
Appendix C – Harrogate Rail Sensitivity Test

This document is out of date. The latest information on the government's aviation and airports policy is available on [GOV.UK](https://www.gov.uk).

Appendix C - Revised outputs assuming 5 minutes Harrogate interchange

OAR updates assuming interchange time of 5 minutes applied to the Harrogate journey for:

- Heavy Rail – Horsforth to LBIA
- Heavy Rail – Guiseley – LBIA – Horsforth

LBIA Parkway Station already assume a 5 minute interchange

Appraisal Results

Heavy Rail – Horsforth to LBIA

Table 1 below presents the Heavy Rail – Horsforth to LBIA results in terms of the core and sensitivity tests.

Table 1 Heavy Rail – Horsforth to LBIA (short / medium term) core vs sensitivity tests

Assessment Area	Test		
	Core	Sensitivity; 10 minute Interchange Penalty	Sensitivity; In vehicle time
<i>Impact on the Economy</i>			
Business Users and Transport Providers			
£ PVB Time Impacts	2,430	-11	5,636
£ PVB Money Travel Costs	-73	-14	-101
£ PVB Revenue	6,625	-301	12,888
Greenhouse Gases			
£ PVB	Not quantified		
<i>Impact on the Society</i>			
Non-business Users			
£ PVB Time Impacts	15,074	-64	35,135
£ PVB Money Travel Costs	-2,342	-459	-3,264
<i>Public Accounts</i>			
Cost to broad transport budget			
£ PVC Central Government	0	0	0
£ PVC Local Government	75,181	75,181	75,181
Indirect Tax			
£ PVB Indirect Tax Revenues	1,030	-46	2,004
<i>Indicative Benefit Cost Ratio</i>			
Cost to Private Sector			
£ PVC Private Sector	0	0	0
Indicative Net Present Value			
£ NPV	-52,437	-76,076	-22,883
Indicative Economic BCR			
BCR	0.3	-0.0	0.7

Heavy Rail – Guiseley – LBIA - Horsforth

Table 2 below presents the Heavy Rail – Guiseley – LBIA – Horsforth results in terms of the core and sensitivity tests

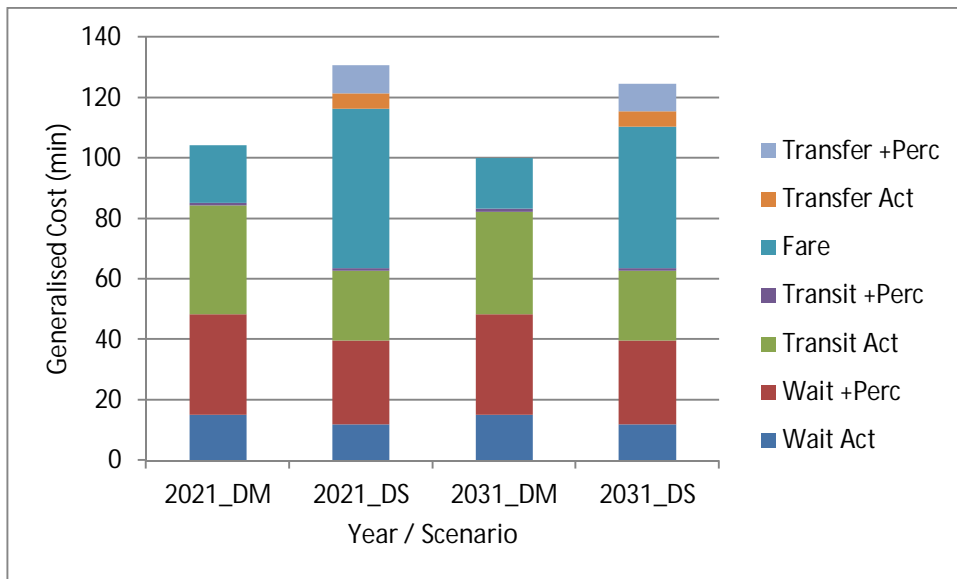
Table 2 Heavy Rail – Guiseley – LBIA – Horsforth (long term) core versus sensitivity tests

