

West Midlands Regional Transport Funding Allocation Refresh

RAST Assessment and Scheme Prioritisation

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1.0 Introduction

ECOTEC Research and Consulting and Faber Maunsell were commissioned in August 2007 to assist the West Midlands Regional Assembly with the preparation of an update of the advice provided by the region to Central Government in January 2006 on priorities for the Regional Funding Allocation for the period to 2016.

1.1 Background

In anticipation of the Department for Transport (DfT) requesting revised transport advice from the English regions in summer 2008 to align with the Comprehensive Spending Review 2007, scheme promoters in the West Midlands were requested by the West Midlands Regional Assembly (WMRA) to submit Regional Appraisal Summary Tables (RASTs) for transport schemes for consideration for inclusion in an updated list of priority schemes.

1.2 The RFA Process

The RFA process follows the approach developed by ECOTEC and Faber Maunsell in 2005.¹ This involved the preparation and application of a framework (summarised in Figure 1 overleaf) to aid the West Midlands region with the prioritisation of proposed transport schemes. This refresh of scheme prioritisation has been split into two main stages:

- Stage A: RAST Quality Assurance (this was completed in January 2008);
- Stage B: RAST Assessment and Priority ‘Scoring’.

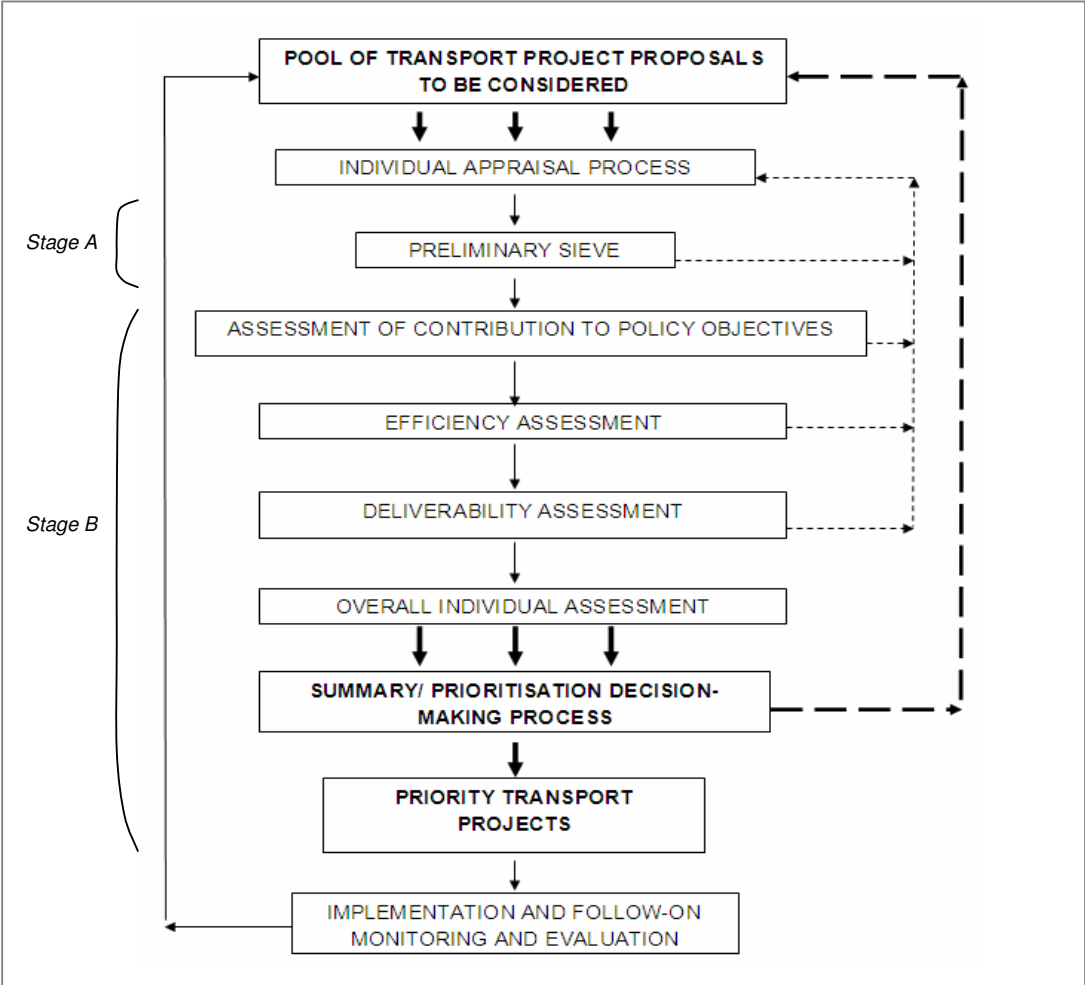
A total of 47 RASTs were submitted for Stage A. On the basis of the Stage A review and decisions by the Regional Transport Partnership 37 schemes have been included in the Stage B bandings. The main exclusions are a set of capitalised maintenance projects which it was agreed could not be dealt with as part of the mainstream prioritisation process. Three other schemes were withdrawn at a late stage by their promoters following the initial assessment – in two cases largely because of overlaps. It should be noted that the Stage B assessment as reported here includes consideration of a significant number of schemes for which some key information is not currently available.

Following the submission to the Assembly of the draft report, the draft summary assessment tables for each of the schemes were e-mailed to their promoters for comment.

¹ ECOTEC and Faber Maunsell (2005) West Midlands Regional Transport Prioritisation Framework, Final Report

The final versions of the tables here incorporate some clarifications and/or amendments to take account of feedback. The final tables reflect the judgements of the consultants based upon the information provided.

Figure 1: West Midlands Regional Transport Prioritisation Framework



Source: ECOTEC Research & Consulting

1.2.1 Contribution to Policy Objectives

This stage of the framework involves an assessment of the extent to which the individual schemes contribute to regional, sub-regional and/or local objectives. Following the approach last time a distinction was made between 'regional and sub-regional schemes' - defined as those involving capital expenditure of more than £10m - and 'local' schemes involving expenditure in the range £5m - £10m.

Objectives are defined in the prioritisation framework at three levels:

- **Overall Regional Objectives** – for example, to support sustainable economic growth through developing the business base and enterprise and building on existing economic centres, and to ensure an adequate supply of housing for all groups, providing a mix of tenures and types and greater choice;
- **Regional Spatial Objectives** – for example, in terms of contributing to a range of objectives for one or more Regeneration Zones, High-Technology Corridors and/or Major Urban Areas;
- **Locally Set Objectives**, potentially drawn from ‘adopted’ sub-regional/local policy documents such as Structure Plans, Local Plans, Community Strategies, etc. A set of generic criteria were developed through which contributions to such objectives can be assessed.

Within these objectives contributions are considered in relation to five 'themes': economic, social, spatial planning, housing and environment - the latter defined in particular at this level in terms of impacts on CO₂/greenhouse gas emissions.

Contributions to each theme are scored on the basis of a six point scale (-1 to +5), and then combined. The bases on which the overall contribution to regional, sub-regional and local objectives are determined are set out in Table 1.1 below.

Table 1.1 Combined Assessment of Contributions to Regional and Regional Spatial Objectives, and Assessment of Contribution to Local Objectives

	Criteria	
Contributions to Regional and Regional Spatial Objectives	Major Contribution to Overall Regional and Regional Spatial Objectives	Major contribution to at least one theme
	Significant Contribution to Overall Regional and Regional Spatial Objectives	Significant contribution to at least one theme
	Limited Contribution Overall Regional and Regional Spatial Objectives	Overall score of 3 or more and not meeting criteria for Major or Significant Contribution
	No Substantive Contribution Overall Regional and Regional Spatial Objectives	Overall score of 2 or less
	Negative Impact Contribution to Overall Regional and Regional Spatial Objectives	Negative overall score
Contribution to Local Objectives	Major Contribution to Local Objectives	Major contribution to at least one theme
	Significant Contribution to Local Objectives	Significant contribution to at least one theme
	Limited Contribution to Local	Overall score of 2 or more and not

		Criteria
	Objectives	meeting criteria for Major or Significant Contribution
	No Substantive Contribution to Local Objectives	Overall score of 1 or less
	Negative Impact on Local Objectives	Negative overall score

In general terms the presumption of the framework was that major regional schemes will primarily contribute to - and be assessed against – Overall Regional and, where relevant, Regional Spatial Objectives, whereas local schemes will be assessed primarily against Local Objectives. In some cases, of course, these will be the local counterparts of Regional Spatial Level Objectives – for example, contributing to accessibility or developments within a particular Regeneration Zone. However, in practical terms - as last time - the significance of the distinction between the two types of schemes and objectives has proved limited.

1.2.2 The Efficiency Assessment

Table 1.2 Overall Value for Money Assessment Efficiency Index

Category	Entry Criteria		
Very High	BCR>4 Environmental Impact not -2 or -3	Or BCR 3-4 and (Year 1 only) a public transport scheme or particular impacts in terms of DfT accessibility indicators Environmental Impact ≥ 0	
High	BCR > 3 Environmental Impact not -2 or -3	Or BCR>4 and Environmental Impact -2 or -3	Or BCR 2 - 3 and a public transport scheme or particular impacts in terms of DfT accessibility indicators Environmental Impact ≥ 0
Good	BCR > 2 Environmental Impact not -2 or -3	Or BCR > 3 and Environmental Impact -2 or -3	Or BCR1.5 – 2 And a public transport scheme or particular impacts in terms of DfT accessibility indicators Environmental Impact ≥ 0

Category	Entry Criteria		
Moderate	BCR1.5 – 2 Environmental Impact not -2 or -3	Or BCR > 2 and Environmental Impact -2 or -3	Or BCR1 - 1.5 And a public transport scheme or particular impacts in terms of DfT accessibility indicators Environmental Impact ≥ 0
Limited	BCR <1.5	Or BCR > 1.5 – 2 and Environmental Impact -2 or -3	

The efficiency assessment is the process of assessing the extent to which value for money (VFM) is achieved by the proposed transport intervention. Projects have been assessed on four bases:

- Economic
- Social Equity
- Environment
- ‘Other’

Schemes have been classified on the basis of an overall efficiency index as shown in the Table 1.2 above. As before environmental impact is assessed by converting the NATA seven point scale to a +3 to -3 cardinal equivalent and averaging the scores against the nine principal criteria to produce an overall score for each project.

Little progress seems to have been made in improving the information basis on which social equity aspects can be considered, so we have continued to use the approach adopted last time of providing a degree of preference to public transport schemes (including, again, park and ride projects) which are, in effect, considered to fall into a BCR banding one higher than suggested by the evidence from the promoter so long as their environmental impact is neutral or positive.

1.2.3 The Scheme Banding Framework

The overall assessment pulls together the objectives analysis, the efficiency assessment and the delivery aspects from each individual project appraisal. The assessment provides guidance to the decision makers, whilst still providing scope for the exercise of judgement and negotiation. The decision rules on which the banding is based are set out in the Table 1.3 below.

Table 1.3 Scheme Banding Framework

Qualitative Assessment					
Band 1	Very High VfM and Major Contribution to Objectives				
Band 2	High VfM and Major Contribution to Objectives	Or	Very High VfM and Significant or Limited Contribution to Objectives		
Band 3	Good VfM and Major Contribution to Objectives	Or	High VfM and Significant or Limited Contribution to Objectives	Or	Very High VfM but No or Negative Contribution to Objectives
Band 4	Moderate VfM and Major Contribution to Objectives	Or	Good VfM and Significant Contribution to Objectives	Or	High VfM and Limited or No Contribution to Objectives
Band 5	Limited VfM but Major Contribution to Objectives	Or	Moderate VfM and Significant Contribution to Objectives	Or	Good VfM but Limited or No Contribution to Objectives
Band 6	All Other Schemes which have been Assessed				

1.2.4 The Assessment of Delivery Risks

The deliverability assessment focuses on identifying any significant risks to the successful implementation of a proposed intervention, in particular possible constraints to implementation. This element of the framework provides a ‘reality check’ to ensure that the intervention is robust, and can be delivered on the basis of the business case.

There are two dimensions to the overall delivery assessment which are applied in the assessment of the delivery constraints:

- Potential timescale for delivery; and,
- The degree of risk associated.

An assessment is made of whether each delivery constraint applies over the short, medium or long term, and the risk level for the specified time period.

The potential timescales for delivery of projects are established on the basis of the programme put forward by the promoter using the following bands:

- Short Term: 0-3 years
- Medium Term: 3-10 years

- Long Term: 10+ years

Schemes are identified as high, medium or low risk according to the extent to which there are unresolved potential barriers to delivery and the assessment of their significance.

1.3 Report Structure

The remainder of this report is structured as follows:

- Section 2 summarises the assessment of contributions to policy objectives, the efficiency and the deliverability assessments;
- Section 3 provides an overview of the proposed bandings;
- Section 4 presents the summary appraisal tables; and,
- Section 5 presents a brief conclusion.

