Appendix B – EAST Summary Appraisal Forms

This document is out of date. The latest information on the government's aviation and airports policy is available on GOV.UK.

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**A65-A658 Junction Improvement**
Date	07/08/2014
Description	Capacity and alignment improvements to the A65 / A658 roundabout junction at Rawdon.

Strategic

Identified problems and objectives	Problem: congestion	
Scale of impact	4	The proposed signalisation scheme will result in a significant reduction in peak period delays at this junction.
Fit with wider transport and government objectives	4	The scheme fits within the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme addresses the LTPs Economy objective as the improvements to the junction will facilitate the growth of LBIA through enhanced surface strategy. It will also support planned development sites and enhance access to key employment locations.
Key uncertainties		
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**4. Amber/green**	The scheme addresses the LTPs Economy objective as the improvements to the junction will facilitate the growth of LBIA through enhanced surface strategy. It will also support planned development sites and enhance access to key employment locations.
Carbon emissions	**4. Amber/green**	The scheme will reduce delays during the peak hours and reduce carbon due to more reliable driving conditions.
Socio-distributional impacts and the regions	**4. Amber/green**	Improved access to the LBIA and key employment hubs.
Local environment	**3. Amber**	Negligible impact on the local environment
Well being	**4. Amber/green**	Safer conditions for cyclists and pedestrians.
Expected VfM category		

Managerial

Implementation timetable	5. 2-5 years	Timescale based on that for other similar schemes
Public acceptability	Don't know	
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	02. 0-5	Likely to be less than £5m based on similar schemes.
Revenue Costs (£m)	Don't know	
Cost profile		
Overall cost risk	Don't know	
Other costs		

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Potential funding from Local Authority / West Yorkshire Transport Fund	
Any income generated? (£m)	No	Don’t know

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**A65 to LBIA Link Road**
Date	13/04/2014
Description	A new single carriageway road linking to the airport with new junctions on the A65 and A658 with upgrade to the A65 to provide bus priority measures including at the A65/A6120 junction.

Strategic

Identified problems and objectives	Objective: • Provision of a direct high quality route to LBIA • Reduction in journey times between Leeds and LBIA and on the A658 between LBIA and Rawdon	
Scale of impact	4	The scheme will facilitate future growth of the airport. The new carriageway will result in a substantial reduction in traffic on Scotland Lane and reduced journey times for private vehicles and commercial vehicles travelling to LBIA from Leeds and east Bradford. There will be also a reduction in journey times between Leeds and LBIA.
Fit with wider transport and government objectives	4	The scheme fits in with the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	4	Improving connectivity to the Airport contributes to the Regional economy and delivers the objectives set out in the Strategic Economic Plan.
Key uncertainties		
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**5. Green**	A reduction in journey times is expected for general traffic and buses travelling to LBIA from east Bradford and Leeds. General traffic: • Journey time saving of 1 min between Leeds and LBIA during AM and PM peak hours. • 0.5 minute saving on the A658 between LBIA and Rawdon. Bus: • Buses using the section of route between LBIA and the A65 will have a journey time reduction of 8 minutes when using the new link. • In addition to this, bus priority measures approaching the Horsforth A65/ A6120 junction would result in a journey saving of 2 minutes (during AM peak).
Carbon emissions	**4. Amber/green**	Improved efficiency/ journey times of buses and private vehicles and therefore a slight reduction in emissions.
Socio-distributional impacts and the regions	**5. Green**	There will be a reduction in traffic on Scotland Lane, A65 west of new link and A658 south of new link. This will benefit the local communities.
Local environment	**1. Red**	The reduction in traffic flows will reduce pollution as a result of exhaust fumes from vehicles and stop-start movements as a result of congestion. The expected relief of traffic from the congested centre of Yeadon and the minor roads through Horsforth will result in positive environmental benefits in terms of redcued pollution and noise. However, there may be issues with the routing of the road across green belt land and special landscape areas, though designs will mitigate impact as much as possible.

Well being	**4. Amber/green**	The link road is likely to reduce the number of road traffic accidents, as a reduction in traffic should in turn reduce the likelihood of a collision. The link road will improve connectivity and reduce congestion. The scheme may increase physical activity amongst the population by improving pedestrian and cycling facilities.
Expected VfM category	3. Medium 1.5-2	Greater benefits are apparent for options connecting to Otley Road or Harrogate Road.

Managerial

Implementation timetable	6. 5-10 years	Current estimated opening year of 2022.
Public acceptability	Don't know	
Practical feasibility	3	May be issues with route of road across Special Landscape area and Green Belt.
What is the quality of the supporting evidence?		
Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	05. 25-50	Estimated costs of £38.18 million.
Revenue Costs (£m)	01. None	This scheme would not generate revenue.
Cost profile		
Overall cost risk	Don’t know	
Other costs	There would be ongoing maintenance costs.	

Commercial

Flexibility of option		
Where is funding coming from?	Likely funding source to be Local Authority / West Yorkshire Transport Fund	
Any income generated? (£m)	No	

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**A660 A6589 (Pool Bank Road)**
Date	07/08/2014
Description	Improvements to the junction and surrounding link roads to improve safety, journey time reliability and ease congestion. Junction located to the north of the airport and provides a strategic link to LBIA improving connectivity.

Strategic

Identified problems and objectives	Problem: Congestion	
Scale of impact	4	Scheme will provide key access and safety improvements on the key strategic links, providing access to LBIA and local centres.
Fit with wider transport and government objectives	4	The scheme fits in with the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme addresses the LTP's Economy objective as the improvements to the roundabout will facilitate the growth of LBIA through enhanced surface strategy. It will expedite the planned development sites. It will enhance access to key employment sites.
Key uncertainties		
Degree of consensus over outcomes		

Economic

Economic growth	**4. Amber/green**	Will support the growth of LBIA and surrounding employment sites
Carbon emissions	**4. Amber/green**	Slight improvement in carbon emissions resulting from less congestion and reliability of journey times
Socio-distributional impacts and the regions	**4. Amber/green**	Improves accessibility on the strategic road network
Local environment	**3. Amber**	Negligible impact on local environment
Well being	**4. Amber/green**	Improvement on accessibility and safety
Expected VfM category		

Managerial

Implementation timetable	6. 5-10 years	Based on timescales for other schemes
Public acceptability	Don't know	
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	02. 0-5	Estimate based on that of other similar schemes
Revenue Costs (£m)		
Cost profile		
Overall cost risk	Don't know	
Other costs		

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Potential funding from Local Authority / West Yorkshire Transport Fund	
Any income generated? (£m)		

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**A6110 ORR Improvements**
Date	13/04/2014
Description	A6110 highway improvements from M621 J1 to the A647 Stanningley Bypass. Includes enhanced pedestrian and cycling facilities as well as junction improvements at key intersections. Complements measures planned elsewhere on the Leeds Outer Ring Road.

Strategic

Identified problems and objectives	Objectives: Seek to build on Local Transport Plan Schemes progressed in recent years.	
Scale of impact	4	Will facilitate and support housing and employment development in the sub-region through reducing congestion and business costs and improving active travel.
Fit with wider transport and government objectives	4	The scheme fits within the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	4	Supports the objectives of the Leeds City Region Strategic Economic Plan to improve connectivity.
Key uncertainties		
Degree of consensus over outcomes	Don't know	Unknown

Economic

Economic growth	**4. Amber/green**	Reduces business costs and expands labour markets by addressing significant congestion on the Ring Road through Farnley and Wortley. Improves the performance of radial bus movements and significantly improves access to the M621 from East Bradford and West Leeds.
Carbon emissions	**4. Amber/green**	Will result in a slight reduction in carbon emissions through reduced congestion and support of green active travel alternatives.
Socio-distributional impacts and the regions	**4. Amber/green**	Facilitates development opportunities and also supports active travel modes, and improves safety.
Local environment	**3. Amber**	May result in minor additional land take to support the improvements along the route.
Well being	**4. Amber/green**	The scheme is likely to improve road safety
Expected VfM category		

Managerial

Implementation timetable	Don’t know	
Public acceptability	Don't know	Unknown if consultation has begun
Practical feasibility	3	Land take required for upgrade
What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	04. 10-25	£17,800,000
Revenue Costs (£m)	Don’t know	

Cost profile		
Overall cost risk	Don’t know	
Other costs		

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Potential funding from Local Authority / West Yorkshire Transport Fund	
Any income generated? (£m)	Don't know	

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Bradford ORR West Junctions**
Date	06/02/2014
Description	Improvements to 7 junctions on the Bradford Outer Ring Road Western Section: Manningham Lane / Queens Road; Whetley Lane / Tollerton Lane; Cemetary Road / Thornton Road; Cemetary Road / Legrams Lane; Horton Grange Road / Legrams Lane; Great Horton Road / Cross Lane; and Great Horton Road / Horton Grange Road.

