   | Improved reliability of bus journey times along quality corridors.<br>Improved journey time reliability for rail journeys to and from Leeds because of capacity improvements in Leeds.<br>Reduced congestion compared with do nothing will provide more reliable car journey times.                         |  | Beneficial          |
|               | Wider Economic Impacts        | The strategy supports general regeneration initiatives and in particular the areas of in East Leeds, Central Bradford and the former Coalfields area.<br>City and Town centre proposals will assist the local economy.  |  | Slightly Beneficial |
| ACCESSIBILITY | Option Values                 | Improvements to the available transport options for many areas and sections of the population.  |  | Beneficial          |
|               | Severance                     | Overall, reduced traffic as compared with do-nothing will tend to reduce severance. The pedestrian strategy includes measures aimed at reducing severance.<br>(Specific local impacts of major schemes to be assessed in their individual appraisals.)  |  | Beneficial          |

|             |                                |   |  |            |
|-------------|--------------------------------|---|--|------------|
|             | Access to the Transport System | The strategy includes significant initiatives to address social inclusion issues including an access strategy.  |  | Beneficial |
| INTEGRATION | Transport Interchange          | The strategy includes significant initiatives to improve passenger interchange between all modes.<br>Strategy includes proposals to encourage interchange between road and rail or waterway   |  | Beneficial |
|             | Land-use policy                | The strategy supports and is supported by land use policies, in particular through adoption of objectives and strategy in line with PPG13 and draft Regional Planning Guidance, parking standards and travel plans.<br>Specific measures to support development proposals in UDPs |  | Beneficial |
|             | Other Government Policies      | Welfare to Work and New Deal for Communities.<br>Health Improvement.  |  | Beneficial |

*Table 2: Appraisal Summary Table – Overall Strategy excluding Major Schemes*