2.0 Key Points Relating to the Assessment

2.1 Contribution to Policy Objectives

Table 2.1 shows the number of schemes falling into each of the five categories.

Table 2.1 Summary of Contribution to Policy Objectives

	Number of schemes
Major contribution	1
Significant contribution	19
Limited contribution	14
No contribution	2
Unclear contribution	1

Source: Analysis of RAST Submissions

The approach has been to follow as closely as possible that taken last time. This has sometimes meant giving the 'benefit of the doubt' to the cases put forward for schemes' contributions, in many instances based upon fairly limited evidence. Specific issues of note are:

- The general absence in most cases of Economic Impact Reports or other robust evidence to support claimed economic impacts;
- The lack of much in terms of accessibility modelling to support claimed social impacts; and,
- The lack of significance of the decision last time to include reductions in CO₂ emissions as a policy objective – given that (almost) all schemes project only limited impacts (with public transport schemes expected to perform little, if any, better than road schemes).

In most cases the quality of the submitted evidence has not greatly improved since last time, although one or two promoters appear to be 'playing the game' more cleverly. The main change is the greater emphasis on justifying schemes based upon housing objectives. However, the schemes involved are often at an early stage and the evidence that they are necessary to the delivery of the housing targets has often not yet been developed fully. Where there is a clear connection, the issue of scope for developer contributions will need to be addressed and, again, this has often not yet been done.

2.2 Efficiency Assessment

2.2.1 Benefit Cost Ratios

Table 2.2 below highlights the number of schemes falling into each banding category. The BCRs are based upon the use of the appropriate optimism bias, and appraisal periods. In instances where it has not been possible to place a scheme into a BCR banding category this has generally been the result of technical work still being ongoing or no detail having been provided (e.g. Lichfield Southern Bypass – Phase 3). In the case of Longbridge Link Road, where a number of development options have been highlighted, the scheme has been placed in the ‘Very high’ banding category on the basis that 5 of the 6 options under consideration have a projected BCR of over 4. In other cases where options with different BCRs are still under consideration the Regional Transport Partnership decided that the assessment should show the bandings associated with the different options.

Table 2.2 Summary of Benefit Cost Ratios

BCR Band	Band criteria (BCR)	Number of schemes	Percentage of schemes
Very high	Over 4	15	33%
High	3 - 4	8	18%
Good	2 - 3	12	27%
Moderate	1.5 - 2	3	7%
Limited	Below 1.5	4	9%
Unclassified	-	3	7%
Total	-	45 ¹	100%

Source: *Analysis of RAST Submissions*

2.2.2 Environmental Assessment

The cardinal scores for the potential impacts of schemes on the environment ranged between a positive impact of +1 and a negative impact of –0.8. This compares with a maximum score of +3 and minimum score of -3. Table 2.3 sets out the number of schemes which achieved a positive or neutral score and those which received an adverse score based upon the overall scoring guidelines. In a number of instances it has not been possible to award an environmental score. This arises where the appropriate NATA scoring system has not been applied to schemes in relation to all or some of the 9 criteria

¹ The number of schemes listed here totals 45 as opposed to the 37 RASTs finally considered because the A38 improvement scheme between the south of Lichfield and north of Burton-upon-Trent has been treated as two separate schemes for the purpose of this analysis in view of the different BCRs for each element of the initiative. The Midland Metro Phase 2 Extensions have also been considered individually as have the options for the Hereford Outer Distributor Road and the Burton / Swadlincote Regeneration Corridor.

used in the assessment, or the fact that the environmental assessment has not yet been undertaken.

Table 2.3 Summary of Environmental Assessment

Environmental Score	Number of Schemes	Percentage of Schemes
Positive or Neutral	20	54%
Adverse	6	16%
Unclassified	11	30%
Total	37	100%

Source: Analysis of RAST Submissions

2.2.3 Overall Efficiency Assessment

The overall efficiency assessment scores, combining the BCR and Environment Assessment scores, are summarised in Table 2.4. Where it has been possible to determine the overall efficiency score for the initiatives put forward, the majority have been placed in the 'very high' or 'high' efficiency bandings, with only a small number receiving a 'good', 'moderate' or 'limited' value for money ratings.

Provisional efficiency scores have been provided for those schemes which have a BCR but no Environmental Score calculated on the basis that their environmental impact is neutral. The Longbridge Link Road scheme has been included within the 'Very high' banding since, as noted, 5 of the 6 development options put forward fall into this category; the two parts of the A38 scheme have been included separately as a result of their differing performance against the assessment criteria, whilst the scheme options for the Midland Metro Phase 2 extensions, the Hereford Outer Distributor Road and the Burton / Swadlincote Regeneration Corridor also have individual entries.

Table 2.4 Overall Efficiency Assessment Scores

Efficiency Category	Number of Schemes	Percentage of Schemes
Very high	15	33%
High	15	33%
Good	6	13%
Moderate	5	11%
Limited	1	2%
Unclassified	3	7%
Total	45 ¹	100%

Source: Analysis of RAST Submissions

2.3 Deliverability Assessment

WMRA requested that deliverability be given increased emphasis in this current work in view of the delays to the delivery of a number of the schemes approved for funding following the previous exercise. As indicated, the Deliverability Assessment has been based upon the timescales for schemes put forward by promoters and the degree of risk involved with each element of the deliverability process. The level of risk involved was assessed based upon the judgement of the assessors on the information provided within the RASTs.

Table 2.5 highlights the number of schemes anticipated to be delivered within each timeframe and the level of associated risk involved. In summary it appears that the majority of schemes are intended to be delivered in the medium term (in between 3 and 10 years time) and have a medium degree of associated risk. The schemes deemed to pose a high degree of risk in many cases lack evidence of consultation with stakeholders, raising questions about commitment from potential delivery partners. In a number of cases, where additional resources and funding are required, it is not apparent that funding agreements are in place.

Table 2.5 Summary Deliverability Assessment

Delivery timescale	Level of risk		
	Low	Medium	High
Long-term	2	1	2
Medium-term	2	12	8
Short-term	0	4	4
Unclassified	2		

Source: Analysis of RAST Submissions

For those schemes identified as medium risk, this is commonly as a result of: a lack of detailed scheme design; outstanding legal powers / planning permission to be secured; or the use of unproven technology. The proposed start dates in such cases appear typically to represent the earliest rather than the most likely point when works might commence. Where schemes are identified as having a low degree of risk this mainly reflects strong support from delivery partners and stakeholders, with any additional funding secured, and the submission being based upon up to date and detailed costings.

The point that some proposals are not yet finalised should also be noted. In particular, as noted, a number of options remain on the table in relation to the Longbridge Link Road whilst five possible routes remain under consideration for Phase 2 of the Midland Metro.

In two instances, the Dudley Road Traffic Management scheme and the A45 Capacity, Economic Development and Accessibility scheme, it was not possible to determine deliverability due to no timescale being provided.

2.4 The Final Revisions

As noted, in the first Round, scheme promoters were given the opportunity to comment on the summary assessments for their schemes.

Most of the points raised involved the provision of additional information. In some cases promoters were unclear about why schemes could not be banded - typically this is because no BCR was provided or the BCRs provided differed according to the final choice of option. In the latter case this has been dealt with by banding options individually, as indicated above.

The final tables include additional points or clarifications where this appeared reasonable to the assessors, although this did not affect the final bandings in most cases.

Two points need to be noted:

- Centro in particular has raised fundamental questions about the process and the criteria. As the decision to adopt a similar approach to the first round assessment was taken by the Transport Partnership, this is clearly not an aspect to be dealt with here. Centro also raised some points about the relationship between the scores for its projects this time and the final scores from the previous exercise. Minor amendments have been made to the final tables but the assessors believe the final scores are realistic. A more comprehensive response on the issues involved has been made to the Assembly;
- One promoter provided comments after the original deadline. These have been dealt with in a separate response to the Assembly.

3.0 Summary Appraisal Tables

Scheme	Contribution to objectives	Efficiency assessment	Deliverability assessment	Key delivery issues	Start date - finish date	RFA bid (£m)	Banding
Chester Road Access Improvements, Birmingham (Birmingham CC)	Significant	Very High	Medium term delivery. Low risk	Detailed costings provided	2010/11 – 2012/13	24.245	2
Longbridge Link Road (Birmingham CC)	Significant	Very High (For all options)	Medium term delivery. High risk	Preferred route not defined. Dependent on developer contributions	2011 – 2013	12.571	2
Shrewsbury North West Relief Road (Shropshire CC)	Limited	Very High	Medium term delivery. Medium risk	Requires developer contributions	2014 – 2016	78.527	2
A45 Capacity, Economic Development and Accessibility Scheme (Solihull MBC)	Major	High	Not possible to determine	Costings, phasing and contingency to be resolved.	2010/11	-	2 (Provisional in absence of appropriate Environmental Assessment)
NUCKLE (North – South Corridor) Public Transport Scheme (Warwickshire CC)	Significant	Very High	Medium term delivery. Medium risk	CPO powers required. Requires developer contributions	2012 – 2015	11.076	2
Worcester Integrated Transport Strategy (Worcestershire CC)	Potentially significant	Very High	Medium term delivery. Medium risk	Lack of detailed costings. CPO powers not in place. Land availability issues	2010/11 – 2015/16	127.0	2

Scheme	Contribution to objectives	Efficiency assessment	Deliverability assessment	Key delivery issues	Start date - finish date	RFA bid (£m)	Banding
West Midlands Red Route Network – Packages 2 (Centro)	Limited – potentially significant	Very High	Short term delivery. Low risk	Detailed costings provided. Works mainly confined to existing carriageway. Additional funding not required	2009/10 –	30.0	2
Stourport-On-Severn Relief Road (Worcestershire CC)	Limited	Very High (Provisional in absence of Environmental Assessment)	Medium term delivery. High risk	Uncertainty over delivery timeframe. Requires developer contributions. Planning permission not yet granted	2013/14 – 2016/17	59.659	2 (Provisional in absence of Environmental Assessment)
A5/A444 Redgate Junction Improvements (Highways Agency)	Limited – at least to WM	Very High (Provisional in absence of Environmental Assessment)	Short term delivery. Medium risk	No detailed work programme. Funding dependability	– 2013/14	8.250	2 (Provisional in absence of Environmental Assessment)
A5/A47 Longshoot Improvement Scheme (Highways Agency)	Limited	Very High (Provisional in absence of Environmental Assessment)	Short term delivery. Medium risk	Not detailed work programme. CPO to be ascertained	– 2013/14	10.87	2 (Provisional in absence of Environmental Assessment)
Hereford Outer Distributor Road (Herefordshire CC)	Limited – may be significant	SCW – Very High SCE – Very High DCW – High DCE – Very High	Medium term delivery. High risk	No detailed costs. Statutory powers not in place. Land acquisition requirements to be determined	2013/14 – 2021/22	40.0 – 60.0	SCW – 2 SCE – 2 DCW – 3 SCE – 2
Junction improvements and link widening on A38 (Highways Agency)	Significant	Part 1 = Very High Part 2 = Good	Long term delivery. High risk	No detailed costings or work programme. Land availability issues. Unclear support from partners	2019/20 – 2021/22	237.1	Part 1 = 2 Part 2 = 4

Scheme	Contribution to objectives	Efficiency assessment	Deliverability assessment	Key delivery issues	Start date - finish date	RFA bid (£m)	Banding
Burton to Swadlincote A38-A444-A511 Regeneration Corridor (Staffordshire CC)	Significant – potentially major – but issue of how far impacts will be in WM	Option 1 – Moderate Option 2 – Very High	Medium term delivery. High risk	Feasibility of timescales to be established. Land availability unclear. Dependent on developer contributions	2011/12 – 2016/17	75.6 – 102.0	Option 1 – 5 Option 2 – 2
East Birmingham North Solihull Mobility Access Project (Birmingham CC)	Probably significant but only limited evidence presented	High	Medium term delivery. Medium risk	Unproven technology. Legal powers not in place. Commitment of bus operators unclear	2011 – 2013	49.968	3 (Provisional due to limited evidence of contribution to policy objectives)
Iron Lane Gyratory Improvement, Stechford, Birmingham (Birmingham CC)	Limited	High	Medium term delivery. Medium risk	No detailed design	2010/11 – 2011/12	9.486	3
Connecting Coventry (Coventry CC)	Significant	High	Medium term delivery. High risk	No consultation undertaken. Dependent on developer contributions	2010/11 – 2011/12	20.068	3
Hanley Bentilee Link (Stoke CC)	Significant	High	Medium term delivery. Low risk	Recent COBA assessment. Partner support secured	2012/13 – 2013/14	32.599	3
Featherstone / Brinsford Park & Ride (Staffordshire CC)	Significant	High	Medium term delivery. Medium risk	Planning permission not yet granted	2009/10 – 2011/12	31.68	3