Strategic

Identified problems and objectives	Problem: Localised capacity issues.	
Scale of impact	4	The junction improvements will reduce congestion and improve the reliability of jounrey times. This will support economic growth in the region.
Fit with wider transport and government objectives	4	The scheme fits in with the objectives to sustain economic growth through reliable and efficient transport networks, improve safety and enhance access to jobs and services.
Fit with other objectives	3	Fits in with the Leeds City Region Strategic Economic Plan to improve connectivity
Key uncertainties		
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**4. Amber/green**	The junction improvements will reduce congesiton and improve journey times, supporting the growth aspirations in the sub-reigon.
Carbon emissions	**4. Amber/green**	Increased reliability and reduced congestion will result in a slight reduction of carbon emissions.
Socio-distributional impacts and the regions	**3. Amber**	Aids in improvement of access.
Local environment	**3. Amber**	Improvements to existing juncitons are expected to have a negligible impact on the local environment
Well being	**4. Amber/green**	Reduced congestion and reliability of journey times along with improvements in safety
Expected VfM category		

Managerial

Implementation timetable	6. 5-10 years	Series of junction improvements likely to have >5 year lead in time.
Public acceptability	Don't know	
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	06. 50-100	Estimated cost of £50m+ for a series of improvements on the outer ring road west
Revenue Costs (£m)	Don't know	
Cost profile		
Overall cost risk	Don't know	

Other costs		

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Don't know	
Any income generated? (£m)	No	Don’t know

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**East Leeds Orbital Road**
Date	13/04/2014
Description	East Leeds Orbital Road is a new orbital highway route from the M1 Junction 46 to west of the A58. It includes a link road between Manston Lane (MLLR) and M1 Junction 46 and East Leeds Orbital Route (ELOR) from Manston Lane to the west of the A58.

Strategic

Identified problems and objectives	To facilitate significant development and to reduce congestion and severence on existing A6120. The delivery of ELOR is critical to unlocking the development capacity of the East Leeds Extension and as such has become a focus of strategic planning for the area, including its cost, funding, scope, phasing in relationship to house building and responsibility for construction.	
Scale of impact	4	The ELOR is required for the development of East Leeds Extension housing developments. Supporting significant levels of housing growth will provide the labour pool needed to support employment growth in Leeds. The scheme will also reduce congestion, reducing business costs and expanding commuter catchments to employment sites such as Thorpe Park. Assists the uptake of public transport, by reducing congestion.
Fit with wider transport and government objectives	4	The scheme fits in with the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	4	Fits in with the Leeds City Region Strategic Economic Plan to improve connectivity.
Key uncertainties	Timescale of scheme due to reliance on developer funding.	
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**5. Green**	ELOR will reduce traffic on the existing A6120 and support growth in Leeds Centre. Journey times between A642 and Park Lane would be reduced by 7% and 9% eastbound and 17% and 18% westbound (AM and PM peak respectively).
Carbon emissions	**4. Amber/green**	Scheme will potentially reduce volume of traffic in urban Leeds. Bus priority will reduce journey times and improve reliability.
Socio-distributional impacts and the regions	**5. Green**	Facilitates significant development and improvement of the environment for pedestrians and cyclists.
Local environment	**2. Red/amber**	There will be a positive effect on air quality as the volume of traffic is reduced. However, the new road will run through areas of existing greenfield land.
Well being	**4. Amber/green**	The scheme is likely to improve road safety through improvements to pedestrian and cycling facilities.
Expected VfM category		

Managerial

Implementation timetable	6. 5-10 years	ELOR may be developed in phases as the housing development is progressed, or possibly as one scheme but would require seed funding. Manston Lane Link Road may be initially progressed as a single carriageway with scope to widen later. Timescale is dependent on market conditions, but 2022 could be assmed as a completion date and MLLR could be in place by 2015.
Public acceptability	Don't know	Consultation has been set up by East Leeds Extension N Quadrant - to consider local access and the effect of ELOR

Practical feasibility	3	As the scheme is developer funded it is dependent on market conditions. However, seed funding may overcome this.
What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	4	ELOR would be fully developer funded. MLLR is to be developer funded if built as a single carriageway, but would require additional funding to widen to a dual carriageway.
Capital Cost (£m)	07. 100-250	£131,429,233 (including optimism bias).
Revenue Costs (£m)	01. None	
Cost profile		
Overall cost risk	Don’t know	
Other costs	There would be ongoing maintenance costs.	

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Potential funding from Local Authority / West Yorkshire Transport Fund	
Any income generated? (£m)	No	

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Harrogate Rd - New Line Jct**
Date	13/05/2014
Description	Junction widening on each arm of the Harrogate Road/New Line crossroads with the provision of segregated left turn lanes on three arms.

Strategic

Identified problems and objectives	Problem: The junction is currently heavilty congested, especially at peak hours. Objective: to increase capacity on the key route between Leeds and Bradford.	
Scale of impact	3	The junction lies on a key route between Leeds and Bradford as well as to Leeds Bradford Airport. Upgrading the junction would increase the capacity on both of these roads. The scheme would benefit highway users, particularly those travelling at peak times when the road has high levels of congestion.
Fit with wider transport and government objectives	3	Fits with the Strategic Economic Plan which aims to deliver infrastructure to support growth.
Fit with other objectives	3	Reduction in congestion and improvements in journey time.
Key uncertainties		
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**4. Amber/green**	The scheme will have a positive impact, journey times will be reduced and congestion will be alleviated. The improvements would also, by providing improved high way access, create increased housing and employment opportunities in the area and enhance connectivity into Bradford from the Airport, access to the new Apperley Bridge rail station and highway access between Leeds and north Bradford and Airedale.
Carbon emissions	**4. Amber/green**	There will be no change in the distance vehicles travel, however, with reduced journey times and congestion there will be a reduction in standing (queued) traffic and drivers will be able to drive more efficiently, improving the air quality.
Socio-distributional impacts and the regions	**4. Amber/green**	As well as benefitting motorists, pedestrian and cycling facilities will also be provided at the junction, where none currently exist.
Local environment	**3. Amber**	Minor land take required for improved junction may be required.
Well being	**4. Amber/green**	The scheme will reduce journey times and will have a positive impact on accessibility.
Expected VfM category		

Managerial

Implementation timetable	5. 2-5 years	The scheme would be complete by 2016.
Public acceptability	Don't know	
Practical feasibility	5. High	Outline design has been undertaken
What is the quality of the supporting evidence?	Don't know	
Key risks	The scheme required land take from key parties to provide the additional capacity on each arm of the junction.	

Financial

Affordability	Don't know	
Capital Cost (£m)	03. 5-10	£7.14 million
Revenue Costs (£m)	01. None	
Cost profile		
Overall cost risk	Don’t know	
Other costs	No further assessment has been made	

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Potential funding from Local Authority / West Yorkshire Transport Fund	
Any income generated? (£m)	No	

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Horsforth Roundabout**
Date	13/05/2014
Description	Introduction of new traffic signals at Horsforth Roundabout.

Strategic

Identified problems and objectives	Roundabout experiences high volumes of traffic and severe congestion during peak periods. Junction needs to be able to accommodate increased traffic levels from a major new housing development on the site of the former Clariant Works.	
Scale of impact	3	Traffic signals would ease congestion at the roundabout and manage traffic flow through the junction from stationary traffic on the roundabout.
Fit with wider transport and government objectives	3	The scheme fits in with the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	Improved transport infrastructure and its links to supporting housing growth form key parts of the Council's Business Plan.
Key uncertainties		
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**4. Amber/green**	The newly managed signalised roundabout will reduce the impact of the increase in traffic from the new housing development.
Carbon emissions	**4. Amber/green**	The scheme will have little impact on carbon emissions. However, a reduction in congestion will allow drivers to drive more efficiently.
Socio-distributional impacts and the regions	**4. Amber/green**	The scheme proposals will also accommodate the new housing development on the site of the former Clariant works.
Local environment	**3. Amber**	Minor land take required for improved junction may be required.
Well being	**4. Amber/green**	This junction is also listed number 23 in the road safety "Sites for Concern 2007 -2011", published in November 2012, with 19 accidents recorded in the past 5 years. Signalisation of the junction is likely to prevent road accidents. Reduced journey times have also been forecast.
Expected VfM category		

Managerial

Implementation timetable	3. 6-12 months	Starting on site in the immediate future.
Public acceptability	Don't know	
Practical feasibility	5. High	Detailed design work undertaken
What is the quality of the supporting evidence?	4	Detailed design work undertaken
Key risks		

Financial

Affordability	5. Affordable	Already recieved funding
Capital Cost (£m)	02. 0-5	£4,500,000
Revenue Costs (£m)	01. None	
Cost profile		

Overall cost risk		
Other costs		

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Funding from Leeds City Council and Developer Contributions	
Any income generated? (£m)	No	

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Junction A61 - A6120**	
Date	29/05/2014	
Description	Upgrade of A61 / A6120 to traffic signal controlled junction. Originally part of the ELOR upgrade scheme.	

