

Part 2 Appraisal Summary Table

| Proposal Details | | | |
|--|---|--|---|
| Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal) | | | |
| Proposal Name: | | Name of Planner: | <i>Name of principle contact within the authority or organisation promoting the proposal.</i> |
| Proposal Description: | | Total Public Sector Funding Requirement: | Capital costs/grant (undiscounted) |
| | | | Annual revenue support |
| | | | Present Value of Cost to Govt |
| Funding Sought From: (if applicable) | | Amount of Application: | <i>Sum</i> |
| Background Information | | | |
| Geographic Context: | <i>Describe the location of the proposal and the areas likely to be affected. Describe the built and natural environment of the areas likely to be affected.</i> | | |
| Social Context: | <i>Describe the social make up of the areas likely to be affected. Identify areas which suffer from problems of deprivation and social exclusion. Is the area likely to be affected within a European Structural Fund area, a Priority Partnership area or a Social Inclusion Partnership area?</i> | | |
| Economic Context: | <i>Describe the economic context of the area likely to be affected. What are the principle sectors / industries and what are the factors affecting performance?</i> | | |

| Planning Objectives | |
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| Objective: | Performance against planning objective: |
| <p><i>List each of the SMART Transport Planning Objectives in summary, together with their target.</i></p> <p>(This should be supported in the accompanying report by a more detailed description on objectives and how they were derived)</p> | <p><i>For each objective describe to what extent the proposal is expected to meet the objective. Provide quantitative information where available.</i></p> |
| <p>Rationale for Selection or Rejection of Proposal:</p> | <p><i>State whether the proposal is being selected for consideration at Part 2 or being rejected. Describe why the proposal is favoured over the other alternatives or why the proposal is being rejected from further consideration.</i></p> |

| Implementability Appraisal | |
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| Technical: | <i>From a technical standpoint, how straightforward will it be to implement the proposal? Are any novel / untried / leading edge technologies involved? Are there any risks involved in developing or implementing the proposal?</i> |
| Operational: | <i>Are there any factors which might adversely affect the ability to operate the proposal over its projected life without major additional costs?</i> |
| Financial: | <i>Can the capital costs of the proposal be funded, and under what methods of funding?</i> <i>Can the proposal meet its on-going operating costs? If operating subsidies are required, how will these be funded?</i> |
| Public: | <i>Has the proposal been made public? If so, how acceptable is the proposal? Are there objections from particular sections of the community or from particular areas?</i> |

| Environment | | | |
|--|---|--|-------------------------------|
| Mitigation Options Included: (Costs & Benefits) | | | |
| Sub-criterion | Qualitative Information | Quantitative Information | Significance of Impact |
| Noise and Vibration | <i>Sensitive receptors within transport corridor</i> | <i>Increase in people annoyed (population) Decrease in people annoyed</i> | |
| Global Air Quality – CO ₂ | | <i>Net change in CO₂ emissions (tonnes)</i> | <i>PV1</i> |
| Local Air Quality – PM ₁₀ and NO ₂ | <i>Performance relative to Air Quality Strategy for England, Scotland, Wales & N. Ireland</i> | <i>No. people/properties with increase in PM₁₀ No. people/properties with decrease in PM₁₀ No. people/properties with increase in NO₂ No. people/properties with decrease in NO₂</i> | |
| Water Quality, Drainage and Flood Defence | <i>Describe overall effects, including flood risk</i> | <i>Record all affected water resources and their use and quality</i> | |
| Geology | <i>Describe overall effects on the distribution of impacts</i> | <i>Record numbers of each type of designated site or mineral reserve affected</i> | |
| Biodiversity | <i>Describe overall designated sites affected</i> | <i>Record all designated sites affected and their designations. List all protected species affected</i> | |
| Visual Amenity | <i>Describe all receptors affected</i> | <i>Record all receptors affected</i> | |
| Agriculture and Soils | <i>Describe overall effects</i> | <i>Ha. Class 1/2/3 land affected</i> | |
| Cultural Heritage | <i>Describe all designated sites affected</i> | <i>Record all designated sites affected and their designations</i> | |
| Landscape | <i>Describe effect on landscape character / character areas.</i> | <i>Record all designated sites affected and their designations</i> | |
| Physical Fitness | | <i>Lives saved and lost working days avoided</i> | <i>PV2</i> |
| Monetised summary | <i>= PV1+PV2</i> | | |
| Monetary Impact Ratio | <i>= (PV1+PV2)/(PVC x -1)</i> | | |