Scheme	Contribution to objectives	Efficiency assessment	Deliverability assessment	Key delivery issues	Start date - finish date	RFA bid (£m)	Banding
Brownhills Transport Package (Walsall MBC)	Limited	High	Medium term delivery. Medium risk	Additional third party funding required. Land availability unclear	2015/16 –	20.5	3
M6 Junction 10 (Walsall MBC)	Potentially significant – difficult to make more than provisional assessment	High	Medium term delivery. High risk	Early stage of development. Outline costs. No detailed work programme	2014/15 –	40.0	3 (Provisional due to limited evidence of contribution to policy objectives)
Coventry Sprint (Centro/Coventry CC)	Significant	High	Medium term delivery. Medium risk	Lack of detailed costings and work programme. Uncertainty over acquisition of land	2009/10 – 2012/13	76.173	3
Longbridge Transport Hub (Centro)	Limited	High	Short term delivery. Low risk	Detailed costings provided. Clear support for the project	2008/09 – 2011/12	24.412	3
Midland Metro Phase 1 Extensions and Tram Upgrade (Centro)	Significant - potentially major	High	Medium term delivery. High risk	Strong support and commitment to scheme. High risk due to high level of funding involved	2008/09 – 2013/14	223.68	3
A5 Queen's Head to Wolf's Head Widening (Highways Agency)	No contribution	Very High	Medium term delivery. Medium risk	No detailed work programme. Land purchase issues. Institutional support issues	– 2014/15	9.18	3
Grade Separation of A46 / B4082 and A46 / A428 Junctions (Highways Agency)	Limited at this stage – but probably significant	High	Medium term delivery. Medium risk	No detailed work programme. Support of partners reduces potential risk	– 2016/17	239.0	3

Scheme	Contribution to objectives	Efficiency assessment	Deliverability assessment	Key delivery issues	Start date - finish date	RFA bid (£m)	Banding
Midland Metro Phase 2 Extensions (Centro)	Significant - potentially major	Moderate to High (Provisional in absence of Environmental Assessment)	Long term delivery. High risk	High risk due to high level of cost. Third party funding required	2012/13 – 2021/22	1086.2	5 Ws - 5 Quinton - 4 Great Barr - 3 Airport - 5
Six Ways Roundabout Improvement, Birmingham (Birmingham CC)	Significant	Good	Medium term delivery. Medium risk	No detailed design	2010/11 – 2011/12	9.035	4
Bartley Green BRT (Centro)	Limited	High	Medium term delivery. Medium risk	Lack of detailed costings and work programme. Support for scheme unclear	2008/09 – 2012/13	36.710	4
Widening of M42 (between M42 Junction 9 and Junction 11) (Highways Agency)	Significant	Good	Long term delivery. Medium risk	No detailed costings or work programme. Stakeholder support unclear	2016/17 – 2021/22	190.7	4
Stafford Western Access Improvements (Staffordshire CC)	Significant	Good	Medium term delivery. High risk	Legal powers not secured	2011/12 – 2020	5.0	4
Dudley Road Traffic Management Stage 2 (Birmingham CC)	Significant	Moderate	Not possible to determine	Not possible to determine	2009/10 – 2013/14	23.330	5
A41 Sandford Bypass (Shropshire CC)	Limited	Good	Short term delivery. Medium risk	Uncertainty over outcome of planning and CPO procedures	2011/12 – 2012/13	6.942	5

Scheme	Contribution to objectives	Efficiency assessment	Deliverability assessment	Key delivery issues	Start date - finish date	RFA bid (£m)	Banding
Jackfield Road Reconstruction and Stabilisation (Telford & Wrekin C)	No contribution	Limited (Provisional in absence of Environmental Assessment)	Short term delivery. High risk	Lack of match funding. No detailed risk register	2008/09 – 2010/11	22.2	6 (Provisional in absence of Environmental Assessment)
Worcester Parkway (Worcestershire CC)	Limited	Moderate	Short term delivery. High risk	Lack of committed private sector funding. Planning permission and land ownership issues	2010/11 – 2010/11	8.496	6
Lichfield Southern Bypass (Phase 3) (Staffordshire CC)	Limited	Not possible to determine	Short term delivery. High risk	No BCR. No detailed delivery programme. Legal powers not secured	2010/11 – 2011/12	3.8	Unclassified (BCR not available)
Greyhound Link Road (Telford & Wrekin C)	Significant	Not possible to determine	Short term delivery. Medium risk	No BCR. Planning permission not yet granted. Requires developer contributions	2008/09 – 2009/10	8.7	Unclassified (BCR not available)
Telford Central Rail Station Multi-Storey Car Park (Telford & Wrekin C)	Limited	Not possible to determine	Short term delivery. High risk	No BCR. No detailed costings. Third party funding required. Planning permission not yet granted	2011/12 – 2011/12	4.5	Unclassified (BCR not available)

4.0 Detailed Appraisal Tables

SCHEME: Chester Road Access Improvements, Birmingham: Road widening, between Kingsbury Road and the Heartlands Spine Road and junction improvements and crossing facilities for pedestrians and cyclists between the M6 (J5) and Tyburn Road (Birmingham City Council)		
QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: The scheme is intended to improve access to the motorways and BIA and will benefit a number of major employment areas	3	Significant (Current problems are impacting on M6)
Social: The scheme - which involves bus priority measures – will improve a range of public transport services serving deprived areas	2	
Spatial Planning: Scheme will remove constraints on the (re) development of a number of brownfield sites. Links to objectives to facilitate urban renaissance/the development of the MUAs	4	
Housing: East Birmingham is identified as an area of significant housing growth, although the specific sites to be involved have not yet been determined. Scheme will address access constraints on the local housing market	2	
Environment: - impact on CO ₂ emissions	Significant	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 7.4 which places it in the 'very high' banding. The appropriate Optimism bias (44%) and appraisal period (60 years) are evident. The maintenance costs are provided in the Main Scheme Business Case but are not reproduced in the RAST.	Very high BCR >4	Very High
Environment: The scheme has been awarded a cardinal score of +7 with the impact upon greenhouse gases, townscape and encouraging physical activity moderately positive, and the impact on townscape slightly positive.	Aggregate score = 7 Total environment score (ave.) =0.8	
Deliverability Assessment:		Overall Score
The scheme represents a medium term proposal (due for completion in 2012) and appears to offer low risk particularly in light of the recently updated detailed costings offering a degree of certainty to the proposals and the strong support for the project.		Medium term delivery and low risk.
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Dedicated improvements to the public transport system are envisaged to improve access to schools, employment areas, hospitals, GPs and major centres. Other: Information on sensitivity testing of the BCR provided in the MSBC but not reproduced in the RAST. Safety: Information included in the MSBC but not reproduced in the RAST. Severance: Information included in the MSBC but not reproduced in the RAST. Linkages between Projects: Will enhance the benefits of the Heartlands Spine Road. Will also support the EBNS MAP and bus priority measures in the wider area.		2
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

SCHEME: Longbridge Link Road: Link road between the A441 and the B4096, connecting to the M42 (Birmingham City Council)		
QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: The project will improve access from the M42 to the Longbridge Regeneration Area. Will support redevelopment of former MG Rover site (potentially 10,000 jobs). Lies within High Technology Corridor.	4	Significant Links to redevelopment of the former MG Rover site, although unclear how far critical to securing particular level of development / employment
Social: The scheme will facilitate improvements to public transport services	1 / 2	
Spatial Planning: Scheme supports RSS objectives in relation to the development of a major brownfield site as well as wider objectives in relation to urban renaissance and securing development in the MUAs.	4	
Housing: Scheme will facilitate housing development on brownfield land (some 1,520 units).	3	
Environment: - impact on CO ₂ emissions	Slight beneficial	
Efficiency Assessment:	Individual Score	Overall Score
BCR: A series of BCR have been provided relating to various development options of the link road scheme. As a preferred option has not been identified it is not possible to provide a firm score in terms of the BCR of the project. The appropriate optimism bias and appraisal periods have been used to calculate the various scheme options.	Very high BCR 4> (Applies to all options apart from Longbridge Redevelopment Area only–Northern Link Rd)	Very High (For all options)
Environment: The scheme has been awarded a cardinal score of +1 including benefits in terms of air quality, greenhouse gases and encouraging physical fitness, but adverse landscape impacts.	Aggregate score = 1 Total environment score (ave.) = 0.1	
Deliverability Assessment:		Overall Score
Medium term proposal (2013), with high risks due to the fact that a preferred route option has not been defined, the reliance on the progression of the Area Action Plan for Longbridge and ascertaining funding through the developer contributions to take the scheme forward: Full commitment is yet to be received from relevant partners. However, these issues do not affect the scheme banding.		Medium term delivery but high risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Public transport access to education and employment will be improved, as it will to hospitals and Birmingham city centre. It will only have a marginal impact upon access to GPs. Other: Sensitivity options have been tested in micro-simulation models and the various BCRs of these schemes range from 3.1 to 21.4. Safety: Anticipated to reduce the number of accidents by 15 per year. Severance: Reduction in traffic levels on local area will benefit the local community. Linkages between Projects: Wider regeneration linkages and the Longbridge Station park and ride, A38 corridor improvements and the Longbridge interchange.		2
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

SCHEME: Shrewsbury North West Relief Road (NWRR): Relief road, between the A5/A458 and the A528/A5127 (possible joint County Council/Environment Agency scheme enabling the new river crossing to act a flow control structure as part of the River Severn flood risk management scheme) (Shropshire County Council)

QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Will improve journey times and reliability to M6, north and central Wales, etc – benefits to local traffic and through movements	-	Limited Project still under development. Not evidenced at this stage that it is crucial to delivery of housing targets. Potential links to flood alleviation measures
Social: Improvements in public transport reliability	1	
Spatial Planning: No directly linked redevelopments but scheme will permit redevelopment of brownfield sites north and west of Shrewsbury. Benefits to local environment and in reduced severance. Supports sub-regional role of Shrewsbury as identified in RSS	2	
Housing: Substantial proposed housing development as part of Growth Point/SSD roles. Potential development sites still being assessed – some of which are dependant upon the scheme.	2	
Environment: - impact on CO ₂ emissions	2% reduction in fuel consumption and commensurate reduction in CO ₂ emissions projected	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 5.9 placing it in the 'Very high' category banding. This is based upon an optimism bias of 20% (applied to construction costs) and an appraisal period of 60 yrs.	Very high BCR 4>	Very High
Environment: The cardinal score for the scheme is -7 based on the negative impacts of the scheme upon greenhouse gases, the landscape, heritage, biodiversity, water environment and physical fitness.	Aggregate score = -7 Total environment score (ave.) = -0.8	
Deliverability Assessment:		Overall Score
Medium term proposal with the route construction commencing in 2014, and a medium degree of associated risk as a result of the outstanding legal powers to be secured, and the lack of widespread support for the scheme in particular.		Medium term delivery but with medium risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: No direct impact on access to education, employment, healthcare and major centres anticipated but benefits will be derived through reduced congestion and journey reliability. Other: No additional sensitivity test undertaken. Safety: Total number of accidents to increase by 0.2%, although KSIs to increase by 6.7% over the 60 year appraisal period. Severance: Overall 'moderately negative' impact with benefits to the town centre leading to additional severance elsewhere. Linkages between Projects: Part of an integrated transport plan for the town, and a flood prevention scheme.		2
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

21

SCHEME: A45 Capacity, Economic Development and Accessibility Scheme: Realigned A45 between Stonebridge Roundabout and Clock Interchange, to allow the runway to be extended, provide increased capacity and provision for future metro extension (Solihull MBC)

QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Key aspect of scheme is its essential enabling role in relation to the BIA runway extension. Variety of studies have shown this to have substantial potential impacts and identified as a specific priority in emerging RES.	5	Major Scheme is clearly necessary to deliver the Airport Runway Extension which is a specific RES / RSS objective
Social: Facilitates access to jobs for EBNS RZ residents/facilitates Metro/BRT link to BIA/NEC	2	
Spatial Planning: Runway extension is a specific RSS priority	5	
Housing: Improves access to North Solihull – potential benefits to proposed developments.	2	
Environment: - impact on CO ₂ emissions	Stated as yes but not clear assessed in detail. Presumably ignores impact of Airport Extension on CO ₂ emissions.	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 3.86 placing it within the 'High banding category. This is based upon an optimism bias uplift of 30% (the BCR rises to 5.02 with an optimism bias of 0%).	High BCR 3 – 4	High (Provisional score in absence of Environmental Assessment)
Environment: It is not possible to determine the score of the scheme as the appropriate scoring system has not been applied to the criteria.	Not possible to determine	
Deliverability Assessment:		Overall Score
Details have not been provided on the delivery period of the proposal. The lack of information concerning costings and phasing, together with acceptable levels of contingency raise concern that the scheme poses a high level of risk.		Not possible to determine
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Improved access to major employers via public transport due to reductions in congestion. Other: Sensitivity tests have been undertaken using alternative traffic growth scenarios. Safety: No details on improvements to safety record. Severance: pedestrian, cycle and bridleway facilities included in scheme. Linkages between Projects: Relates to Metro and BIA Expansion plans.		2 (Provisional)
Regional/Sub-Regional or Local Scheme		-