Strategic

Identified problems and objectives	Congestion and crowding which will hamper future economic growth unless addressed.	
Scale of impact	3	The proposed signalisation scheme will result in a significant reduction in peak period delays at this junction. This will benefit businesses, commuters and bus users.
Fit with wider transport and government objectives	3	The scheme fits within the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme addresses the LTPs Economy objective as the improvements to the junction will facilitate the growth of LBIA through enhanced surface strategy. It will also support planned development sites and enhance access to key employment locations.
Key uncertainties		
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**4. Amber/green**	The scheme addresses the LTPs Economy objective as the improvements to the junction will facilitate the growth of LBIA through enhanced surface strategy. It will also support planned development sites and enhance access to key employment locations.
Carbon emissions	**4. Amber/green**	The scheme will reduce delays during the peak hours and reduce carbon emissions due to more reliable driving conditions.
Socio-distributional impacts and the regions	**4. Amber/green**	Improved access to the key employment hubs.
Local environment	**3. Amber**	Negligible impact on the local environment
Well being	**4. Amber/green**	Safer conditions for cyclists and pedestrians.
Expected VfM category		

Managerial

Implementation timetable	5. 2-5 years	Preliminary design work undertaken
Public acceptability	Don't know	
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	02. 0-5	<£5m
Revenue Costs (£m)	01. None	
Cost profile		

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Junction Kings Lane - A6120**	
Date	29/05/2014	
Description	Upgrade of Kings Lane / A6120 to traffic signal controlled junction. Originally part of the ELOR upgrade scheme.	

Strategic

Identified problems and objectives	Congestion and crowding which will hamper future economic growth unless addressed.	
Scale of impact	3	The proposed signalisation scheme will result in a significant reduction in peak period delays at this junction. This will benefit businesses, commuters and bus users.
Fit with wider transport and government objectives	3	The scheme fits within the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme addresses the LTPs Economy objective as the improvements to the junction will facilitate the growth of LBIA through enhanced surface strategy. It will also support planned development sites and enhance access to key employment locations.
Key uncertainties		
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**4. Amber/green**	The scheme addresses the LTPs Economy objective as the improvements to the junction will facilitate the growth of LBIA through enhanced surface strategy. It will also expediate planned development sites and enhance access to key employment locations.
Carbon emissions	**4. Amber/green**	The scheme will reduce delays during the peak hours and reduce carbon emissions due to more relaible driving conditions.
Socio-distributional impacts and the regions	**4. Amber/green**	Improved access to the key employment hubs.
Local environment	**3. Amber**	Negligible impact on the local environment
Well being	**4. Amber/green**	Safer conditions for cyclists and pedestrains.
Expected VfM category		

Managerial

Implementation timetable	5. 2-5 years	Preliminary design work undertaken
Public acceptability	Don't know	
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	02. 0-5	<£5m
Revenue Costs (£m)	01. None	
Cost profile		

Overall cost risk	Don’t know	
Other costs		

Commercial

Flexibility of option	3	
Where is funding coming from?	Potential funding from Local Authority / West Yorkshire Transport Fund	
Any income generated? (£m)	No	

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Junction Kings Lane - Stonegate**
Date	29/05/2014
Description	Upgrade of Kings Lane / Stonegate to traffic signal controlled junction. Originally part of the ELOR upgrade scheme.

Strategic

Identified problems and objectives	Congestion and crowding which will hamper future economic growth unless addressed.	
Scale of impact	3	The proposed signalisation scheme will result in a significant reduction in peak period delays at this junction. This will benefit businesses, commuters and bus users.
Fit with wider transport and government objectives	3	The scheme fits within the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme addresses the LTPs Economy objective as the improvements to the junction will facilitate the growth of LBIA through enhanced surface strategy. It will also expediate planned development sites and enhance access to key employment locations.
Key uncertainties		
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**4. Amber/green**	The scheme addresses the LTPs Economy objective as the improvements to the junction will facilitate the growth of LBIA through enhanced surface strategy. It will also expediate planned development sites and enhance access to key employment locations.
Carbon emissions	**4. Amber/green**	The scheme will reduce delays during the peak hours and reduce carbon emissions due to more relaible driving conditions.
Socio-distributional impacts and the regions	**4. Amber/green**	Improved access to the key employment hubs.
Local environment	**3. Amber**	Negligible impact on the local environment.
Well being	**4. Amber/green**	Safer conditions for cyclists and pedestrains.
Expected VfM category		

Managerial

Implementation timetable	5. 2-5 years	Preliminary design work undertaken.
Public acceptability	Don't know	
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	02. 0-5	<£5m
Revenue Costs (£m)	01. None	
Cost profile		

Overall cost risk	Don’t know	
Other costs		

Commercial

Flexibility of option	3	
Where is funding coming from?	Potential funding from Local Authority / West Yorkshire Transport Fund	
Any income generated? (£m)	No	

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Rawdon Crossroads**
Date	30/05/2014
Description	Junction improvement to the crossroads of the A65 and B6152 in Rawdon.

Strategic

Identified problems and objectives	Junction lies on a direct route to LBIA and is congested at peak times.	
Scale of impact	4	The proposed signalisation scheme will result in a significant reduction in peak period delays at this junction. This will benefit businesses, commuters and bus users.
Fit with wider transport and government objectives	3	The scheme fits within the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme addresses the LTPs Economy objective as the improvements to the junction will facilitate the growth of LBIA through enhanced surface strategy. It will also support planned development sites and enhance access to key employment locations.
Key uncertainties	No optioneering or detailed design has been undertaken.	
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**4. Amber/green**	The scheme addresses the LTPs Economy objective as the improvements to the junction will facilitate the growth of LBIA through enhanced surface strategy. It will also support planned development sites and enhance access to key employment locations.
Carbon emissions	**4. Amber/green**	The scheme will reduce delays during the peak hours and reduce carbon due to more reliable driving conditions.
Socio-distributional impacts and the regions	**4. Amber/green**	Improved access to the the LBIA and key employment hubs.
Local environment	**3. Amber**	Negligible impact on the local environment,
Well being	**4. Amber/green**	Improved journey time reliability, reduced congestion and improvements in safety.
Expected VfM category		

Managerial

Implementation timetable	Don’t know	
Public acceptability	Don't know	
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	02. 0-5	Likely to be less than £2.5m although design work undertaken
Revenue Costs (£m)	Don’t know	
Cost profile		

Overall cost risk	Don’t know	
Other costs		

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Potential funding from Local Authority / West Yorkshire Transport Fund	
Any income generated? (£m)	No	Don’t know

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Rodley Roundabout**
Date	13/05/2014
Description	A657/A6120 Rodley Roundabout signalisation. The scheme will include the full signalisation of the junction, the provision of controlled pedestrian/cycle crossing facilities on all four approaches.

Strategic

Identified problems and objectives	The roundabout has been identified as one of the top 15 most congested Local Authority junctions in West Yorkshire with delays exceeding 5 minutes during peak hours.	
Scale of impact	4	The scheme will facilitate the delivery of 950 dwellings at adjacent housing developments. Rodney Roundabout currently forms a bottleneck between the north of Bradford and Leeds City centre. The improvements to the roundabout will improve access into Leeds City Centre (a key employment area). The proposed signalisation scheme will result in a significant reduction in peak period delays at this junction. This will benefit businesses, commuters and bus users.
Fit with wider transport and government objectives	3	The scheme fits in with the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme addresses the LTP's Economy objective,as the improvements to the roudabout will facilitate the growth of LBIA through enhanced surface strategy. It will expedite the planned development sites. It will enhance access to key employment sites.
Key uncertainties		
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**5. Green**	The scheme addresses the LTP's Economy objective as the improvements to the roudabout will facilitate the growth of LBIA through enhanced surface strategy. It will expedite the planned development sites. It will enhance access to key employment sites.
Carbon emissions	**4. Amber/green**	The scheme will reduce delays during peak time and reduce carbon due to more efficient driving.
Socio-distributional impacts and the regions	**5. Green**	Improved access to Leeds City Centre, a key employment hub.
Local environment	**3. Amber**	Minor land take required for improved junction may be required.
Well being	**4. Amber/green**	The scheme will encourage greater levels of walking and cycling through the provision of new facilities for pedestrians and cyclists.
Expected VfM category	1. Very High >4	Indicative BCR of 7.9 using a 30-year appraisal.