Assessment Area	Test		
	Core	Sensitivity; 10 minute Interchange Penalty	Sensitivity; In vehicle time
<i>Impact on the Economy</i>			
Business Users and Transport Providers			
£ PVB Time Impacts	3,257	-82	7,292
£ PVB Money Travel Costs	-85	-3	-117
£ PVB Revenue	8,544	-287	15,759
Greenhouse Gases			
£ PVB	Not quantified		
<i>Impact on the Society</i>			
Non-business Users			
£ PVB Time Impacts	20,041	-503	45,007
£ PVB Money Travel Costs	-2,704	-93	-3,702
<i>Public Accounts</i>			
Cost to broad transport budget			
£ PVC Central Government	0	0	0
£ PVC Local Government	143,932	143,932	143,932
Indirect Tax			
£ PVB Indirect Tax Revenues	1,327	-44	2,448
<i>Indicative Benefit Cost Ratio</i>			
Cost to Private Sector			
£ PVC Private Sector	0	0	0
Indicative Net Present Value			
£ NPV	-113,552	-144,944	-77,245
Indicative Economic BCR			
BCR	0.2	-0.0	0.5

Generalised Cost Components

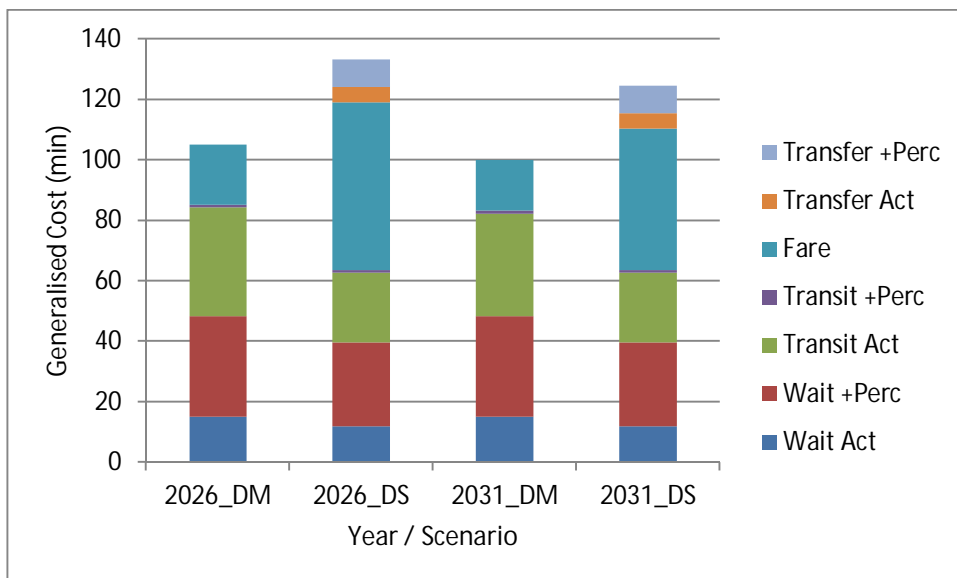
Heavy Rail – Horsforth to LBIA

Figure 1 - Heavy Rail – Horsforth LBIA; Harrogate Section (Short / Med Term)