22

SCHEME: NUCKLE (North – South Corridor) Public Transport Scheme: Stations at Coventry Arena, Bermuda Park and Kenilworth (served by 2 trains per hour between Nuneaton and Leamington with stops at Coventry and Bedworth) (Warwickshire County Council)

QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: The scheme will support a range of developments and improve the operation of the labour market – linking populations in the northern part of the corridor to growth areas in the south – supporting RZ and High Technology Corridor objectives	4	Significant
Social: Scheme provides access to employment and other opportunities for residents of some very deprived areas.	3	
Spatial Planning: Supports RSS objectives in relation to development in the MUAs and a range of local policies	3	
Housing: Scheme will support rural growth objectives and some specific developments, particularly in vicinity of stations	2	
Environment: - impact on CO ₂ emissions	Slight positive	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 3.371 which places it in the 'High' banding category. An optimism bias at 44% has been included and the appraisal period used was 60 years.	High BCR 3 – 4	Very high
Environment: The scheme has been awarded a cardinal score of +3 on the basis of the positive impacts upon air quality greenhouse gas emissions and physical fitness.	Aggregate score = 3 Total environment score (ave.) = 0.3	
Deliverability Assessment:		Overall Score
Medium term delivery (2012) with a medium degree of risk associated with securing the additional funding from Section 106 Agreements.		Medium term delivery with medium risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Improvements to education, employment, healthcare and Coventry City Centre will be secured through the new rail link. Other: No sensitivity tests have been carried out. Safety: Saving of £1.474m from reduced number of accidents. Personal security also improved. Severance: Reduced between north and south Warwickshire through better rail links. Linkages between Projects: Relates to Coventry SPRINT, station masterplan and the SPARK public transport improvement.		2
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

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SCHEME: Worcester Integrated Transport Strategy: Package including a park and ride network, linked by bus rapid transit corridors, dualling the A4440 Worcester Southern Link Road, sustainable travel modes priority and demand management in city centre (Worcestershire County Council)		
QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Will facilitate access to High Technology Corridor development sites – opens up potential future employment development to east and west of city	1 / 2	Potentially significant Scheme assessment is clearly at an early stage. Issue of how far different elements of package are all necessary to housing development.
Social: Will improve accessibility in particular to FE provision	2	
Spatial Planning: Seen as essential to the delivery of the housing and employment growth and the development of the sub-regional role of Worcester as envisaged within the RSS	3	
Housing: Seen as essential "for the sustainable development of large scale housing development"	3 / 4	
Environment: - impact on CO ₂ emissions	Slight positive (provisional)	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 6.02 placing it in the 'Ver High' banding category. An optimism bias uplift of 32% has been applied and the appraisal period is 60 years.	Very High BCR 4>	Very High
Environment: The scheme has been awarded a cardinal score of +8 as a result of the positive impacts it will have upon noise, air quality, greenhouse gas emissions, townscape, heritage and encouraging physical fitness.	Aggregate score = 8 Total environment score (ave.) = 0.9	
Deliverability Assessment:		Overall Score
Medium term delivery with a medium degree of risk involved centred upon the lack of detailed costings, CPO requirements and associated land availability issues.		Medium term delivery with medium risk.
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Accessibility will be improved for all modes accessing the city centre. Other: Sensitivity tests due to be completed in September 2007, but not provided in the RAST. Safety: Personal security to be improved through more natural surveillance and CCTV / lighting. Modal shift will also improve road safety. Severance: Congestion reductions to the city centre will improve pedestrian and cycle links. Linkages between Projects: The public transport proposals complement the Worcester Parkway scheme, the dualling of the southern link road (A4440) and the north west link road (NWLR).		2
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

SCHEME: West Midlands Red Route Network – Packages 2: Better enforcement to maximise compliance, road improvements within the highway boundary and improved / innovative traffic signalling (Centro)

QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Reducing congestion would clearly have a range of wider economic benefits - particular benefits to RZs/High Tech Corridors, including improved access to jobs	2	Limited – potentially significant At this stage lacks evidence that the scale of the reductions will generate significant wider impacts
Social: Improvement to public transport speeds and reliability to the benefit of a range of deprived areas	2	
Spatial Planning: Supports RSS objectives re urban renaissance MUAs	2	
Housing: Some potential benefits to housing development	1	
Environment: - impact on CO ₂ emissions	Slight reductions – not quantified at this stage	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 3.31 which places it in the 'High' banding category. The appraisal period is 60 years with a factor of 0.14 being applied to form the optimism bias uplift. Maintenance costs will be factored into the ongoing programmes of the West Midlands authorities.	High (Very High given treatment as Public Transport Scheme) BCR 3 – 4	Very High
Environment: The scheme has a cardinal score of +4 with slight benefits to noise, air quality, greenhouse gas emissions and the townscape	Aggregate score = 4 Total environment score (ave.) = 0.6	
Deliverability Assessment:		Overall Score
The Red Routes project is proposed to be implemented in the short to medium term. Risks with the project are considered to be relatively low considering that detailed costings have been calculated, works are mainly confined to the existing carriageway and the scheme is not dependant on additional private sector funding.		Short term delivery with low risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Bus running times and reliability will be improved with a consequence of providing better access to schools, places of work, health services and major centres. Other: A series of 7 sensitivity tests have been carried out to highlight the potential impact of different scenarios. Safety: Improvements to be seen as a result of more free flowing traffic, and the removal of parked cars to benefit pedestrians, cyclists and turning movements for example. Severance: Reduced pedestrian / vehicle conflict and improved crossing facilities. Linkages between Projects: The project complements and supports bus showcase routes and the enhancement of urban traffic control projects involving improved junction layouts for example.		2
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

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SCHEME: Stourport-On-Severn Relief Road: Relief road, improvements for pedestrians, cyclists and bus users (the scheme is currently under review through a wider area study considering transport improvements that support the regeneration of the Kidderminster - Stourport employment corridor) (Worcestershire County Council)		
QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: The scheme will improve access to employment sites in Wyre Forest, including the 24 ha former British Sugar site	2	Limited
Social: Reduction of congestion will provide scope for public transport improvements and opportunities for walking and cycling to the benefit of deprived areas.	1	
Spatial Planning: Links to RSS policies in relation to market town regeneration and objectives for the regeneration of Kidderminster – particularly through supporting the redevelopment of the British Sugar site	2	
Housing: Reduces constraints on the development of brownfield sites for housing in Stourport town centre.	2	
Environment: - impact on CO ₂ emissions	Neutral	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 4.75 placing it in the 'Very high' banding category. An optimism bias uplift of 40% has been applied with an appraisal period between 2008 and 2038 (30 years).	Very high BCR 4 >	Very High (Provisional in absence of Environmental Assessment)
Environment: The required scoring system has not been applied and therefore it is not possible to quantify the impact upon the environment.	Not possible to determine	
Deliverability Assessment:		Overall Score
Medium term delivery proposed with potentially high risk as a result of uncertainty over delivery timeframe, lack of committed developer funding, and absence of planning permission in place.		Medium term delivery with high risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: No information provided. Other: A number of sensitivity tests have been undertaken looking at do minimum and other relief road options. Safety: Stourport town centre will see benefits to accident black spot Severance: Reductions in traffic within the town centre will benefit all road users Linkages between Projects: No real linkages.		2 (Provisional)
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

SCHEME: A5/A444 Redgate Junction Improvements: Removes a staggered cross-roads where the A444 crosses the A5 and replaces it with an off-set roundabout (Highways Agency)		
QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: The scheme is designed to improve an important strategic route	2	Limited – at least to WM (Seen as key to proposed urban extension in Hinckley)
Social: Provides "opportunity" to improve public transport	2	
Spatial Planning: Removes development constraints due to limited capacity and enhances the potential to improve the attractiveness of sites in Nuneaton and other areas	2	
Housing: Increases the potential to unlock sites to accommodate (in part) RSS allocations for Nuneaton and Bedworth, Coventry, and Hinckley and Bosworth	2	
Environment: - impact on CO ₂ emissions	Slight reduction (preliminary assessment)	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The BCR of the scheme is 6.8 which places it in the 'Very high' banding category. The appraisal period is 60 years. No information is available on the optimism bias uplift but the BCR is based upon a similar previous project.	Very high 5 >	Very high (Provisional in absence of Environmental Assessment)
Environment: The NATA scoring system has not been applied in terms of the impact on the historic environment, the water environment, and physical fitness and therefore it has not been possible to determine an overall environmental score.	Not possible to determine	
Deliverability Assessment:		Overall Score
This is a short term proposals with an opening year of 2012/13 envisaged. There are a number of risks associated with the lack of a detailed work programme and funding dependability however which provide a significant element of risk.		Short term delivery but medium risk.
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: By reducing congestion the scheme will improve accessibility by all modes to services in the corridor and to Nuneaton and Coventry. Other: Sensitivity tests are stated as being not applicable. Safety: Large safety benefits are anticipated to be provided based upon the high accident record between 2000/5 Severance: Pedestrian and cycle crossing facilities to be provided reducing severance. Linkages between Projects: The A5 Weeford – Fazeley scheme to benefit from the project.		2
Regional/Sub-Regional or Local Scheme		Local

SCHEME: A5/A47 Longshoot Improvement Scheme: Diverts the southern leg of the A47 (The Longshoot) to the east to cross the A5 at its existing junction with the northern leg of the A47 and improve the junction (Highways Agency)

QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: The scheme will, inter alia, improve traffic flows on a key strategic route – particular benefits to the East and West Midlands	2	Limited
Social: Provides opportunity to improve public transport. "Will benefit social exclusion and improve access to education"	1	
Spatial Planning: Removes development constraints due limited capacity and enhances the potential for development in Nuneaton and other areas	2	
Housing: Increases the potential to unlock sites to accommodate (in part) RSS allocations for Nuneaton and Bedworth, Coventry, and Hinckley and Bosworth	2	
Environment: - impact on CO ₂ emissions	Neutral (further assessment required)	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 5.8 placing it in the 'Very high' banding category. The optimism bias uplift is set at 45% with a 60 year appraisal period.	Very high BCR 5 >	Very High (Provisional in absence of Environmental Assessment)
Environment: Whilst a review of environment impacts has been subject to a qualitative assessment it has not been based on the NATA scoring system and as a result it is not possible to weigh up the benefits / disbenefits. The additional data provided goes somewhat towards this but does not detail each criterion.	Not possible to determine	
Deliverability Assessment:		Overall Score
Short term proposal to open in 2013/14, but with a medium degree of risk involved due to a detailed work programme to be determined and CPO to be ascertained.		Short term delivery but medium risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Reductions in stress and congestion on the surrounding network will improve access by public transport and general traffic. The bus gate will give greater priority to public transport in particular. Other: Sensitivity tests are stated as not being applicable. Safety: Significant safety reductions anticipated over 30 year period. Severance: New signalised pedestrian crossings to reduce the severance to pedestrians. Linkages between Projects: The A5 Weeford – Fazeley scheme recently completed will benefit from the project.		2 (Provisional)
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

SCHEME: Hereford Outer Distributor Road: Additional capacity to enable the introduction of substantial sustainable transport improvements: bus priority on the radial routes into the central area, additional park and ride sites and improved cycle network (Herefordshire County Council)		
QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: The scheme will enhance the attractiveness of Hereford as an employment location. It will potentially open up new sites for employment. It also has the support of the Regional Transport Consortium for Mid Wales because of its potential significance to through traffic.	2	Limited or potentially significant There is clearly an argument that this scheme will be necessary to deliver RSS / SSD housing growth, but clear evidence that this is the case has yet to be presented. Scheme has support of Mid-Wales transport authority.
Social: The scheme should benefit public transport, pedestrians and cyclists	2	
Spatial Planning: The scheme will clearly support Hereford's role as a Growth Point /SSD	Potentially significant	
Housing: The RAST argues that the planned level of housing growth cannot be accommodated without the project, although some of the associated modelling work has not yet been completed.	Potentially significant	
Environment: - impact on CO ₂ emissions	Not yet assessed	
Efficiency Assessment:	Individual Score	Overall Score
BCR: A range of 4 BCRs have been provided for alternative distributor road options on the basis of a 45% optimism bias and a 60 year appraisal period.	Single Carriageway West – Very High (BCR >4) Single Carriageway East – Very High (BCR >4) Dual Carriageway West – High (BCR 3-4) Dual Carriageway East – Very High (BCR >4)	SCW – Very High SCE – Very High DCW – High DCE – Very High
Environment: The NATA seven point scoring system has not been applied to the scheme. This is not an overriding factor in the RAST assessment.	Not possible to determine	
Deliverability Assessment:		Overall Score
Medium term proposal (construction between 2012 and 2016) with high risks as a result of the lack of detailed costing, statutory powers, and complete funding package in place, as well as land acquisition requirements to be determined.		Medium term delivery with high risks
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Access to major centres, employment and hospitals are envisaged to have significant improvements by car. It has not been identified what the benefits may be for public transport users. Other: Modelling work is being progressed on sensitivity testing. Safety: No information provided. Severance: No information provided. Linkages between Projects: Relates to the LDF Core Strategy and other transport schemes such as the provision of a park and ride site, and walking and cycling projects.		SCW – 2 SCE – 2 DCW – 3 DCE – 2
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