Managerial

Implementation timetable	3. 6-12 months	Estimated completion 2015. Scheme to be constructed in conjunction with Horsforth Roundabout.
Public acceptability	5. High	Estimated completion 2015. Scheme to be constructed in conjunction with Horsforth
Practical feasibility	5. High	Estimated completion 2015. Scheme to be constructed in conjunction with Horsforth Roundabout
What is the quality of the supporting evidence?	5. High	Already recieved funding

Key risks		

Financial

Affordability	5. Affordable	Already recieved funding
Capital Cost (£m)	02. 0-5	£4,712,000
Revenue Costs (£m)	Don’t know	
Cost profile		
Overall cost risk	4	
Other costs	Risk cost of 23%	

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Funded through DfT pinch pont programme.	
Any income generated? (£m)	No	

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Thornbury Barracks Roundabout**
Date	13/05/2014
Description	The scheme is located on the A647 and will address the primary pinch point by signalising the junction and constructing central running lanes through the roundabout. A bi-directional priority lane, together with signal priority for buses at the junction, will also be provided. Pedestrian and cycling facilities will be implemented at the junction to improve road safety.

Strategic

Identified problems and objectives	The main problem that the scheme would help to mitigate is the poor journey times and journey time reliability owing to congestion on the A647 from the junction with Leeds Old Road and the Stanningley Bypass. The particular problem relates to the junction with the B6154 whereby queuing occurs on the A647. The current layout of the roundabout is now considered substandard, as it can no longer cope with the level of traffic that uses the route. This is an important part of a key commuter route between Bradford and Leeds.	
Scale of impact	3	Given the role and function of the corridor, the economic benefits of the scheme would be spread widely across the urban areas of Leeds and Bradford.
Fit with wider transport and government objectives	3	The scheme fits in with the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	Fit in with LTP objectives as the scheme will provide greater connectivity.
Key uncertainties		
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**4. Amber/green**	The Thornbury Barracks is forecast to deliver an average time saving of 43 seconds (AM and PM Peak) for general traffic between Leeds and Bradford.
Carbon emissions	**4. Amber/green**	Drivers travelling through the junction will be able to drive more efficiently due to reduced congestion.
Socio-distributional impacts and the regions	**4. Amber/green**	The scheme will help connect all core centres within the region and connect the population to key employment sites and services.
Local environment	**3. Amber**	The scheme will have little impact on the local environment.
Well being	**4. Amber/green**	Typically, the signalisation of a roundabout of this nature will reduce the number of accidents by 40% per year at a saving of up to 1.5 PI accidents/year. The scheme will better facilitate pedestrians and cyclists.
Expected VfM category		

Managerial

Implementation timetable	3. 6-12 months	Construction due to start March 2015
Public acceptability	5. High	Construction due to start March 2015
Practical feasibility	5. High	Construction due to start March 2015
What is the quality of the supporting evidence?	5. High	Construction due to start March 2015
Key risks		

Financial

Affordability	5. Affordable	Already recieved funding
Capital Cost (£m)	02. 0-5	£4,179,000
Revenue Costs (£m)	Don't know	
Cost profile		
Overall cost risk	Don't know	
Other costs		

Commercial

Flexibility of option	3	Alternative options have been explored, however, this option was the preferred option as no additional land was required.
Where is funding coming from?	Funded through DfT pinch point programme.	
Any income generated? (£m)	No	

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**PT Bus - Express Bradford-LBIA**
Date	30/05/2014
Description	Introduction of an express bus service between Bradford Interchange, LBIA and Harrogate.

Strategic

Identified problems and objectives	Problems: Lack of public transport connectivlty to the airport from Bradford and Harrogate. Objectives: promotes the use of rail to Bradford with a dedicated onward connection to LBIA. Increase the number of bus trips from Harrogate and also trips between Harrogate and Bradford.	
Scale of impact	4	Scheme will provide a dedicated direct rapid bus link to LBIA enhancing access and reducing the reliance upon vehicle trips.
Fit with wider transport and government objectives	4	The scheme fits in with the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme addresses the LTPs Economy objective as improvements in access via the bus service facilitate the growth of LBIA through enhanced surface strategy.
Key uncertainties	Journey time savings over existing bus services	
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**4. Amber/green**	Growth opportunities will result from the implementation of the scheme, providing greater access between Bradford, Harrogate and LBIA, and in turn improving access to jobs and services.
Carbon emissions	**4. Amber/green**	The scheme will provide a viable option to the private car and has the potential to reduce the number of vehicles travelling between Bradford, LBIA and Harrogate. This will result in a direct reduction in carbon emissions.
Socio-distributional impacts and the regions	**4. Amber/green**	The scheme will provide enhanced access between LBIA, Bradford and Harrogate and provide journey time savings against existing options.
Local environment	**3. Amber**	The scheme will benefit the local environment through the reduction of car trips, resulting in lower carbon emissions and better air quality.
Well being	**3. Amber**	The scheme will reduce severance issues through providing enhanced access between LBIA, Bradford and Harrogate and also provide enhanced access to jobs and services.
Expected VfM category		

Managerial

Implementation timetable	5. 2-5 years	Conservative estimate based on estimated time to secure funding support etc
Public acceptability	3	Improved Public Transport Service providing better facilities for the public
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	Don't know	

Capital Cost (£m)	02. 0-5	<£5m
Revenue Costs (£m)	Don’t know	
Cost profile		
Overall cost risk	Don’t know	
Other costs		

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Likely funding from Local Authority / West Yorkshire Transport Fund	
Any income generated? (£m)	Yes	Don’t know

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**PT Bus - Express Leeds-LBIA**
Date	30/05/2014
Description	Introduction of an express bus service from Leeds Train Station to LBIA.

Strategic

Identified problems and objectives	Problems: Lack of public transport connectivlty to the airport from Leeds. Objectives: promotes the use of rail to Leeds with a dedicated onward connection to LBIA. Improves bus usage based on more frequent scheduling and lower journey times.	
Scale of impact	4	Scheme will provide a dedicated direct rapid bus link to LBIA enhancing access and reducing the reliance upon vehicle trips.
Fit with wider transport and government objectives	4	The scheme fits in with the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme addresses the LTPs Economy objective as improvements in access via the bus service facilitate the growth of LBIA through enhanced surface strategy.
Key uncertainties	Journey time savings over existing bus services	
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**4. Amber/green**	Growth opportunities will result from the implementation of the scheme, providing greater access between Leeds and LBIA, and in turn improving access to jobs and services.
Carbon emissions	**4. Amber/green**	The scheme will provide a viable option to the private car and has the potential to reduce the number of vehicles travelling from Leeds to LBIA. This will result in a direct reduction in carbon emissions.
Socio-distributional impacts and the regions	**4. Amber/green**	The scheme will provide enhanced access between LBIA and Leeds.
Local environment	**3. Amber**	The scheme will benefit the local environment through the reduction of car trips, resulting in lower carbon emissions and better air quality.
Well being	**3. Amber**	The scheme will reduce severance issues through providing enhanced access to LBIA and Leeds, and also provide enhanced access to jobs and services.
Expected VfM category		

Managerial

Implementation timetable	5. 2-5 years	Conservative estimate based on estimated time to secure funding support etc
Public acceptability	3	Improved Public Transport Service providing better facilities for the public
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	02. 0-5	<£5m
Revenue Costs (£m)	Don’t know	

Cost profile	
Overall cost risk	Don’t know
Other costs	

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Likely funding from Local Authority / West Yorkshire Transport Fund	
Any income generated? (£m)	Yes	Don’t know

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**PT Bus - Local Shuttle to LBIA**
Date	30/05/2014
Description	Introduction of a local bus shuttle services from train stations at Horsforth, Guiseley and Apperley Bridge.