Heavy Rail – Guiseley – LBIA – Horsforth

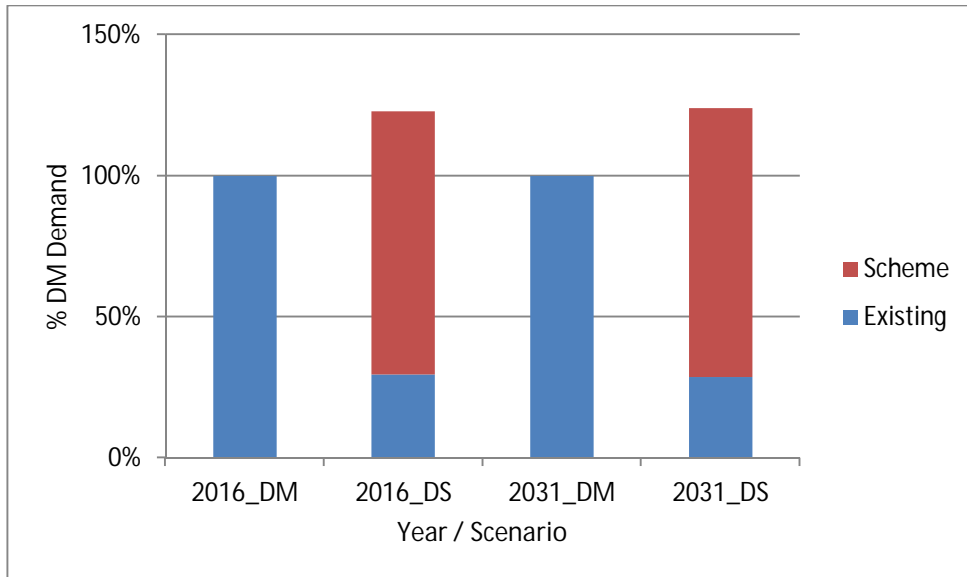
Figure 2 - Heavy Rail – Guiseley – LBIA – Horsforth; Harrogate Section (Long Term)



Demand Mode Shift

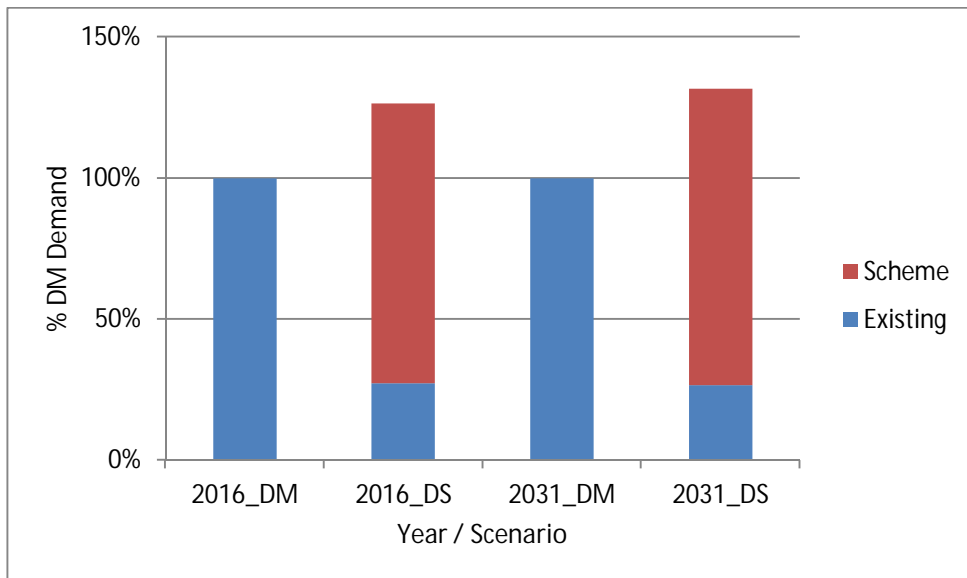
Heavy Rail – Horsforth to LBIA

Figure 3 - Heavy Rail – Horsforth LBIA; Short / Med Term



Heavy Rail – Guiseley – LBIA – Horsforth

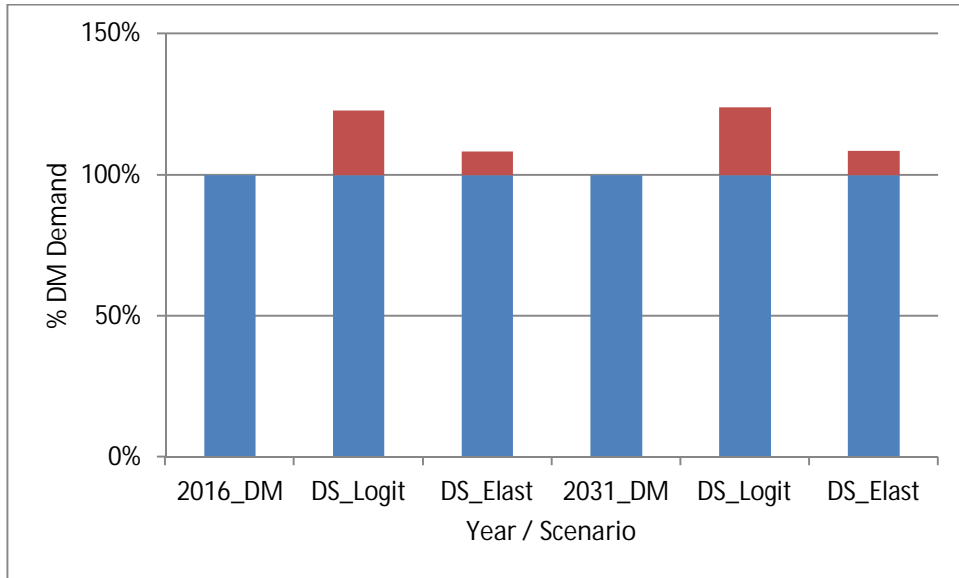
Figure 4- Heavy Rail – Guiseley – LBIA – Horsforth; Long Term