SCHEME: Junction improvements and link widening on A38 between south of Lichfield and North of Burton-upon-Trent: Junction improvements and link widening to dual 3 lane standard, from South of Lichfield to North of Burton upon Trent (Highways Agency)

QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Improves strategic access in particular to East Midlands and benefits a number of major developments and Burton generally.	3	Significant (Evidence presented on economic impacts is limited at this stage)
Social: Potential benefits in improving conditions on local roads with associated opportunities to improve public transport.	1	
Spatial Planning: Assists local regeneration in Burton area and potential redevelopment of brownfield sites, although detailed effects not yet analysed.	2	
Housing: Benefits a number of committed and proposed housing developments, including Fradley Village in Lichfield (1,400 dwellings). Widening of A38 in the vicinity of Lichfield may be crucial if the Curborough new town planning application and eco-town bids are successful, although no evidence is presented at this stage.	2	
Environment: - impact on CO ₂ emissions	Neutral (preliminary assessment)	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The BCR for the scheme has been calculated in two parts. Widening the stretch of the A38 improvements around Burton has a BCR of 7.06 which falls within the 'Very high' banding category, whilst the junction improvements between Lichfield and Birmingham has a BCR of 2.73 and so within the 'Good' banding. It is recognised that the BCR for Part 2 might be higher in light of higher levels of congestion that may be caused by Curborough new town, although no evidence of this is presented at this stage.	Part 1 – Very High (BCR 4>) Part 2 – Good (BCR 2 – 3)	Part 1 = Very High Part 2 = Good
Environment: The scheme has been awarded a cardinal score of -6 with moderately adverse impacts upon the landscape, biodiversity and the water environment of particular concern.	Aggregate score = -6 Total environment score (ave.) = -0.7	
Deliverability Assessment:		Overall Score
Long term proposal with construction to start in 2019, with high risk due to lack of detailed costings, programme, land availability, and commitment and support from partners.		Long term delivery with high risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Reducing congestion problems with improve accessibility to all services and key centres. Other: Sensitivity tests stated as not applicable. Safety: A large number of KSIs are expected to be saved, 450 over a 30 year period. Severance: No additional severance caused. Linkages between Projects: The scheme supports those recommended in the W2EMMS and LTPs, including the Alvaston bypass. Also relates to local capacity improvements on the A444 and the A5 Weeford – Fazeley scheme recently completed.		Part 1 = 2 Part 2 = 4
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

SCHEME: Burton to Swadlincote A38-A444-A511 Regeneration Corridor: Link road (including a third crossing of the River Trent) between the A38 south of Burton and the A411 to the East of Swadlincote (Staffordshire County Council)		
QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Scheme is designed to provide access to a range of employment sites (212ha) and will benefit development of Burton more generally. Has "in principle" support of emda	4	Significant – potentially major – but issue of how far impacts will be in WM
Social: Opportunity for bus priority measures.	0 / 1	
Spatial Planning: Scheme strongly supports Growth Point and SSD role of Burton as envisaged in emerging RSS	4	Potentially unlocks very large scale development, although substantial parts of this will be in EM. Also issue of long-term nature of impacts and extent of demand, particularly for employment land. Scheme has in principle support from emda.
Housing: Scheme ties in with general objective to provide 5,000 new homes in Burton by 2026 on previously developed land. Range of options but Drakelow sites to which scheme will provide access could accommodate 1760 dwellings.	4	
Environment: - impact on CO ₂ emissions	Neutral	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The proposal has two options, and two BCRs have therefore been provided. An optimism bias uplift of 15% has been applied with a 60 year appraisal period.	Option 1 – Moderate (BCR 1 – 2)	Option 1 – Moderate Option 2 – Very High
Environment: The scheme has been awarded a cardinal score of -6 as a result of the potential impacts upon noise, landscape, heritage, biodiversity and the water environment.	Option 2 – Very high (BCR >4) Aggregate score = -6 Total environment score (ave.) = -0.7	
Deliverability Assessment:		Overall Score
As a result of the feasibility of the delivery period yet to be established, uncertainties surrounding land availability and secure developer contributions the scheme appears high risk.		Medium term delivery but with High risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Reduced congestion will be the basis for improving accessibility and providing the opportunity for bus priority measures to be introduced. Other: Reference is made to the Regeneration Corridor Summary Report and the Model Forecasting and Appraisal Report, with no detail on sensitivity tests provided in the RAST. Safety / Severance: Reference is made to the Regeneration Corridor Summary Report and the Model Forecasting and Appraisal Report, with no detail on provided in the RAST. Linkages between Projects: Relates to the Highways Agency A38 widening scheme between the south of Lichfield to the north of Burton on Trent.		Option 1 – 5 Option 2 – 2
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

SCHEME: East Birmingham North Solihull Mobility Access Project: 'Showcase' style bus route upgrades, priority measures, improved information and shelters to quality bus network standards (Birmingham City Council)

QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: The scheme will address the access problems of this area – providing improved links to the strategic network and improved public transport links to a range of surrounding employment opportunities	3 / 4	Probably significant but only limited evidence presented (Area is characterised by particular access constraints despite reasonable proximity to major areas of employment growth)
Social: Scheme involves substantial improvements in public transport services to the benefit of a range of deprived areas	3 / 4	
Spatial Planning: Removes constraints on the (re)development of some major brownfield sites (110ha+) and supports RSS objectives in relation to urban renaissance/securing development in the MUAs	3	
Housing: Scheme will benefit housing development and the housing market the East Birmingham area (where more than 10,000 new homes are planned) although details of the specific developments involved have yet to be finalised. At this stage it is unclear how critical the scheme is to the housing growth identified.	3	
Environment: - impact on CO ₂ emissions	Slight positive	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 2.3 resulting in it being placed in the 'Good' banding. An Optimism bias of 44% and appraisal period of 60 years have been applied.	Good BCR 2 – 3	High
Environment: The scheme has been awarded a cardinal score of +9 and this includes moderately positive impacts upon noise and physical fitness, with slight positive impacts upon air quality, greenhouse gases, townscape, biodiversity and the water environment.	Aggregate score = 9 Total environment score (ave.) = 1	
Deliverability Assessment:		Overall Score
The scheme represents a medium term proposal (due for completion in 2013), and appears to have medium risks to delivery in light of the unproven technology to be used, the necessary legal powers not being in place as of yet, and the lack of firm commitment of bus operators to invest in the project.		Medium term delivery but medium risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: The scheme will improve access to a large number of schools by public transport, major employers, the Heartlands hospital, a large number of GPs and to Birmingham city centre. Other: 4 sensitivity tests have been carried out considering the impact of adjustments to the optimism bias, forecast year traffic flows, bus patronage and road pricing. Results in a range of values between 2.0 and 2.6. Safety: A number of initiatives will be introduced to have a positive accident saving benefit. Severance: Better connections within the area and to other areas helping to reduce the severance of the area. Linkages between Projects: Links to a number of other projects including the outer circle bus showcase link, and the Six Ways, Iron Lane and Chester Road improvements.		3
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

32

SCHEME: Iron Lane Gyratory Improvement, Stechford, Birmingham: Road widening, roundabout and pedestrian crossings (Birmingham City Council)		
QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Improves access to/from East Birmingham to M6 M42 and B1A - benefits residents of RZ.	2	Limited
Social: Improves access to/from a number of deprived wards and improves access to Heartlands Hospital.	2	
Spatial Planning: Removes access constraints on some sites and supports redevelopment of Swan Shopping Centre in Yardley.	2	
Housing: Opens up 0.7ha of currently inaccessible housing land but generally the development sites involved remain to be identified. Scheme may benefit further housing development and the housing market the East Birmingham area (where more than 10,000 new homes are planned). At this stage it is unclear how critical the scheme is to the housing growth identified.	1	
Environment:- impact on CO ₂ emissions	Neutral	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 3.61 which places it in the 'high' banding. The appropriate Optimism bias (44%) and appraisal period (60 years) are evident. No detail is provided in terms of maintenance costs.	High BCR 3 – 4	High
Environment: The scheme has been awarded a cardinal score of +3 with the impact upon noise reduction, air quality and encouraging physical fitness all slightly positive.	Aggregate score = 3 Total environment score (ave.) = 0.3	
Deliverability Assessment:		Overall Score
Medium term proposal (opening date 2012), with risk related to the lack of detailed design at this stage of the process, and the associated degree to which costings, programming and contingency may change as a result. Lease on City freehold required.		Medium term delivery but medium risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Improvements in journey times by public transport to schools, workplaces, hospitals, GPs and major centres. Other: Sensitivity tests to for a lower cost option to be undertaken in the preparation of the scheme business case. Safety: No safety problem at present, but new crossings points for pedestrians and cyclists together with anti-skid surfacing will seek to sustain this record. Severance: Pedestrian desire lines and signal controlled crossings to be provided. Linkages between Projects: Relates to the EBNS MAP project for which an application for funding has also been submitted. It supports the A4040 outer circle bus route and the Six Ways improvements in Erdington.		3
Regional/Sub-Regional or Local Scheme		Local

33

SCHEME: **Connecting Coventry:** Green bridge over the existing ring road; direct high quality pedestrian corridors from the station to the core retail area; a new fully accessibility transport interchange (bus-rail-taxi-city); new highway junctions including ITS solutions
(Coventry City Council)

QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: The project aims to enhance linkages to major business centres and external gateways and unlock land for development. The associated development is expected to generate at least 11,000 net additional jobs (8,600 direct). There will also be benefits to major developments (e.g. Swanswell). Supports the High-Technology Corridor	4	Significant
Social: The associated development will be close to some very deprived areas	2	
Spatial Planning: Strong links to Masterplan for area. Will help to deliver RSS objectives in relation to urban renaissance/development in the MUAs	4	
Housing: The development is expected to include 750 apartment	4	
Environment: - impact on CO ₂ emissions	Slight positive (not from formal assessment)	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has been calculated to have a BCR of 2.8, placing the scheme in the 'Good' banding category. The appropriate Optimism bias (44%) and appraisal period (60 years) are evident, and it is stated that the scheme will not incur major renewal costs.	Good BCR 2 – 3	High
Environment: The scheme has been awarded a cardinal score of +9, predominantly due to the large positive impact it will have on the townscape and encouraging physical fitness.	Aggregate score = 9 Total environment score (ave.) = 1	
Deliverability Assessment:		Overall Score
Medium term proposal (due for completion in 2012), with high risks predominantly due to the fact that no consultation has been carried out on the project and there is no agreement in place to secure the £15m of funding required from private sector developers.		Medium term delivery but with high risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Significant improvements in accessibility to all services via sustainable modes. Other: A sensitivity test was undertaken on the basis of not receiving funding via developer contributions, and provides a revised BCR of 2. Safety: Will result in a safety junction than currently in place, despite the current assessments which indicate that the safety record will deteriorate. Severance: Will significantly reduce the severance caused by the ring road. Linkages between Projects: The scheme is anticipated to support Coventry SPRINT, NUCKLE and the existing park and ride site to the south of the city.		3
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

SCHEME: Hanley Bentilee Link: Link road, bus priority measures and park and ride site (Stoke City Council)		
QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Benefits to development of city centre	2	Significant
Social: Scheme is designed to improve bus connections from the eastern suburbs to the city centre	3 / 4	
Spatial Planning: The scheme is seen as essential to removing constraints on the redevelopment of a range of sites in the city centre, and is included in the draft LDF. Supports RSS objectives in relation to urban renaissance/securing development in the MUAs.	4	
Housing: The scheme is intended to remove a significant constraint on the City Waterside project (2,500 homes). It will also benefit a Renew peripheral estate	4	
Environment: - impact on CO ₂ emissions	Slight positive	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 3.380 and this places the scheme in the 'High' banding category. An optimism bias uplift of 44% and an appraisal period of 60 years have been used.	High BCR 3 – 4	High
Environment: The scheme was awarded a cardinal score of -1 due to the moderately adverse impact landscape character, and impacts upon heritage, biodiversity and water environment. However the scheme will have a slight positive impact in terms of CO ₂ emissions.	Aggregate score = -1 Total environment score (ave.) = -0.1	
Deliverability Assessment:		Overall Score
The scheme represents a medium term proposal and appears to involve low risk due to the recent COBA assessment of the scheme, in 2007, the production of an Annex E and the support of partners at this stage.		Medium term delivery and low risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: The scheme will improve accessibility to education provision, employment, University Hospital, healthcare, and the city centre. Other: Sensitivity tests are stated as being included within the Annex E, but these are not detailed in the RAST. Safety: A 42% reduction in the number of accidents is anticipated in the corridor. Severance: No information provided. Reference is made to Annex E. Linkages between Projects: Relates to regeneration schemes within the City and Bus Quality Partnerships routes.		3
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