Strategic

Identified problems and objectives	Problems: Lack of public transport connectivlty to the airport. Objectives: Promotes the use of existing rail links to stations close to the airport with dedicated onward connections to LBIA.	
Scale of impact	4	Shuttle bus service will provide direct link from the stations to LBIA. Scheme will create a formal interchange, significantly improving the existing public transport offer. Will make public transport provision a more viable transport option.
Fit with wider transport and government objectives	4	The scheme fits in with the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme addresses the LTPs Economy objective as the service will improve access facilitating the growth of LBIA through enhanced surface strategy.
Key uncertainties		
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**4. Amber/green**	Growth opportunities will result from the implementation of the scheme. Scheme will improve access between Guiseley, Horseley, Apperley Bridge and the rail network to LBIA. This will enhance access to jobs, services and related opportunities.
Carbon emissions	**4. Amber/green**	The scheme will enable public transport to be viewed as a viable option to the private car and has the potential to reduce the number of vehicles travelling from to LBIA. This will result in a direct reduction in carbon emissions.
Socio-distributional impacts and the regions	**4. Amber/green**	The scheme will provide enhanced access between LBIA, Guiseley, Horsforth and Apperley Bridge whilst also enhancing connectivity to the wider rail network.
Local environment	**3. Amber**	The scheme will benefit the local environment through the reduction of car trips, resulting in lower carbon emissions and better air quality.
Well being	**3. Amber**	The scheme will reduce severance issues through providing enhanced access to LBIA and also provide enhanced access to jobs and services.
Expected VfM category		

Managerial

Implementation timetable	5. 2-5 years	Conservative estimate based on estimated time to secure funding support etc
Public acceptability	3	Improved Public Transport Service providing better facilities for the public
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	02. 0-5	<£5m
Revenue Costs (£m)	Don’t know	
Cost profile		
Overall cost risk	Don’t know	
Other costs		

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Likely funding from Local Authority / West Yorkshire Transport Fund	
Any income generated? (£m)	Yes	Don’t know

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**PT Bus - Express York-LBIA**
Date	30/05/2014
Description	Re-introduction of express bus service from York to LBIA.

Strategic

Identified problems and objectives	Problems: Poor public transport connectivity from York to LBIA. Objectives: Increase number of trips from people in York and encourage greater bus use to LBIA through the dedicated rapid service.	
Scale of impact	4	Scheme will provide a dedicated direct rapid bus link to LBIA enhancing access and reducing the reliance upon vehicle trips.
Fit with wider transport and government objectives	4	The scheme fits in with the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme will enhance connectivity between Leeds and LBIA.
Key uncertainties	Previous service was discontinued due to low patronage.	
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**4. Amber/green**	Growth opportunities will result from the implementation of the scheme, providing greater access between York and LBIA, and in turn improving access to jobs and services.
Carbon emissions	**4. Amber/green**	The scheme will provide a viable option to the private car and has the potential to reduce the number of vehicles travelling from York to LBIA. This will result in a direct reduction in carbon emissions.
Socio-distributional impacts and the regions	**4. Amber/green**	The scheme will provide enhanced access between LBIA and York to the benefit of all and provide journey time savings against existing options.
Local environment	**3. Amber**	The scheme will benefit the local environment through the reduction of car trips, resulting in lower carbon emissions and better air quality.
Well being	**3. Amber**	The scheme will reduce severance issues through providing enhanced access to LBIA and York, and also provide enhanced access to jobs and services.
Expected VfM category		

Managerial

Implementation timetable	5. 2-5 years	Conservative estimate based on estimated time to secure funding support etc.
Public acceptability	Don't know	Improved Public Transport Service providing better facilities for the public.
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	
Key risks	Previous service was discontinued due to low patronage. May require initial subsidies to support the service.	

Financial

Affordability	Don't know	
Capital Cost (£m)	02. 0-5	<£5m
Revenue Costs (£m)	Don't know	

Cost profile	
Overall cost risk	Don’t know
Other costs	

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Likely funding from Local Authority / West Yorkshire Transport Fund	
Any income generated? (£m)	Yes	Don’t know

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Bradford - LBIA Tram-Train Link**
Date	29/05/2014
Description	Tram train services from Bradford Interchange and Forster Square then via Frizinghall, Shipley, Baildon, Guiseley and to the airport. Street infrastructure from tramway terminus adjacent to Interchange, to the junction with heavy rail at Forster Square. Reinstatement of second track between Shipley and Esholt Junction, for use by trains and tram-trains. New off-street tramway alignment from Guisley to Airport.

Strategic

Identified problems and objectives	The scheme would overcome the problem of slow and unreliable public transport connections from Bradford to the airport and support the forecast growth of LBIA.	
Scale of impact	5. Significant impact	Improved connectivity to the airport. Provides a direct link to the airport, there are currently no direct journey opportunities by rail from Bradford.
Fit with wider transport and government objectives	3	Promoting and enhancing Sustainable Transport is part of the governments LSTF programme. A tram would encourage the use of public transport and support the growth of the airport.
Fit with other objectives	3	Meets the objective to improve connectivity to support economic activity in the WY LTP
Key uncertainties	It may be difficult to obtain land surrounding the airport, as primarily the land is greenbelt and rests in Leeds.	
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**5. Green**	Provides greater connectivity between Bradford and LBIA. Currently people tend to travel via Leeds to LBIA, direct route to LBIA from Bradford would attract visitors into the area. The tram-train would provide a journey time saving of 5 minutes.
Carbon emissions	**4. Amber/green**	Possible decrease in carbon emissions from potential modal shift from private vehicle to tram for the airport trips.
Socio-distributional impacts and the regions	**5. Green**	Provides a direct route by public transport from Bradford to LBIA. This improves accessibility for individuals without a car. For non-airport users the frequency of trains travelling into Bradford will be increased. This will provide greater access to a key employment site.
Local environment	**1. Red**	The scheme will require significant land take from Bradford to LBIA. Impact on streetscape and landscape also. This will have a significant adverse impact on the local environment.
Well being	**4. Amber/green**	Access to the airport will be improved.
Expected VfM category		

Managerial

Implementation timetable	7. 10+ years	Significant lead in time required before fully operational
Public acceptability	Don't know	No consultation has taken place.
Practical feasibility	Don't know	
What is the quality of the supporting evidence?		
Key risks	Transport and Works Act powers required. Any linkage of scheme to Harrogate electrification introduces risk of delay if that scheme itself is delayed.	

Financial

Affordability	Don't know	

Capital Cost (£m)	07. 100-250	£245.505 million
Revenue Costs (£m)	Don’t know	
Cost profile		
Overall cost risk	Don’t know	
Other costs	Annual Cost: Operating: £2.65m; Maintenance: £2.90m.	

Commercial

Flexibility of option	3	Different routes are being explored.
Where is funding coming from?	No funding has been committed. Main funding source expected to be from Central Government.	
Any income generated? (£m)	Yes	Don’t know

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Leeds to LBIA Tram-Train Link**
Date	29/05/2014
Description	Tram from Leeds to Horsforth using existing rail alignments to connect to Airport and to vicinity of Leeds City Station. New tramway would extend from terminus at City Place via Wellington Street and Kirkstall Road to connect to railway at Kirkstall Viaduct. Shared use of railway to south of Bramhope Tunnel. New infrastructure thence to terminate near Airport terminal

Strategic

Identified problems and objectives	Objectives include improving journey times and connectivity.	
Scale of impact	5. Significant impact	The scheme would provide a direct route to the airport via public transport. This will also increase the frequency of trains travelling to and from Leeds for non-airport passengers.
Fit with wider transport and government objectives	4	The scheme fits in with the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	4	Will support the future growth of the Airport and forecasted passenger growth.
Key uncertainties	Scheme assumes Harrogate Line electrification is in place.	
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**5. Green**	The scheme will improve connectivity between Horsforth, LBIA and the Airport. The existing bus takes 37 minutes with the tram expected to take 26 minutes, a journey time saving of 11 minutes.
Carbon emissions	**4. Amber/green**	A direct route to the airport by tram will encourage modal shift to public transport rather than car.
Socio-distributional impacts and the regions	**5. Green**	Improves accessibility for individuals without a car.
Local environment	**1. Red**	The scheme will require significant land take from Leeds to LBIA. Impact on streetscape and landscape also. This will have a significant adverse impact on the local environment.
Well being	**4. Amber/green**	The tram will improve accessibility and connectivity, the frequency of trains travelling to and from Leeds would be increased.
Expected VfM category	4. Low 1-1.5	Ranging from a BCR of 0.20 to 1.45.

Managerial

Implementation timetable	7. 10+ years	Significant lead in time required before fully operational
Public acceptability	Don't know	
Practical feasibility	Don't know	Unknown. Best practice would be depend on results of tram-train trials in Rotherham - Sheffield.
What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	07. 100-250	Estimated capital cost is £215.9 million.

