

Preferred Option Appraisal Summary Table

| Option: Preferred NGT Option | | Description: 14 km three line trolleybus network | Problems: Existing bus services uncompetitive and unreliable | Present Value of Costs to Public Accounts: £239m |
|------------------------------|---|---|--|--|
| OBJECTIVE | SUB-OBJECTIVE | QUALITATIVE IMPACTS | QUANTITATIVE ASSESSMENT | ASSESSMENT |
| ENVIRONMENT | Noise | Construction noise impacts. Impacts due to movement of vehicles/Park & Ride traffic | Less people annoyed by noise | Net population win of 85 |
| | Local Air Quality | Improvement in local air quality by 2016 although increase in regional emissions | Air quality effects at properties (Improvement/No effect/Deterioration) NO ₂ : 27,621 / 1,031 / 26,404 PM ₁₀ : 28,076 / 1,031 / 25,949 | In 2016: NO ₂ -1,891 PM ₁₀ -91 |
| | Greenhouse Gases | Increase in C emissions (without crossing) - increase over time due to traffic growth | 2016 – 0.4% increase in emissions | Change in of C = 1,333 tonnes |
| | Landscape | Loss of greenspace and mature trees, particularly at the Bodington Park & Ride | n/a | Slight Adverse |
| | Townscape | Loss of some townscape features and physical/visual impacts of OHLE | n/a | Slight beneficial with mitigation |
| | Heritage of Historic Resources | Localised adverse effects on historic resources. Mitigation of some impacts possible. | n/a | Moderate Adverse |
| | Biodiversity | Loss of woodland habitats/mature trees in off-line areas. Disturbance to Protected Species | n/a | Moderate Adverse |
| | Water Environment | Limited construction impact on groundwater quality. Low potential for operation impact. | n/a | Neutral |
| | Physical Fitness | System will encourage public transport use. Associated improvements to walking/cycling | n/a | Slight Beneficial |
| | Journey Ambience | Modern high quality system. Improvements to traveller care, views and stress levels | n/a | Strong Beneficial |
| SAFETY | Accidents | Overall reduction in vehicle km (taking account of bus service changes) | 2,400 less accidents (128 less injuries) | PVB £4m |
| | Security | Best practice design: effective lighting, CCTV, help points, landscaping, natural surveillance | n/a | Strong Beneficial |
| ECONOMY | Public Accounts | | Central Govt PVC, Local Govt PVC | PVC £210m |
| | Transport Economic Efficiency: Business Users & Transport Providers | | Users PVB, Transport Providers PVB, Other PVB | PVB -£68m |
| | Transport Economic Efficiency: Consumers | | Users PVB | PVB £520m |
| | Reliability | | Users PVB | PVB £94m |
| | Wider Economic Impacts | Analysis is currently ongoing and is expected to show material benefits | n/a | Strong Beneficial |
| ACCESSIBILITY | Option Values | NGT represents a new transport opportunity particularly as an alternative to private car | n/a | Strong Beneficial |
| | Severance | Associated pedestrian crossings and cycle facilities will reduce current severance | n/a | Moderate Beneficial |
| | Access to the Transport System | NGT will provide faster public transport links to key facilities and improve links between north and east Leeds | 1.7% increase in non-car households with access to facilities on route | Moderate Beneficial |
| INTEGRATION | Transport Interchange | Provides high quality stops and new interchange opportunities | n/a | Moderate Beneficial |
| | Land-Use Policy | Consistent with land use policy | n/a | Beneficial |
| | Other Government Policies | In alignment with other Government policies | n/a | Beneficial |