35

SCHEME: Featherstone / Brinsford Park & Ride: Railway station with strategic park and ride facilities (1500 spaces) to the north of Wolverhampton
(Staffordshire County Council)

QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Will provide direct rail services to Birmingham/BIA/London for population of 300,000. Will provide access to i54 development via shuttle bus.	4	Significant Links to proposed BRT scheme linking to Wolverhampton City Centre
Social: Benefits to deprived areas in Wolverhampton from associated bus services.	2	
Spatial Planning: Will help open up 9ha of brownfield employment land adjacent to scheme.	3	
Housing: Benefits to sustainability - and presumably market attractiveness - of possible 1,000 house development at Brinsford.	3	
Environment: - impact on CO ₂ emissions	Neutral	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 4.1 placing it in the 'Very high' banding category. Optimism bias applied to this was 22% for civil engineering works and construction and 4% for the car park works. The appraisal period is 60 years.	Very high BCR 4 >	High
Environment: The cardinal score of the scheme has been calculated as -4 as a result of adverse impacts upon the landscape, heritage, biodiversity and the water environment.	Aggregate score = -4 Total environment score (ave.) = -0.6	
Deliverability Assessment:		Overall Score
Medium term proposal (to open in 2011) with a medium degree of risk attached, related to planning permission being granted.		Medium term delivery with medium risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: The scheme will have no impact on access to schools in the area but improved access to Birmingham and Wolverhampton city centres will increase accessibility to employment and other facilities. Other: A number of sensitivity tests have been undertaken resulting in BCRs between 3.02 and 4.39. Safety: Slight reduction in accidents as a result of modal change, but this is only likely to equate to one accident per year. Severance: A new bridge will slightly reduce impacts of severance. Linkages between Projects: May be some links with Midland Metro at Wolverhampton.		3
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

36

SCHEME: Brownhills Transport Package: Upgrading Barracks Lane, improvements to the Lichfield Road / Barracks Lane and Shire Oak junctions, construction of Clayhanger Link Road, pedestrianisation and traffic management measures in Brownhills Town Centre (Walsall MBC)

QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: The scheme will reduce local congestion and links to the M6 Toll and A5 to the benefit of local regeneration objectives	2	Limited
Social: The scheme will help bring about significant public transport improvements – although the areas involved do not appear generally to be within the 20% most deprived nationally	1	
Spatial Planning: The scheme will remove constraints on the (re)development of brownfield/unused sites. It will support RSS objectives in relation to urban renaissance/the development of the MUAs	2	
Housing: The project will benefit a number of housing schemes (c290 units)	2	
Environment: - impact on CO ₂ emissions	Slight beneficial	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 3.6 placing it in the 'High' banding category. The optimism bias uplift has been set at 44% and the appraisal period over 60 years.	High BCR 3 – 4	High
Environment: The scheme has been awarded a cardinal score of +4 based upon the slight benefits envisaged for noise reduction, physical fitness and greenhouse gases, and the moderate benefits to air quality. The only negative impact would be on biodiversity (slight).	Aggregate score = 4 Total environment score (ave.) = 0.4	
Deliverability Assessment:		Overall Score
The timeframe for the delivery of the project is medium term (expenditure to commence 2015/16). It is anticipated that a medium level of risk is involved with the delivery of the project based upon securing additional third party funding, and the availability of land.		Medium term delivery with medium risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: As a result of reduced congestion access via public transport and for general traffic will be improved to education, employment, healthcare, and Walsall town centre. Other: A number of sensitivity tests have been undertaken resulting in BCRs ranging from 2.1 to 3.8. Safety: Accident rates have been modelled to decrease by 3% over the study area. Severance: Removal of traffic from the town centre will help reduce severance. Linkages between Projects: Relates to regeneration projects and transport projects in the form of the A461 and A452 Red Routes, the BRT Corridor and Bus showcase improvements amongst others.		3
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

37

SCHEME: M6 Junction 10: Third over-bridge over M6 Junction 10 to create a junction, other associated works including improvements to the approaches to Junction 10 (motorway and local road approaches), traffic signal control at M6 Junctions 9 and 10 and improved bus priority measures on Wolverhampton Road (Walsall MBC)		
QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Scheme will address problems at a key Gateway to Walsall and improve prospects for the development of a range of sites in the town centre. Lies within an RZ.	Potentially 4 (addresses an important development constraint)	Potentially significant – difficult to make more than provisional assessment Scheme at early stage of development
Social: Benefits will arise in particular through improvements to journey times and reliability of public transport	1	
Spatial Planning: Scheme will support a range of objectives, including RSS objectives in relation to urban renaissance and encouraging development in the MUAs. Benefits to development of a range of brownfield sites	Potentially 4 given impacts on MUA	
Housing: Scheme will benefit Waterfront and other potential residential sites in town centre and surrounding areas	2	
Environment: - impact on CO ₂ emissions	Minor decrease suggested at this stage	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 3.5 placing it in the 'High' banding category. The optimism bias was set at 44% with an appraisal period of 60 years.	High BCR 3 – 4	High
Environment: The scheme has been awarded a cardinal score of +6 as a result of the potential benefits in terms of noise, air quality, greenhouse gas emissions, and landscape/townscape benefits.	Aggregate score = 6 Total environment score (ave.) = 0.7	
Deliverability Assessment:		Overall Score
Medium term proposal, with construction to commence in 2011, but with an apparent high level of risk as a result of the early stage of scheme development, only outlined project costs and lack of a work programme.		Medium term delivery but with high risk.
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: More capacity and reduced congestion is stated as improving the accessibility to education facilities, employment, healthcare and Walsall and Wolverhampton town centres. Other: Sensitivity tests are currently being undertaken. Safety: Anticipated improvement but not quantified. Severance: Provision for pedestrians to be provided and there will also be improved public transport access. Linkages between Projects: Will link together a number of transport and regeneration projects.		3 (Provisional)
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

SCHEME: **Coventry Sprint:** 15km Bus Rapid Transit (BRT) route linking Coventry (Ricoh) Arena to the north of the City with the University of Warwick to the south, via the City Centre, with an extension to connect with Keresley Newlands (the scheme is still under development).
(Centro/Coventry City Council)

QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Scheme will provide access to a range of major established and developing employment areas, linking these to concentrations of population. Lies within and supports objectives of RZ	4	Significant
Social: Provides access from some very deprived words, including Foleshill. However, the unemployment rate quoted in the RAST has improved since the last RFA process.	3 / 4	
Spatial Planning: Supports a range of objectives, including urban renaissance and encouraging development within the MUAs	3	
Housing: Scheme will pass through – and potentially support the development of – a number of major committed and additional potential new housing areas	3	
Environment: - impact on CO ₂ emissions	Slight beneficial	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 2.04 placing the scheme in the 'Good' banding category, and evidence is provided that the appropriate Optimism bias (44%) and appraisal period (60 years) has been used in this assessment. The operational costs are not included.	Good BCR 2 – 3	High
Environment: The scheme has been awarded a cardinal score of +6 due to slightly beneficial impacts of the scheme in terms of air quality, reduction in greenhouse gases, the quality of the landscape and townscape, the protection of historic resources and encouraging physical fitness.	Aggregate score = 6 Total environment score (ave.) = 0.7	
Deliverability Assessment:		Overall Score
This is a medium term project, with construction between 2011 and 2013, with a medium degree of risk attached to it, in the form of uncertainties surrounding the acquisition of land, and a lack of detailed costings or work programme.		Medium term but with medium risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Significant improvements in accessibility to all services are envisaged as a result of the introduction of the project. Other: No sensitivity tests have been undertaken. Safety: Safety will be improved through a reduction in overall traffic levels as a result of modal shift. Severance: New pedestrian crossings will be provided and with a reduction in the volume of traffic, severance will be addressed as a result. Linkages between Projects: Related to road user charging scheme in the West Midlands, and SPRINT would also link into other public transport routes improving the potential ease of interchange.		3
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

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RAST Assessment and Scheme Prioritisation
ECOTEC

SCHEME: Longbridge Transport Hub: Strategic park and ride facility (circa 980 spaces) and station improvements at Longbridge (security, information and the waiting environment) (Centro)		
QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Expected reductions in congestion on A38 and A441 - should encourage regeneration and benefit Central Technology Belt, but identified effects on journey time savings are proportionately very small.	2	Limited
Social: Expected to improve bus reliability on A38 to benefit of local residents.	2	
Spatial Planning: Benefits to policies in relation to MUAs. Allows direct bus/rail and park and ride interchange. Frees up land in Longbridge Area Action Plan area for development.	2	
Housing: Expected to make corridor more attractive in housing terms.	1	
Environment: - impact on CO ₂ emissions	Neutral	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme is stated as having a BCR of 2.0 or above which would place it in the 'Good' BCR banding category. It is stated however that this is subject to review as the economic assessment is currently being carried out. The optimism bias is 15% and the appraisal period is 60 years. Operating costs are anticipated at £533,000 per annum, although these are also subject to revision.	Good BCR 2 – 3	High
Environment: The scheme has a cardinal environmental score of +3 as a result of enhancement to the townscape and encouraging physical fitness.	Aggregate score = 3 Total environment score (ave.) = 0.3	
Deliverability Assessment:		Overall Score
The scheme would be constructed in the short term (2010), and appears to have low risks attached to it, especially when compared to the other projects submitted as part of the RFA process. This is due to the fully developed scheme costings and work programme, and support for the project. Planning permission appears to be the only issue to be resolved.		Short term delivery and low risk.
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: By contributing towards reducing congestion, the scheme will indirectly improve access to services by public transport Other: Sensitivity tests have been undertaken generating BCRs between 1.31 and 1.60. Safety: Personal security and road safety both felt to be addressed through CCTV provision and reduction in number of vehicles on the road for example. Severance: Improved walking and cycling facilities, and improved access to rail services. Linkages between Projects: Does not link to other projects.		3
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

40

SCHEME: Midland Metro Phase 1 Extensions and Tram Upgrade: Midland Metro extensions in Birmingham city centre, from Snow Hill, through the commercial/retail centre to Edgbaston; and from Wednesbury to Brierley Hill (via large employment and regeneration sites, Dudley and Merry Hill Shopping Centre). (Centro)		
QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Economic impact assessment suggests boost to GVA of £178m with some 5,300 additional jobs by 2026. Scheme opens up development sites and in particular should benefit the operation of the labour market.	4	Significant (Major if conclusions of economic impact assessment are accepted by DfT)
Social: Improves access for a range of deprived populations within the RZ/MUAs	4	
Spatial Planning: Supported in particular by specific RSS policies and potentially contributes substantially to wider RSS policies in relation to urban renaissance and supporting the development of the MUAs	4	
Housing: Major housing growth is planned for the Black Country, primarily within major public transport corridors. A variety of developments are proposed which will link to the extensions particularly at this stage within Dudley, with the proposals for Sandwell still being developed.	3	
Environment: - impact on CO ₂ emissions	"Reduced emissions"	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 2.3 based upon a 0% optimism bias and a BCR of 2.0 based upon a 20% optimism bias, placing the scheme in the 'Good' banding category. The appraisal period is noted as being 60 years.	Good BCR 2 – 3	High
Environment: The cardinal score of the scheme has been calculated as +3 based upon the slightly beneficial impacts it will have upon noise, air quality, the townscape and physical fitness, and taking into account the slightly adverse impact upon historic resources.	Aggregate score = 3 Total environment score (ave.) = 0.3	
Deliverability Assessment:		Overall Score
The scheme is anticipated to be delivered in the medium term (opening in 2013). Despite support and commitment to the scheme it provides a high level of risk due to the scale of funding involved.		Medium term but with high risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: The scheme will have limited impact upon improving accessibility to services in general, but will greatly assist in terms of access to places of work, namely Birmingham City Centre, Wolverhampton and Merry Hill. Other: No sensitivity tests have been undertaken. Safety: Some benefit to safety as a result of a reduction in traffic flows. Severance: Improved connections to the city centre may help reduce severance. Linkages between Projects: Links with TIF and area wide demand management projects in the West Midlands, and supports regeneration projects in the Black Country.		3 (Would be Band 2 if conclusions of economic impact assessment are accepted by DfT)
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