Demand Response Sensitivity

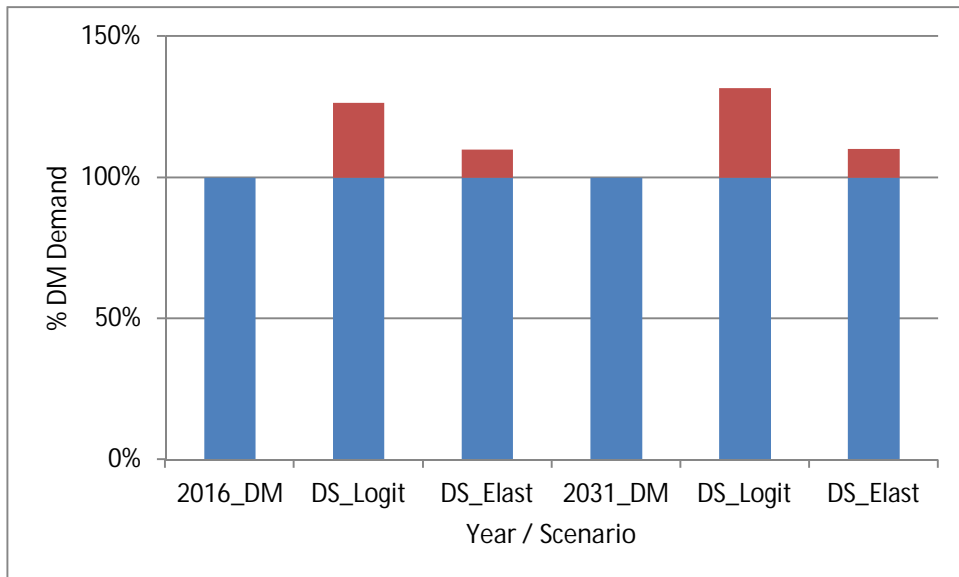
Heavy Rail – Horsforth to LBIA

Figure 5 - Heavy Rail – Horsforth LBIA; Short / Med Term



Heavy Rail – Guiseley – LBIA - Horsforth

Figure 6 - Heavy Rail – Guiseley – LBIA – Horsforth; Long Term



Summary Table

Table3: Heavy Rail (Guiseley – LBIA – Horsforth)

VALUE FOR MONEY		
<i>Impact on the Economy</i>		
Business Users and Transport Providers	£ PVB Time Impacts	7,292
	£ PVB Money Travel Costs	-117
	£ PVB Revenue	15,759
<i>Impact on the Environment</i>		
Greenhouse Gases	£ PVB	Not Quantified
<i>Impact on the Society</i>		
Non-business Users	£ PVB Time Impacts	45,007
	£ PVB Money Travel Costs	-3,702
<i>Public Accounts</i>		
Cost to broad transport budget	£ PVC Central Government	143,932
	£ PVC Local Government	0
Indirect Tax	£ PVB Indirect Tax Revenues	2,448
<i>Indicative Benefit Cost Ratio</i>		
Cost to Private Sector	£ PVC Private Sector	0
Indicative Net Present Value	£ NPV ('000)	-77,245
Indicative Economic BCR	BCR	0.5