| Safety | | | |
|------------------------------|--|--|--|
| Sub-criterion | Item | Qualitative Information | Quantitative Information |
| Accidents | Change in Annual Personal Injury Accidents | <i>Comment on derivation. Note any significant distributional impacts (by area or social group).</i> | <i>Change in annual personal injury accidents</i> |
| | Change in Balance of Severity | <i>Comment on derivation.</i> | <i>Change in accidents by severity classification.</i> |
| | Total Discounted Savings | | <i>PV3</i> |
| Security | | <i>Comment on derivation.</i> | <i>Score, quantitative information if appropriate</i> |
| Monetised summary | | <i>= PV3</i> | |
| Monetary Impact Ratio | | <i>= PV3/(PVC x -1)</i> | |

| Economy (Transport Economic Efficiency) | | | | | | |
|---|--------------------------------|--|----------------------------------|---------------|---------------|---------------|
| Sub-criterion | Item | Qualitative Information | Quantitative Information | | | |
| User Benefits | Travel Time | <i>Illustrate with examples (e.g. particular journey time savings) to demonstrate the source / scale of benefits</i> | PV4 | | | |
| | Travel Time savings by size | <i>Describe the composition of journey time savings by size and the potential implications of that distribution</i> | % of total monetised savings (£) | | | |
| | | | < -5 mins | -5 to -2 mins | >-2 to 0 mins | 0 to <+2 mins |
| | User Charges | <i>Distinguish fares, parking charges, tolls or other charges and illustrate with examples</i> | PV5 | | | |
| | Vehicle Operating Costs | | PV6 | | | |
| | Quality / Reliability Benefits | <i>Summarise the approach adopted, e.g. analysis of volume:capacity ratios for road proposals</i> | | | | |
| Private Sector Operator Impacts | Investment Costs | <i>Distinguish the cost by mode. Do not include costs incurred by public sector providers.</i> | PV7 | | | |
| | Operating & Maintenance Costs | <i>Distinguish the cost by mode. Do not include costs incurred by public sector providers.</i> | PV8 | | | |
| | Revenues | <i>Distinguish between fares and other relevant revenue streams. Differentiate financial impacts on different modes.</i> | PV9 | | | |

| | | | |
|------------------------------|------------------------|---|-------------|
| | Grant/Subsidy payments | <i>Distinguish between grant and ongoing revenue support. Identify potential developer contributions.</i> | <i>PV10</i> |
| Monetised summary | | $PV11 = PV4 + PV5 + PV6 + PV7 + PV8 + PV9 + PV10$ | |
| Monetary Impact Ratio | | $= PV11/(PVC \times -1)$ | |

| Economy (Wider Economic Benefits) | | | |
|--|--|---|---------------------------------|
| Sub-criterion | Item | Qualitative information | Quantitative information |
| Wider Economic Benefits | Agglomeration economies (WB1) | <i>What change in effective density and employment patterns (where relevant) is expected as a result of the scheme?</i> | PV12 |
| | Increased output in perfectly competitive markets (WB3) | <i>Give details of the scale of time savings expected, ensuring that only business time savings are used for the calculation.</i> | PV13 |
| | Wider benefits arising from improved labour supply (WB4) | <i>Give detail on labour market effects of scheme (where relevant), with particular focus on identifying gains and losses resulting from redistribution of employment</i> | PV14 |
| Monetised summary | | $PV15 = PV12 + PV13 + PV14$ | |
| Monetary Impact Ratio | | $=(PV11 + PV15)/(PVC \times -1)$ | |

| Economy (Economic Activity and Location Impacts) | | | |
|---|---------------------------|--|---|
| Sub-criterion | Item | Qualitative Information | Quantitative Information |
| Economic Activity and Location Impacts | Local Economic Impacts | <i>Which local sectors are likely to gain/lose economic activity as a result of the project? Which local geographic areas are likely to gain/lose?</i> | <i>Net changes in employment/GDP at the local (TTWA) level. Note year to which impact refers.</i> |
| | National Economic Impacts | <i>Which sectors are likely to gain/lose economic activity as a result of the project? Which geographic areas are likely to gain/lose?</i> (NB net impacts at the national level are unlikely to be significant due to displacement and crowding out effects. Net national benefits will usually be adequately covered by the assessment of direct transport benefits.) | <i>Net changes in employment/GDP at the Scottish level. Note year to which impact refers.</i> |
| | Distributional Impacts | <i>Is the local economy economically depressed or otherwise deprived? Are there specific gains or losses in designated regeneration areas? Which social groups gain or lose? Who fills the jobs — unemployed local residents or in-migrants?</i> | <i>Relevant disaggregated information, e.g. change in unemployment in local area.</i> |