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SCHEME: A5 Queen's Head to Wolf's Head Widening: Widens the section of A5 between Queen's Head roundabout and Wolf's Head roundabout (east of Oswestry) to a wide single carriageway standard (Highways Agency)

QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Some benefits to strategic access particularly to/from North Wales.	1	No contribution
Social: Potentially benefits to congestion on local roads with associated opportunities to improve public transport.	1	
Spatial Planning: Improves access to the Shrewsbury SSD.	-	
Housing: Potential indirect benefits.	-	
Environment: - impact on CO ₂ emissions	Slight beneficial	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 4.405 which places it in the 'Very High' banding category. The appraisal period is 60 years and the operating cost is £124,000. The cost estimate has been taken from Amey Mouchel's database of out turn costs for previous schemes and no further optimism bias was applied.	Very high BCR 4 >	Very high
Environment: The scheme has been awarded a cardinal score of 0 (neutral) with improvements to air quality and greenhouse gas emissions mitigating for the impact on biodiversity in particular.	Aggregate score = 0 Total environment score (ave.) = 0	
Deliverability Assessment:		Overall Score
Medium term proposal, opening in 2014, with medium degree of risk associated with the need for a detailed work programme, land purchase and attaining institutional support.		Medium term delivery with medium risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Access will be improved for both general traffic and public transport as a result of reduced congestion. Other: Sensitivity tests stated as not applicable. Safety: Reduction in the number of accidents envisaged. Severance: No impact Linkages between Projects: Will complement the recently completed A5 Nesscliffe bypass and the proposed Shrewsbury North West Relief Road.		3
Regional/Sub-Regional or Local Scheme		Local

42

SCHEME: Grade Separation of A46 / B4082 Coombe Pool and A46 / A428 Binley Junctions: Full grade-separation of the existing at grade junctions at the A46/B4082 Coombe Pool and the A46/A428 Binley, near Coventry (Highways Agency)

QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Improvements will benefit journey times / reliability on this part of the strategic network, removing local constraints on development and improving prospects for securing new investment	2	Limited based on evidence available at this stage – but probably significant
Social: Reduced congestion will provide opportunities for regeneration. Need for scheme is identified in CSW study	1	
Spatial Planning: Grade separation will remove development constraints and assist with spatial development of Coventry	2	
Housing: Removes constraints on development (no specifics)	1	
Environment: - impact on CO ₂ emissions	Slight reduction (preliminary assessment)	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 3.4 placing it in the 'High' banding category. The optimism bias uplift is 32.8% and the appraisal period is 60 years. The operating / maintenance costs are identified as £4.78 m over the lifetime of the project.	High BCR 3 – 4	High
Environment: The scheme has been awarded a cardinal score of -4 with moderately adverse impacts upon landscape and biodiversity. <i>Information on these was also provided in supplementary information received but did not address each of the criteria.</i>	Aggregate score = -4 Total environment score (ave.) = -0.4	
Deliverability Assessment:		Overall Score
Medium term proposal, for opening in 2016, with medium scale of risks attached related to providing a detailed work programme. The support of partners reduces potential risk.		Medium terms delivery but medium risk.
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Access will be improved due to reductions in congestion. Other: Sensitivity tests stated as not applicable. Safety: No comments provided. Severance: Access at A46/A428 Binley Junction to be improved reducing severance. Linkages between Projects: Relates to A45/A46 Tollbar End junction scheme, programmed to be completed in 2012.		3
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

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SCHEME: Midland Metro Phase 2 Extensions: Midland Metro routes connected to Line 1 - 5Ws; Varsity North; Birmingham West; Airport (Centro)		
QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Economic Impact Assessment suggests the project has the potential to boost GVA by over £510m by 2026 with over 14,500 jobs created by Phases 1 and 2 together. Particular benefits to the operation of the labour market and supports redevelopment process	4	Significant (Major if conclusions of economic impact assessment are accepted by DfT)
Social: Will provide access to a range of deprived areas many of which fall within the RZs	4	
Spatial Planning: Strongly supports the urban renaissance agenda and the process of securing development within the MUAs	4	
Housing: Will benefit a range of major development sites along corridor	3	
Environment: - impact on CO ₂ emissions	"Some reduction" – work not completed	
Efficiency Assessment:	Individual Score	Overall Score
BCR: BCR have been provided for each of the 4 extensions to the Metro, with 0% optimism bias with a 20% optimism bias and with a 40% optimism bias. The BCRs vary from 0.92 to 2.72 depending upon the route and the optimism bias included. The individual BCRs based upon an 40% optimism bias have been used to assess the scoring of each extension.	5Ws – Limited (BCR <1.5) Quinton – Moderate (BCR 1.5 – 2) Great Barr – Good (BCR 2 – 3) Airport – Limited (BCR <1.5)	5Ws – Moderate Quinton – Good Great Barr – High Airport – Moderate (Provisional in absence of Environmental Assessment)
Environment: Not provided in the standard format to allow a standard assessment.	Not possible to determine	
Deliverability Assessment:		Overall Score
This is a Long term project to be completed between 2013 and 2021, with a high degree of risk associated with the high levels of cost and the additional sources of funding being ensured.		Long term delivery but high risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: The scheme will result in improvements in accessibility to FE colleges, places of work, hospitals and major centres. Other: Sensitivity tests have not yet been undertaken. Safety: Some reductions in road casualties are anticipated but this is still to be assessed. Severance: Improved through reducing car use and providing new crossings points Linkages between Projects: Links with extensions to Phase 1 of the Metro, other demand management projects and regeneration in the Black Country.	Note: Bands in brackets indicate potential banding if economic impact assessment is accepted by DfT	5Ws - 5 (4) Quinton - 4 (3) Great Barr - 3 (2) Airport – 5 (4)
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

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SCHEME: Six Ways Roundabout Improvement, Birmingham: Capacity enhancements, bus lanes and improved pedestrian facilities (Birmingham City Council)		
QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Will enhance access to M6/M5/BIA. Will remove current constraints on local developments. Benefits RZ objectives and a range of major employment areas - and the Hub in Witton development.	3	Significant
Social: Improves public transport access from a range of deprived areas and to hospital and education, etc.	3	
Spatial Planning: Supports development of brownfield sites and RSS objectives re. urban renaissance and to further the development of the MUAs.	3	
Housing: Scheme may benefit housing development and the housing market the East Birmingham area (where more than 10,000 new homes are planned) although details of the specific developments involved have yet to be finalised. At this stage it is unclear how critical the scheme is to the housing growth identified.	2	
Environment: - impact on CO ₂ emissions	Neutral	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 2.5 which places the scheme in the 'good' banding. The appropriate Optimism bias (44%) and appraisal period (60 years) are evident. No detail is provided in terms of maintenance costs.	Good BCR 2 – 3	Good
Environment: The scheme has been awarded a cardinal score of +3 with the impact upon noise reduction, air quality and encouraging physical fitness all slightly positive.	Aggregate score = 3 Total environment score (ave.) = 0.3	
Deliverability Assessment:		Overall Score
Medium term proposal (with opening date of 2012), with risk related to the lack of detailed design at this stage of the process, and the associated degree to which costings, programming and contingency may change as a result. Land outside of City Council's ownership is required. Possibility of CPO.		Medium term delivery but medium risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Improvements in journey times by public transport to schools, workplaces, hospitals, GPs and major centres. Other: Sensitivity tests to for a lower cost option to be undertaken in the preparation of the scheme business case. Safety: Will improve road safety for pedestrians and cyclists as well as general traffic Severance: Pedestrian desire lines and signal controlled crossings to be provided. Linkages between Projects: Supports improvement of the A4040 outer circle bus route, which secured major scheme funding in 2000. Will also support proposal for Iron Lane.		4
Regional/Sub-Regional or Local Scheme		Local

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SCHEME: Bartley Green BRT: Bus Rapid Transit (BRT) service between Birmingham city centre, University of Birmingham, University Hospital, California and Bartley Green via the university's campus and residential accommodation (Centro)

QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Expected to have benefits in reducing highway congestion. Within a High Technology Corridor	2	Limited
Social: Improves access to hospitals and education facilities but apparently not from especially deprived areas	2	
Spatial Planning: Supports RSS objectives in relation to urban renaissance and encouraging development in the MUAs	2	
Housing: Could benefit future housing development but no major currently identified housing sites within corridor	-	
Environment: - impact on CO ₂ emissions	Slight beneficial	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 2.02 which places it in the 'Good' banding category. It is based upon an Optimism bias of 44% and a 60 year appraisal period. The scheme will be commercially viable in terms of the operating costs incurred.	Good BCR 2 – 3	High
Environment: The scheme has a cardinal score of +4 based upon slightly beneficial impacts in terms of noise, air quality, greenhouse gases, townscape and encouraging physical fitness, and taking into account the slight adverse impact upon biodiversity.	Aggregate score = 4 Total environment score (ave.) = 0.4	
Deliverability Assessment:		Overall Score
Medium term proposal (with construction to commence in 2011/12) with medium risk attached in relation to the lack of detailed costings or work programme, and the lack of confirmation of support for the scheme.		Medium term delivery but with medium risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: The route will serve a number of schools, improve access to places of work in the form of Birmingham university and the university hospital, access to GPs and to the City Centre. Other: No sensitivity tests have been carried out. Safety: Safety improvements will be achieved as a result of modal shift. Junction design may also be improved. Severance: new crossings points will be provided, stops will be provided to optimise access and traffic flow will be reduced. Linkages between Projects: The scheme links to Selly Ok Relief Road, Battery Park development and Birmingham West Metro route.		4
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

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SCHEME: Widening of M42 (between M42 Junction 9 and Junction 11): Widening the M42 to dual 3 lane standard between J9 and J11 (Highways Agency)		
QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Improves Strategic access to East Midlands/Yorkshire Humber/North East, etc and access to BIA. Provides benefits to RZ and High Tech Corridor, to East Midlands, etc.	4	Significant (Evidence presented on economic impacts is limited at this stage)
Social: Some potential benefits through reducing congestion on local roads with associated "opportunity to improve public transport facilities".	-	
Spatial Planning: Potential benefits to development sites in Atherstone, Nuneaton, etc.	-	
Housing: May "contribute indirectly to the delivery of new housing".	-	
Environment: - impact on CO ₂ emissions	Slight beneficial (preliminary assessment)	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 2.2 placing it in the 'Good' banding category. The optimism bias uplift has been set at 65% with the appraisal period over 60 years. Operating / maintenance costs are set at £4 million per annum.	Good BCR 2 – 3	Good
Environment: The scheme has been awarded a cardinal score of +1 due to the largely neutral impacts of the scheme and the slightly positive impact upon greenhouse gases and air quality.	Aggregate score = 1 Total environment score (ave.) = 0.1	
Deliverability Assessment:		Overall Score
The scheme forms a long term proposal which would open in 2021 and which poses a medium element of risk in terms of its delivery as a result of more detailed costing being produced alongside a work programme, and gaining support from stakeholders.		Long term delivery but medium risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Accessibility to services and major centres will be improved for general traffic and public transport due to reductions in congestion. Other: Sensitivity tests are stated as not being applicable. Safety: A large number of KSIs are expected to be saved, 450 over a 30 year period. Severance: No additional severance caused. Linkages between Projects: No real linkages with other projects.		4
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

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SCHEME: Stafford Western Access Improvements: Provision of road to the west of Stafford Town Centre and improvements to the public transport, walking, and cycling routes to the Town Centre (Staffordshire County Council)		
QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Scheme will reduce congestion and improve access to the strategic network and a number of employment sites. Opens up 36 ha of land for employment development	3	Significant Assessment process clearly at an early stage
Social: Scheme will benefit public transport access – particularly to education facilities – with improved access for buses to the centre and the west of Stafford	-	
Spatial Planning: Facilitates a round use development close to the centre and is key to release around 50 acres of previously developed land for development. Seen as important to the delivery of RSS housing targets.	3	
Housing: As well as the 50 acres of housing land, the scheme is key to an urban extension involving up to 3,000 further houses up to 2026	4	
Environment: - impact on CO ₂ emissions	Neutral	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 2.94 placing it in the Good banding. It is not clear what optimism bias has been applied.	Good BCR 2 – 3	Good
Environment: It is not possible to determine the score of the scheme as the appropriate scoring system has not been applied to each of the criteria..	Not possible to determine	
Deliverability Assessment:		Overall Score
The provisional year for delivery (2012) would result in the scheme being delivered in the medium term. High risks are currently attached to the project however due to the lack of a BCR, legal powers, public support and the feasibility of the delivery period.		Medium term delivery with high risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Enhanced public transport access to education, employment, healthcare and main centres as a result of reductions in congestion on the network. Other: No sensitivity tests have been undertaken. An economic assessment is still to be carried out. Safety: Not calculated Severance: Access to town centre and station improved as will conditions for pedestrians and cyclists. Linkages between Projects: Links to projects to improve Stafford Station		4
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