Revenue Costs (£m)	Don’t know	
Cost profile		
Overall cost risk	Don’t know	
Other costs	Annual costs: Operating: £1.7m DC, £1.8m AC; Maintenance: £3.1m DC, £3.4m AC; Renewal Costs: £2.8m DC, £3.1m AC	

Commercial

Flexibility of option	3	Different routes have been explored.
Where is funding coming from?	No funding has been committed. Main funding source expected to be from Central Government.	
Any income generated? (£m)	Yes	02. 0-5

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Leeds-Calverly Tram-Train Link**
Date	21/07/2014
Description	Tram Train on new alignment from Calverley close to alignment of proposed A65 Link Road to LBIA. Interchange required at Calverley

Strategic

Identified problems and objectives	Problem: Lack of direct rail link to LBIA. Objective: Improves public transport access to LBIA with train services from Leeds operaitng on the Airedale Line to the Outer Ring Road then a new alignment to LBIA. Direct services from Bradford via the Airedale Line to the Outer Ring Road then using the new alignment to LBIA.	
Scale of impact	5. Significant impact	Improved connectivity to the airport. Provides a direct link to the airport from Leeds via Calverley.
Fit with wider transport and government objectives	4	Promoting and enhancing Sustainable Transport is part of the governments LSTF programme. A tram would encourage the use of public transport and support the growth of the airport.
Fit with other objectives	3	Meets the objective to improve connectivity and support economic activity in the WY LTP.
Key uncertainties		
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**5. Green**	
Carbon emissions	**4. Amber/green**	A direct route to the airport by tram will encourage modal shift to public transport rather than car.
Socio-distributional impacts and the regions	**5. Green**	Improves accessibility for individuals without a car.
Local environment	**1. Red**	The scheme will require significant land take from Leeds/Calverly to LBIA. Impact on streetscape and landscape also. This will have a significant adverse impact on the local environment.
Well being	**4. Amber/green**	The tram will improve accessibility and connectivity
Expected VfM category		

Managerial

Implementation timetable	7. 10+ years	Significant lead in time required before fully operaitonal
Public acceptability	Don't know	
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	Don't know
Capital Cost (£m)	07. 100-250
Revenue Costs (£m)	Don't know
Cost profile	
Overall cost risk	Don't know
Other costs	

Commercial

Flexibility of option	3	Different routes have been explored
Where is funding coming from?	No funding has been committed. Main funding source expected to be from Central Government.	
Any income generated? (£m)	Yes	02. 0-5

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**LBIA Parkway station**
Date	07/08/2014
Description	New station on Harrogate Line close to Bramhope Tunnel (between Horsforth & Weeton) – Interchange from Leeds trains required.

Strategic

Identified problems and objectives	Would require linking to airport via shuttle bus (possible extension of existing car park shuttle)	
Scale of impact	4	Scheme will provide a rail station in the vicnity of LBIA enhancing accessibility.
Fit with wider transport and government objectives	4	The scheme fits within the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme addresses the LTPs Economy objective as the improvements to the junction will facilitate the growth of LBIA through enhanced surface strategy. It will also support planned development sites and enhance access to key employment locations.
Key uncertainties		
Degree of consensus over outcomes		

Economic

Economic growth	**5. Green**	Significant growth opportunities will result from the implementation of the scheme, providing greater access between key centres from the residential areas and enhancing access to jobs and services.
Carbon emissions	**5. Green**	The scheme will provide a viable option to the private car and thus reduce the number of vehicles travelling to LBIA. This will result in a direct reduction in carbon emissions.
Socio-distributional impacts and the regions	**5. Green**	The scheme will provide enhanced access to key employment centres to the benefit of all and provide journey time savings against existing options.
Local environment	**2. Red/amber**	The scheme will require additional land take to provide the station and thus have a slight adverse impact on the local environment.
Well being	**4. Amber/green**	The scheme will reduce severance issues through providing enhanced access to local centres. It will also support active travel through becoming a viable alternative to the private car, thus encouraging commuters to walk or cycle for a leg of the journey, with facilities to support this interchange.
Expected VfM category		

Managerial

Implementation timetable	Don't know	Likley to be able to be delivered within 5 years based on similar schemes across the uk
Public acceptability	Don't know	
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	Don't know	

Capital Cost (£m)	Don’t know	
Revenue Costs (£m)	Don’t know	
Cost profile		
Overall cost risk	Don’t know	
Other costs		

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Local Authority / West Yorkshire Transport Fund / Private / Central Govt funding	
Any income generated? (£m)	Don't know	

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Rail Op1 - Horseforth to LBIA**
Date	29/05/2014
Description	New branch from Leeds to Harrogate rail line, extending out from Horsforth to LBIA. Interchange required at Horsforth. The branch could be operated as light or heavy rail. Infrastructure would be in place to link with mainline for servicing etc, but trains would operate separately.

Strategic

Identified problems and objectives	Problem: Lack of direct rail link to LBIA. Objective: Improves public transport access to LBIA with a dedicated rail link enabling the extension of Harrogate line services to LBIA. Passengers from Bradford would have to travel via Leeds.	
Scale of impact	5. Significant impact	Scheme will provide a dedicated direct passenger rail link to LBIA enhancing access and reducing the reliance upon vehicle trips.
Fit with wider transport and government objectives	4	The scheme fits within the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme addresses the LTPs Economy objective as the improvements to the junction will facilitate the growth of LBIA through enhanced surface strategy. It will also support planned development sites and enhance access to key employment locations.
Key uncertainties		
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**5. Green**	Significant growth opportunities will result from the implementation of the scheme, providing greater access between key centres from the residential areas and enhancing access to jobs and services.
Carbon emissions	**5. Green**	The scheme will provide a viable option to the private car and thus reduce the number of vehicles travelling to LBIA. This will result in a direct reduction in carbon emissions.
Socio-distributional impacts and the regions	**5. Green**	The scheme will provide enhanced access to key employment centres to the benefit of all and provide journey time savings against existing options.
Local environment	**2. Red/amber**	The scheme will require land take for a short spur from Horsforth to LBIA to provide the rail connection and have a adverse impact on the local environment.
Well being	**4. Amber/green**	The scheme will reduce severance issues through providing enhanced access to local centres. It will also support active travel through becoming a viable alternative to the private car, thus encouraging commuters to walk or cycle for a leg of the journey, with facilities to support this interchange.
Expected VfM category	4. Low 1-1.5	BCR: 1.45

Managerial

Implementation timetable	6. 5-10 years	<10 years
Public acceptability	Don't know	
Practical feasibility	Don't know	

What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	06. 50-100	
Revenue Costs (£m)	Don’t know	
Cost profile		
Overall cost risk	Don’t know	
Other costs	Annual Operating: £0.34m	

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Likely main source of funding to be from Central Government	
Any income generated? (£m)	Yes	02. 0-5

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Rail Op1a Leeds to Hors to LBIA**
Date	07/08/2014
Description	Through services from Leeds using the new branch from Leeds to Harrogate rail line, extending out from Horsforth to LBIA. Operates as a through service (no interchange)

Strategic

Identified problems and objectives	Problem: Lack of direct rail link to LBIA. Objective: Improves public transport access to LBIA with a dedicated rail link enabling the extension of Harrogate line services to LBIA. Passengers from Bradford would have to travel via Leeds.	
Scale of impact	5. Significant impact	Scheme will provide a dedicated direct passenger rail link to LBIA enhancing access and reducing the reliance upon vehicle trips.
Fit with wider transport and government objectives	4	The scheme fits within the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme addresses the LTPs Economy objective as the improvements to the junction will facilitate the growth of LBIA through enhanced surface strategy. It will also support planned development sites and enhance access to key employment locations.
Key uncertainties		
Degree of consensus over outcomes		

Economic

Economic growth	**5. Green**	Significant growth opportunities will result from the implementation of the scheme, providing greater access between key centres from the residential areas and enhancing access to jobs and services.
Carbon emissions	**5. Green**	The scheme will provide a viable option to the private car and thus reduce the number of vehicles travelling to LBIA. This will result in a direct reduction in carbon emissions.
Socio-distributional impacts and the regions	**5. Green**	The scheme will provide enhanced access to key employment centres to the benefit of all and provide journey time savings against existing options.
Local environment	**2. Red/amber**	The scheme will require land take for a short spur from Horsforth to LBIA to provide the rail connection and have a adverse impact on the local environment.
Well being	**4. Amber/green**	The scheme will reduce severance issues through providing enhanced access to local centres. It will also support active travel through becoming a viable alternative to the private car, thus encouraging commuters to walk or cycle for a leg of the journey, with facilities to support this interchange.
Expected VfM category		

Managerial

Implementation timetable	Don't know	
Public acceptability	Don't know	
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)		
Revenue Costs (£m)		
Cost profile		
Overall cost risk	Don’t know	
Other costs		

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Likely main source of funding to be from Central Government	
Any income generated? (£m)		

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Rail Op2 - Guiseley to LBIA**
Date	29/05/2014
Description	New branch on Leeds to Ilkley rail line, extending out from Guiseley to LBIA. Interchange required at Guisley.

