

Appraisal Summary Table				Date produced: 03/07/2017			Contact:		
Name of scheme:		Supertram Rail Replacement Phase II					Name	Peter Elliott	
Description of scheme:							Organisation	SYPTe	
							Role	Promoter/Official	
Impacts	Summary of key impacts	Assessment					Qualitative	Monetary £(NPV)	Distributional 7-pt scale/ vulnerable grp
		Quantitative							
Economy	Business users & transport providers	29,000 bus passenger-hours per annum saved in 2019 increasing to 52,000 in 2024		Value of journey time changes(£)		£19,486,000		£19,486,000	
				Net journey time changes (£)					
				0 to 2min	2 to 5min	> 5min			
				-£1,002,000	£1,582,000	£18,906,000			
	Reliability impact on Business users	5% reduction in journey-time reliability for switchers to bus in the DM scenario		Not modelled					
	Regeneration	The closure of the tram would undermine developments along the route and reduce accessibility for a large proportion of Sheffield's residents and workplaces							
	Wider Impacts	Not calculated							
Environmental	Noise	Closure and diversion to car and bus would only have a very small (positive) impact on Noise at receptor sites.		Not modelled					
	Air Quality	The tram emits no local pollutants; switchers to car if the system closed would add +1.4t NOx p.a. (2024) to the urban environment or +18% of the current total, based on modelled mode switch and SCC's AIRVIRO model							
	Greenhouse gases	Calculated by subtracting Supertram's energy consumption and associated carbon emissions from the Do Minimum level of carbon emission from the additional car-kms upon truncation in 2019 and closure in 2024, over the project period		Change in non-traded carbon over 35y (CO2e)		9,649	£1,158,720		
				Change in traded carbon over 35y (CO2e)					
		Landscape	Closure would have no impact on landscape						
		Townscape	The removal of overhead equipment would improve streetscape in some areas, however, the reinstatement of the reserved running areas to highway (e.g. Commercial St and High St) could reduce the amount of shared space and result in many more buses in the city centre						
		Historic Environment	No impact						
	Biodiversity	No impact							
	Water Environment	No impact							
Social	Commuting and Other users	1,055,000 passenger- hours per annum saved in 2019 increasing to 1,882,000 in 2024		Value of journey time changes(£)		£159,579,000		£159,579,000	
				Net journey time changes (£)					
				0 to 2min	2 to 5min	> 5min			
				-£13,562,000	£20,867,000	£152,274,000			
		Reliability impact on Commuting and Other users	Reliability of tram is marginally higher than bus and rail - ageing trams and increasing levels of car traffic are eroding this benefit over time.						
		Physical activity	Car usage is associated with less walking						
		Journey quality	Not calculated						
		Accidents	Not calculated						
		Security	No impact						
		Access to services	Not calculated						
	Affordability	Not calculated							
	Severance	No impact							
	Option and non-use values	Not calculated							
Public Account	Cost to Broad Transport Budget					£95,673,676		£95,673,676	
	Indirect Tax Revenues					-£12,390,000		-£12,390,000	