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SCHEME: Dudley Road Traffic Management Stage 2: Road/junction improvements between Ladywood Middleway and City Road
(Birmingham City Council)

QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Improves links from central/west Birmingham to M5. Potentially supports a range of proposed mixed use developments through mitigating existing transport constraints (particular link to Icknfield Port Loop site 22ha). Supports RZ objectives. Potential overall projected impacts of 9,000 new jobs.	4	Significant
Social: Will improve public transport, with enhanced access to education, employment, health, leisure and local centres.	3	
Spatial Planning: Potential to help secure development of range of unused/underused brownfield sites. Supports RSS objectives in relation to urban renaissance and the development of the MUAs.	3	
Housing: Proposed developments include a large element of housing, including substantial affordable housing. Part of Urban Living area.	3	
Environment: - impact on CO ₂ emissions	Moderate positive	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 2 following a re-evaluation, placing it in the 'moderate' banding. The appropriate Optimism bias (44%) and appraisal period (60 years) are evident. The maintenance costs are provided in the Main Scheme Business Case but are not reproduced in the RAST.	Moderate BCR 1.5 – 2	Moderate
Environment: The scheme has been awarded a cardinal score of +7 with the impact upon greenhouse gases, townscape and encouraging physical activity moderately positive, and the impact on townscape slightly positive.	Aggregate score = 7 Total environment score (ave.) = 0.8	
Deliverability Assessment:		Overall Score
Information on the complete set of deliverability criteria was not originally provided in the RAST. Additional information provided by the project sponsor addressed a number of these areas but does not cover each criterion and has not provided a timescale for delivery. In this respect it has not been possible to determine the deliverability of the scheme. Some land outside of City Council ownership required.		Not possible to determine.
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Dedicated improvements to the public transport system are envisaged to improve access to schools, employment areas, hospitals, GPs and major centres. Other: Information on sensitivity testing of the BCR provided in the MSBC but not reproduced in the RAST. Safety: Information included in the MSBC but not reproduced in the RAST. Severance: Information included in the MSBC but not reproduced in the RAST. Linkages between Projects: Information included in the MSBC but not reproduced in the RAST.		5
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

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RAST Assessment and Scheme Prioritisation
 ECOTEC

SCHEME: A41 Sandford Bypass: Bypass between the M54 and A55/M53

(Shropshire County Council)

QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: The project will improve access to North Wales/Merseyside and will benefit the development of the Sandford Industrial Estate.	2	Limited
Social: Some potential associated public transport benefits	1	
Spatial Planning: See above	1	
Housing:	-	
Environment: - impact on CO ₂ emissions	Marginal increase	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 2.124 placing it in the 'Good' banding category, based upon an optimism bias of 40% (the BCR equates to 3.174 when a 0% optimism bias is applied).	Good BCR 2 – 3	Good
Environment: The scheme has been awarded a cardinal score of +3 as a result of benefits to noise, heritage, biodiversity and the water environment outweighing the negative impacts upon air quality, greenhouse gases and landscape character.	Aggregate score = 3 Total environment score (ave.) = 0.3	
Deliverability Assessment:		Overall Score
Short term delivery based upon completion of contract works in 2010/11, with a medium risk of risk associated with delivery as a result of uncertainty surrounding the outcome of planning and CPO procedures.		Short term delivery but with medium risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Access to education, employment, healthcare and major centres are all envisaged to be improved through improved bus stop arrangements, pedestrian access and the removal of through traffic. Other: Sensitivity tests undertaken on varying optimism bias rates. Safety: A reduction of 225 accidents as a result of the scheme over the evaluation period. Severance: Limited benefits. Linkages between Projects: Part of a long term programme of improvements to the A41.		5
Regional/Sub-Regional or Local Scheme		Local

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RAST Assessment and Scheme Prioritisation
ECOTEC

SCHEME: Jackfield Road Reconstruction and Stabilisation: Reconstruction and stabilisation of Jackfield Road and Salthouse Road within the Ironbridge Gorge World Heritage Site (Telford and Wrekin Council)

QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Will help to safeguard tourism related activity within the World Heritage Site	1	No contribution on basis of existing evidence
Social: Crucial to the potential re-establishment of the public transport link to the community involved	N/A	
Spatial Planning: Part of overall stabilisation plan for the Gorge/WHS	N/A	
Housing: Crucial to access to existing local community (100 houses); some potential scope for development suggested	N/A	
Environment: - impact on CO ₂ emissions	N/A	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 1.21 placing it in the 'Limited' banding category. The optimism bias is 31% and the appraisal period 100 years.	Limited BCR < 1.5	Limited (Provisional in absence of Environmental Assessment)
Environment: An environmental impact assessment has not been undertaken.	Not possible to determine	
Deliverability Assessment:		Overall Score
Short term proposal with development envisaged over the next three years but with high risks associated with it as a result of the lack of match funding and detailed risk register for a scheme due to start in such a short space of time.		Short term delivery but with high risks.
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: New link provides a more direct route to access education, employment and healthcare facilities. Other / Safety / Severance / Linkages between Projects: An Economic Impact Report has not been undertaken and no evidence has been provided in relation to these areas.		6 (Provisional)
Regional/Sub-Regional or Local Scheme		Regional/Sub-Regional

SCHEME: Worcester Parkway: Parkway station with strategic park and ride facilities, at Norton Junction (south-east of Worcester)

(Worcestershire County Council)

QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Will improve access by rail to BIA and other business destinations. Benefits to Central Technology Belt development. Potentially increases attractiveness of development sites	2	Limited Scheme development at an early stage
Social: None identified	1	
Spatial Planning: Supports sub-regional role of Worcester identified in RSS	2	
Housing: Not discussed but clearly potentially increases attractiveness of potential housing developments in the area.	1 / 2	
Environment: - impact on CO ₂ emissions	Slight benefit	
Efficiency Assessment:	Individual Score	Overall Score
BCR: The scheme has a BCR of 1.25 placing it in the 'Limited' banding category. An optimism bias for rail side costs of 66% has been used whilst non rail side costs were calculated with a 42% optimism bias. Appraisal period of 30 years used.	Limited BCR < 1.5	Moderate
Environment: The scheme has been awarded a cardinal score of +2 on the basis of positive impacts upon greenhouse gas emissions, townscape and physical fitness, and taking into account the negative impact upon the landscape.	Aggregate score = 2 Total environment score (ave.) = 0.2	
Deliverability Assessment:		Overall Score
Short term delivery programmed, in the 2011/12 financial year, but with a high level of risk attached to it based upon lack of committed private sector funding, or planning permission and land ownership issues.		Short term delivery but with high risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Not addressed. Other: No sensitivity tests have been undertaken. Safety: Due to transfer of trips to rail, presumption is made that it will be beneficial. Severance: Not addressed. Linkages between Projects: Relates to policies within the Worcester LTP and in particular the development of a network of park and ride sites.		6
Regional/Sub-Regional or Local Scheme		Local

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SCHEME: Lichfield Southern By-pass (Phase 3): Completion of bypass between A51 Tamworth Road and A461 Walsall Road
(Staffordshire County Council)

QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Improves access to A38, M6, M6 Toll. Benefits to city centre and employment sites.	2	Limited
Social: Potential benefits to public transport accessibility and city centre development; includes a new bus/rail interchange.	2	
Spatial Planning: Mainly via housing development, as below.	2	
Housing: Enables an 80 house development to be brought forward - associated developer contribution.	1 / 2	
Environment: - impact on CO ₂ emissions	Neutral (initial assessment)	
Efficiency Assessment:	Individual Score	Overall Score
BCR: No Cost Benefit Analysis has been completed.	Not possible to determine	BCR not provided
Environment: It is not possible to determine the score of the scheme as the appropriate scoring system has not been applied to each of the criteria..	Not possible to determine	
Deliverability Assessment:		Overall Score
The scheme is due to open in 2011, making it a short term proposal. However in the absence of a BCR, legal powers, public support and details of a delivery programme it poses a high risk venture.		Short term delivery but with high risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: In reducing congestion it is felt that accessibility to education, employment, healthcare and main centres would be improved by all modes. Other: No sensitivity tests have been undertaken. An economic assessment is still to be carried out. Safety: Not calculated Severance: Will reduce the amount of through traffic to increase access by sustainable modes. Linkages between Projects: No links to other projects.		Unclassified
Regional/Sub-Regional or Local Scheme		Local

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SCHEME: Greyhound Link Road: Link road between the M54 and the A442 (Telford and Wrekin Council)		
QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: The scheme will improve access to the M54 and support employment growth, contributing to High Technology Corridor and local regeneration objectives.	2 / 3	Significant Assessment clearly at an early stage
Social: The road will improve the reliability of bus services, including those serving deprived populations	1	
Spatial Planning: Will support policies in relation to the regeneration of the town centre and planned housing growth. Supports Growth Point role.	3	
Housing: The scheme is considered to be necessary to the planned development of 1,000 houses in the central area.	4	
Environment: - impact on CO ₂ emissions	N/A	
Efficiency Assessment:	Individual Score	Overall Score
BCR: An Economic Impact Report has not been undertaken.	Not possible to determine	BCR not provided
Environment: An environmental impact assessment has not been undertaken.	Not possible to determine	
Deliverability Assessment:		Overall Score
Short term proposal with construction to be complete by 2010/11. Risks involved relate to need for planning permission outstanding and securing additional funding through developer contributions, and the lack of a BCR in particular.		Short term delivery with medium risks
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Access will be improved by addressing north-south links improving access for all modes, increasing capacity to enable more bus priority. Other / Safety / Severance / Linkages between Projects: An Economic Impact Report has not been undertaken and no evidence has been provided in relation to these areas.		Unclassified
Regional/Sub-Regional or Local Scheme		Local

SCHEME: Telford Central Rail Station Multi-Storey Car Park: Park and ride/walk facility (circa 400 spaces)

(Telford and Wrekin Council)

QUALITATIVE COMMENTS	BAND ASSESSMENT	
Contribution to Policy Objectives Assessment:	Individual Score	Overall Score
Economic: Project will give improved access to national rail network – expected to benefit employment growth in central Telford and improve access to wider labour markets. Falls within High Technology Corridor	2	Limited Only limited evidence presented at this stage
Social: Potential knock-on benefits for rail services suggested from the increased rail patronage the scheme will facilitate	1	
Spatial Planning: Will support the regeneration of the town centre and the growth of Telford envisaged within the RSS	2	
Housing: Potentially benefits developments in the central area which will provide 900 houses.	2	
Environment: - impact on CO ₂ emissions	N/A	
Efficiency Assessment:	Individual Score	Overall Score
BCR: An Economic Assessment has not been undertaken.	Not possible to determine	BCR not provided
Environment: An environmental impact assessment has not been undertaken.	Not possible to determine	
Deliverability Assessment:		Overall Score
Short term proposal with construction complete by 2012/13. However high risk involved due to lack of BCR and detailed costing, the fact that additional funding is still being sought and that planning permission is not in place.		Short term delivery but high risk
Overall Individual Assessment (incl. supporting information):		Final Band
Social Equity: Rail access to the West Midlands conurbation and the employment and services on offer will be improved. Other / Safety / Severance / Linkages between Projects: An Economic Assessment has not been undertaken and no evidence has been provided in relation to these areas.		Unclassified
Regional/Sub-Regional or Local Scheme		Local

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ECOTEC
RAST Assessment and Scheme Prioritisation

5.0 Conclusions

Assessments for a total of 37 schemes - some with multiple phases / options – were eventually included in this RFA refresh. This compares to a total of 59 schemes submitted for the first round of prioritisation in 2005. Notably, none of the 37 schemes (or their various options) submitted for the refresh, have been assessed as being in Band 1. A total of 29 (64%) of the 2008 schemes / options are within Bands 2 and 3. A lower proportion than in 2005 (7% as opposed to 32%) had insufficient evidence for an assessment to be undertaken – largely reflecting the decision to band options where final decisions between these have not yet been made.

Table 5.1 Comparison of 2005 and 2008 Scheme Bandings¹

	2005		2008	
	Number	Percentage	Number	Percentage
Band 1	5	8.5	0	0.0
Band 2	9	15.3	15	33.3
Band 3	15	25.4	14	31.1
Band 4	3	5.1	6	13.3
Band 5	6	10.2	5	11.1
Band 6	2	3.4	2	4.4
Unclassified	19	32.2	3	6.6
Total	59	100	45	100

Source: ECOTEC Analysis

Scheme sponsors have been given the opportunity to comment on RAST assessment, scoring and banding. In some cases this has led to revised scores for individual aspects of the RAST assessment, but the overall scheme bandings have not been revised in most cases.

¹ This analysis includes schemes which have been given multiple bandings due to different phases with differing BCRs