Strategic

Identified problems and objectives	Problem: Lack of direct rail link to LBIA. Objective: Improves public transport access to LBIA with a dedicated rail link. Existing Wharfedale line services will connect with a shuttle service to LBIA.	
Scale of impact	5. Significant impact	Scheme will provide a dedicated direct passenger rail link to LBIA enhancing access and reducing the reliance upon vehicle trips.
Fit with wider transport and government objectives	4	The scheme fits within the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme addresses the LTPs Economy objective as the improvements to the junction will facilitate the growth of LBIA through enhanced surface strategy. It will also support planned development sites and enhance access to key employment locations.
Key uncertainties		
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**5. Green**	Significant growth opportunities will result from the implementation of the scheme, providing greater access between key centres from the residential areas and enhancing access to jobs and services.
Carbon emissions	**5. Green**	The scheme will provide a viable option to the private car and thus reduce the number of vehicles travelling to LBIA. This will result in a direct reduction in carbon emissions.
Socio-distributional impacts and the regions	**5. Green**	The scheme will provide enhanced access to key employment centres to the benefit of all and provide journey time savings against existing options.
Local environment	**1. Red**	The scheme will require significant land take from Guiseley to LBIA. This will have a significant adverse impact on the local environment.
Well being	**4. Amber/green**	The scheme will reduce severance issues through providing enhanced access to local centres. It will also support active travel through becoming a viable alternative to the private car, thus encouraging commuters to walk or cycle for a leg of the journey, with facilities to support this interchange.
Expected VfM category	5. Poor <1	BCR: 0.28

Managerial

Implementation timetable	Don't know	
Public acceptability	Don't know	
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	07. 100-250	
Revenue Costs (£m)	Don’t know	
Cost profile		
Overall cost risk	Don’t know	
Other costs	Annual Operating £1.0m	

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Likely main source of funding to be from Central Government	
Any income generated? (£m)	Yes	02. 0-5

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Rail Op3 - Guiseley-Horseforth**
Date	29/05/2014
Description	Combination of Rail Op1 and Rail Op2 providing a connection between the Leeds-Ilkley line at Guiseley and the Leeds-Harrogate line at Horseforth with an intermediate stop at LBIA.

Strategic

Identified problems and objectives	Problem: Lack of direct rail link to LBIA. Objective: Improves public transport access to LBIA with a dedicated rail link enabling the extension of Harrogate line services to LBIA. Existing Wharfedale line services will connect with a shuttle service to LBIA.	
Scale of impact	5. Significant impact	Scheme will provide a dedicated direct passenger rail link to LBIA enhancing access and reducing the reliance upon vehicle trips.
Fit with wider transport and government objectives	4	The scheme fits within the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme addresses the LTPs Economy objective as the improvements to the junction will facilitate the growth of LBIA through enhanced surface strategy. It will also support planned development sites and enhance access to key employment locations.
Key uncertainties		
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**5. Green**	Significant growth opportunities will result from the implementation of the scheme, providing greater access between key centres from the residential areas and enhancing access to jobs and services.
Carbon emissions	**5. Green**	The scheme will provide a viable option to the private car and thus reduce the number of vehicles travelling to LBIA. This will result in a direct reduction in carbon emissions.
Socio-distributional impacts and the regions	**5. Green**	The scheme will provide enhanced access to key employment centres to the benefit of all and provide journey time savings against existing options.
Local environment	**1. Red**	The scheme will require significant land take from Guiseley to LBIA. This will have a significant adverse impact on the local environment.
Well being	**4. Amber/green**	The scheme will reduce severance issues through providing enhanced access to local centres. It will also support active travel through becoming a viable alternative to the private car, thus encouraging commuters to walk or cycle for a leg of the journey, with facilities to support this interchange.
Expected VfM category	5. Poor <1	BCR: 0.78

Managerial

Implementation timetable	Don’t know	
Public acceptability	Don't know	
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	

Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	07. 100-250	c. £103m
Revenue Costs (£m)	Don’t know	
Cost profile		
Overall cost risk	Don’t know	
Other costs	Annual Operating £0.78m	

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Likely main source of funding to be from Central Government	
Any income generated? (£m)	Yes	02. 0-5

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Rail Op4 - Leeds-Guiseley-LBIA**
Date	29/05/2014
Description	Combination of Rail Op1 and Rail Op2 providing a connection between the Leeds-Ilkley line at Guiseley and the Leeds-Harrogate line at Horseforth with a intermediate stop at LBIA.

Strategic

Identified problems and objectives	Problem: Lack of direct rail link to LBIA. Objective: Improves public transport access to LBIA with direct trains from LBIA to Leeds via Guiseley and a shuttle service from Guiseley connecting to existing Wharfedale services to Bradford.	
Scale of impact	5. Significant impact	Scheme will provide a dedicated direct passenger rail link to LBIA enhancing access and reducing the reliance upon vehicle trips.
Fit with wider transport and government objectives	4	The scheme fits within the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme addresses the LTPs Economy objective as the improvements to the junction will facilitate the growth of LBIA through enhanced surface strategy. It will also support planned development sites and enhance access to key employment locations.
Key uncertainties		
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**5. Green**	Significant growth opportunities will result from the implementation of the scheme, providing greater access between key centres from the residential areas and enhancing access to jobs and services.
Carbon emissions	**5. Green**	The scheme will provide a viable option to the private car and thus reduce the number of vehicles travelling to LBIA. This will result in a direct reduction in carbon emissions.
Socio-distributional impacts and the regions	**5. Green**	The scheme will provide enhanced access to key employment centres to the benefit of all and provide journey time savings against existing options.
Local environment	**1. Red**	The scheme will require significant land take from Guiseley to LBIA. This will have a significant adverse impact on the local environment.
Well being	**4. Amber/green**	The scheme will reduce severance issues through providing enhanced access to local centres. It will also support active travel through becoming a viable alternative to the private car, thus encouraging commuters to walk or cycle for a leg of the journey, with facilities to support this interchange.
Expected VfM category	5. Poor <1	BCR: 0.28

Managerial

Implementation timetable	Don’t know	
Public acceptability	Don't know	
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	

Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	07. 100-250	c. £100m
Revenue Costs (£m)	Don’t know	
Cost profile		
Overall cost risk	Don’t know	
Other costs	Annual Operating Costs £1.9m	

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Likely main source of funding to be from Central Government	
Any income generated? (£m)	Yes	02. 0-5

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Rail Op5 - Brad-Guiseley-LBIA**
Date	30/05/2014
Description	Operating services from Bradford Forster Square via the Wharfedale Line to Guiseley, with a new link constructed to LBIA. Reinstatement of second track between Shipley and Esholt Junction, for use by more frequent train service.

Strategic

Identified problems and objectives	Problem: Lack of direct rail link to LBIA. Objective: Improves public transport access to LBIA with direct train services from Bradford to LBIA. Passengers from Leeds will have to travel via the Wharfedale Line to Guiseley and use a shuttle to connect to LBIA.	
Scale of impact	5. Significant impact	Scheme will provide a dedicated direct passenger rail link to LBIA enhancing access and reducing the reliance upon vehicle trips.
Fit with wider transport and government objectives	4	The scheme fits within the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme addresses the LTPs Economy objective as the improvements to the junction will facilitate the growth of LBIA through enhanced surface strategy. It will also support planned development sites and enhance access to key employment locations.
Key uncertainties		
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**5. Green**	Significant growth opportunities will result from the implementation of the scheme, providing greater access between key centres from the residential areas and enhancing access to jobs and services.
Carbon emissions	**5. Green**	The scheme will provide a viable option to the private car and thus reduce the number of vehicles travelling to LBIA. This will result in a direct reduction in carbon emissions.
Socio-distributional impacts and the regions	**5. Green**	The scheme will provide enhanced access to key employment centres to the benefit of all and provide journey time savings against existing options.
Local environment	**1. Red**	The scheme will require significant land take from Guiseley to LBIA. This will have a significant adverse impact on the local environment.
Well being	**4. Amber/green**	The scheme will reduce severance issues through providing enhanced access to local centres. It will also support active travel through becoming a viable alternative to the private car, thus encouraging commuters to walk or cycle for a leg of the journey, with facilities to support this interchange.
Expected VfM category	5. Poor <1	BCR: 0.28

Managerial

Implementation timetable	Don’t know	
Public acceptability	Don't know	
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	

Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	07. 100-250	c. £195m
Revenue Costs (£m)	Don’t know	
Cost profile		
Overall cost risk	Don’t know	
Other costs	Annual Operating Costs £1.7m	

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Likely main source of funding to be from Central Government	
Any income generated? (£m)	Yes	02. 0-5

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Rail Op6 - Leeds-Brad-Guis-LBIA**
Date	30/05/2014
Description	Operating services from Bradford Forster Square and Leeds via the Wharfedale Line to Guiseley, with a new link constructed to LBIA (consolidation of options 4 and 5). Reinstatement of second track between Shipley and Esholt Junction for use by more frequent train service.