| Integration | | | |
|--------------------------------|------------------------------|---|---|
| Sub-criterion | Item | Qualitative Information | Quantitative Information |
| Transport Interchanges | Services & Ticketing | <p><i>Seamless public transport system?</i></p> <p><i>Seamless ticketing?</i></p> <p><i>Benefits should usually already be covered by TEE assessment; justification is required for noting any wider benefits here.</i></p> | <p><i>Number of passenger journeys affected.</i></p> <p><i>Positive / negative impact.</i></p> |
| | Infrastructure & Information | <p><i>Benefits may already be covered by TEE assessment; justification is required for noting any wider benefits here</i></p> | <p><i>Number of passenger journeys affected.</i></p> <p><i>Positive / negative impact.</i></p> <p><i>Monetary valuation of impacts may be feasible.</i></p> |
| Land-use Transport Integration | | <p><i>Summary statement on consistency of proposal with National and Local Planning Policies, indicating references to supporting documentation.</i></p> | |
| Policy Integration | | <p><i>Fit with key policies including Disability, health, rural affairs, national targets: cite relevant policy documents.</i></p> | |

| Accessibility & Social Inclusion | | | |
|---|--|---|---|
| Sub-criterion | Item | Qualitative Information | Quantitative Information |
| Community Accessibility | Public Transport Network Coverage | <i>Issues emerging from consultation regarding gaps in access to jobs and training, health, and shopping and anticipated impacts of scheme.</i> | <i>Do-minimum and Do-something measures of population catchment for PT services and the utility of these services in taking people where they need to travel.</i> |
| | Access to Other Local Services | <i>Issues emerging from consultation about local barriers to walking and cycling</i> | <i>Change in population catchments for local shops, health centres etc. based on changes to walking/cycling etc routes.</i> |
| Comparative Accessibility | Distribution/Spatial Impacts by Social Group | <i>Comment on relevance of distribution assessments for all key population groups as context for quantitative analysis</i> | <i>Change in ratio of impacts of unemployed people/job seekers/disabled people/ethnic minorities etc. to population as a whole.</i> |
| | Distribution/Spatial Impacts by Area | <i>Identify main broad distributional impacts by urban/rural, area classification, etc.</i> | <i>Change in ratio of impacts on socially excluded areas and development areas to all areas.</i> |

| Strategic Environmental Assessment (SEA) | |
|---|--|
| Summary of SEA outcome where appropriate | |

| Cost to Public Sector | | |
|---|--|--|
| Item | Qualitative information | Quantitative information |
| Public Sector Investment Costs | <i>Quote costs in current prices, undiscounted. Only applicable to directly-provided public investment, e.g. most roads projects.</i> | PV16 |
| Public Sector Operating & Maintenance Costs | <i>Quote annual costs in current prices. Only applicable to publicly-funded services</i> | PV17 |
| Grant/Subsidy Payments | <i>Distinguish between grant and ongoing revenue support. Identify potential developer contributions. Quote costs in current prices.</i> | PV18 (NB PV18 should equal PV10 x -1) |
| Revenues | <i>Distinguish between tolls, parking charges, and any other relevant revenue streams.</i> | PV19 |
| Taxation impacts | <i>Identify any changes in tax revenues attributable to the proposal, e.g. loss of fuel duty due to modal shift.</i> | PV20 |
| Cost to Funding Agency | <i>Cost to the funding agency conducting the appraisal instead of the cost to the public accounts (if more than one funding agency)</i> | PV21 |

| Monetised Summary | |
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| Present Value of Transport Benefits | $Total\ PVB = PV1 + PV2 + PV3 + PV11 + PV20$ (Negative values = disbenefits) |
| Present Value of Cost to Government | $Total\ PVC = PV16 + PV17 + PV18 + PV19$ (Negative values = cost to government) |
| Net Present Value | $Total\ NPV = PVB + PVC$ |
| Benefit-Cost to Government Ratio | $Ratio = PVB/(PVC \times -1)$ |
| Benefit-Cost to Government Ratio (including WEBS) | $Ratio = (PVB + PV15)/(PVC \times -1)$ |
| Benefit-Cost to Funding Agency Ratio | $Ratio = PVB/(PV21 \times -1)$ |