Strategic

Identified problems and objectives	Problem: Lack of direct rail link to LBIA. Objective: Improves public transport access to LBIA with direct train services from Bradford to LBIA and from Leeds via the Wharfedale Line to LBIA.	
Scale of impact	5. Significant impact	Scheme will provide a dedicated direct passenger rail link to LBIA enhancing access and reducing the reliance upon vehicle trips.
Fit with wider transport and government objectives	4	The scheme fits within the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme addresses the LTPs Economy objective as the improvements to the junction will facilitate the growth of LBIA through enhanced surface strategy. It will also support planned development sites and enhance access to key employment locations.
Key uncertainties		
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**5. Green**	Significant growth opportunities will result from the implementation of the scheme, providing greater access between key centres from the residential areas and enhancing access to jobs and services.
Carbon emissions	**5. Green**	The scheme will provide a viable option to the private car and thus reduce the number of vehicles travelling to LBIA. This will result in a direct reduction in carbon emissions.
Socio-distributional impacts and the regions	**5. Green**	The scheme will provide enhanced access to key employment centres to the benefit of all and provide journey time savings against existing options.
Local environment	**1. Red**	The scheme will require significant land take from Guiseley to LBIA. This will have a significant adverse impact on the local environment.
Well being	**4. Amber/green**	The scheme will reduce severance issues through providing enhanced access to local centres. It will also support active travel through becoming a viable alternative to the private car, thus encouraging commuters to walk or cycle for a leg of the journey, with facilities to support this interchange.
Expected VfM category	5. Poor <1	BCR: 0.19

Managerial

Implementation timetable	Don’t know	
Public acceptability	Don't know	
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	

Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	07. 100-250	c. £235m
Revenue Costs (£m)	Don’t know	
Cost profile		
Overall cost risk	Don’t know	
Other costs	Annual Operating Costs £3.7m	

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Likely main source of funding to be from Central Government	
Any income generated? (£m)	Yes	02. 0-5

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Rail Op7 - Calverly to LBIA**
Date	30/05/2014
Description	Operating from Leeds via the Airedale / Wharfedale Line, then construction of a new connection to LBIA. Bradford services will operate via the Airedale Line to the Leeds Outer Ring Road, then joining the allignment as described above.

Strategic

Identified problems and objectives	Problem: Lack of direct rail link to LBIA. Objective: Improves public transport access to LBIA with train services from Leeds operating on the Airedale Line to the Outer Ring Road then a new alignment to LBIA. Direct services from Bradford via the Airedale Line to the Outer Ring Road then using the new alignment to LBIA.	
Scale of impact	5. Significant impact	Scheme will provide a dedicated direct passenger rail link to LBIA enhancing access and reducing the reliance upon vehicle trips.
Fit with wider transport and government objectives	4	The scheme fits within the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme addresses the LTPs Economy objective as the improvements to the junction will facilitate the growth of LBIA through enhanced surface strategy. It will also support planned development sites and enhance access to key employment locations.
Key uncertainties		
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**5. Green**	Significant growth opportunities will result from the implementation of the scheme, providing greater access between key centres from the residential areas and enhancing access to jobs and services.
Carbon emissions	**5. Green**	The scheme will provide a viable option to the private car and thus reduce the number of vehicles travelling to LBIA. This will result in a direct reduction in carbon emissions.
Socio-distributional impacts and the regions	**5. Green**	The scheme will provide enhanced access to key employment centres to the benefit of all and provide journey time savings against existing options.
Local environment	**1. Red**	The scheme will require significant land take from Calverly to LBIA. This will have a significant adverse impact on the local environment.
Well being	**4. Amber/green**	The scheme will reduce severance issues through providing enhanced access to local centres. It will also support active travel through becoming a viable alternative to the private car, thus encouraging commuters to walk or cycle for a leg of the journey, with facilities to support this interchange.
Expected VfM category	5. Poor <1	BCR: 0.20

Managerial

Implementation timetable	Don’t know	
Public acceptability	Don't know	
Practical feasibility	Don't know	

What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	07. 100-250	c. £168m
Revenue Costs (£m)	Don’t know	
Cost profile		
Overall cost risk	Don’t know	
Other costs	Annual Operating Costs £3.2m	

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Likely main source of funding to be from Central Government	
Any income generated? (£m)	Yes	02. 0-5

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Improved signage & UTMC Measure**
Date	07/08/2014
Description	Improve signage to the airport from strategic highways routes to the LBIA and implementation of improved UTMC systems to ensure improved information provision, traffic flow, safety and minimise congestion.

Strategic

Identified problems and objectives	Problem: Meetings with stakeholders have identified that interchange information (Leeds and Bradford) and highway signage to LBIA is not clear and requires improving along key corridors. Objective: Improve information provision to commuters across all modes and improved management of local road networks and associated information dissemination.	
Scale of impact	4	Potential for significant improvements in traffic flow and journey time efficiencies on the key strategic routes towards LBIA.
Fit with wider transport and government objectives	4	The scheme fits in with the objectives to sustain economic growth through reliable and efficient transport networks, improve the safety of transport and enhance access to jobs and services.
Fit with other objectives	3	The scheme addresses the LTP's Economy objective.
Key uncertainties		
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**4. Amber/green**	The scheme addresses the LTP's Economy objective as the UTMC improvements will improve traffic flow and enable the better management of congestion.
Carbon emissions	**4. Amber/green**	Improved regulation of traffic flows may result in a decrease in carbon emissions.
Socio-distributional impacts and the regions	**4. Amber/green**	Positive impacts on connectivity through more efficient management of the network.
Local environment	**3. Amber**	Minimal impacts on the wider local environment
Well being	**3. Amber**	Improved journey times and reliability. Improved safety.
Expected VfM category		

Managerial

Implementation timetable	Don’t know	
Public acceptability	Don't know	
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	Don’t know	
Revenue Costs (£m)	Don’t know	
Cost profile		
Overall cost risk	Don’t know	
Other costs		

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Primary funding source likely to be Local Authority / West Yorkshire Transport Fund	
Any income generated? (£m)	No	Don’t know

Early Assessment and Sifting Tool (EAST) - *Expanded Print View*

Option Name/No.	**Travel Planning & Information**
Date	07/08/2014
Description	Improvements in travel planning to LBIA, associated information provision and consideration of public transport ticketing options.

Strategic

Identified problems and objectives	Problem: Meetings with stakeholders have identified that travel information (Leeds and Bradford) and highway signage to LBIA is not clear and requires improving along key corridors. Objective: Improve information provision to commuters across all modes; identification of preferred commuting routes based on congesiton levels in the city region, improved information regarding PT tickets and better value offers to encourage uptake.	
Scale of impact	4	The scheme would have to disseminate travel planning info beyond the region highlighting the preferred routing options for travel to LBIA via road, rail and bus.
Fit with wider transport and government objectives	4	The scheme fits in with the objectives to sustain economic growth through reliable and efficient transport networks
Fit with other objectives	3	The scheme supports the sustainable travel agenda and also provides preferred options for any highway usage.
Key uncertainties	Supporting sustainable infrastructure to fully relaise the environmental benefits.	
Degree of consensus over outcomes	Don't know	

Economic

Economic growth	**4. Amber/green**	The scheme supports robustness of journey times and network resilience, adivsing commuters on the preferred route options to LBIA.
Carbon emissions	**4. Amber/green**	The scheme has the potential for a significant impact on reducing carbon emissions in comparison to the existing situation.
Socio-distributional impacts and the regions	**4. Amber/green**	Improved access to the LBIA and key employment hubs.
Local environment	**4. Amber/green**	Benefits to local envirnment due to likely modal shift improvements.
Well being	**5. Green**	Reduced severance, improved access opportunities
Expected VfM category		

Managerial

Implementation timetable	4. 1-2 years	Timescale based on that of similar schemes
Public acceptability	Don't know	
Practical feasibility	Don't know	
What is the quality of the supporting evidence?	Don't know	
Key risks		

Financial

Affordability	Don't know	
Capital Cost (£m)	02. 0-5	Estimate based on that of similar schemes
Revenue Costs (£m)	Don't know	
Cost profile		

Overall cost risk	Don’t know	
Other costs		

Commercial

Flexibility of option	Don't know	
Where is funding coming from?	Primary funding source likely to be Local Authority / West Yorkshire Transport Fund	
Any income generated? (£m)	No	Don’t know