3.1 | Option Appraisal

Decisions on which schemes to implement must be informed by their comparison through appraisal.

21 In assessing small and medium transport schemes, how **important** are the following indicators?

(Please choose ONE answer from the scale below for each area by placing a cross in the appropriate box)

	Very important	Fairly important	Would make some contribution	Not needed
Accessibility	☐	☐	☐	☐
Accidents	☐	☐	☐	☐
Air quality	☐	☐	☐	☐
Biodiversity	☐	☐	☐	☐
Carbon dioxide emissions	☐	☐	☐	☐
Cost of construction	☐	☐	☐	☐
Cycle use	☐	☐	☐	☐
Distribution of benefits across society	☐	☐	☐	☐
Health (excluding accidents)	☐	☐	☐	☐
Heritage	☐	☐	☐	☐
Land take	☐	☐	☐	☐
Local economic activity	☐	☐	☐	☐
Noise levels	☐	☐	☐	☐
Operating cost	☐	☐	☐	☐
Public transport patronage	☐	☐	☐	☐
Quality of street environment	☐	☐	☐	☐
Townscape	☐	☐	☐	☐
Traffic levels	☐	☐	☐	☐
Travel time by mode	☐	☐	☐	☐
Walking	☐	☐	☐	☐
Water pollution from transport	☐	☐	☐	☐

Others *(PLEASE SPECIFY)*

	Very important	Fairly important	Would make some contribution	Not needed
....	☐	☐	☐	☐
....	☐	☐	☐	☐

22 A multi-criteria appraisal method would require you to assign weights to the indicators used. How confident are you that you could assign weights to the following indicators?

(Please choose ONE answer from the scale below for each area by placing a cross in the appropriate box)

	Very confident	Fairly confident	Not very confident	Not at all confident	Don't know
Accessibility	☐	☐	☐	☐	☐
Accidents	☐	☐	☐	☐	☐
Air quality	☐	☐	☐	☐	☐
Biodiversity	☐	☐	☐	☐	☐
Carbon dioxide emissions	☐	☐	☐	☐	☐
Cost of construction	☐	☐	☐	☐	☐
Cycle use	☐	☐	☐	☐	☐
Distribution of benefits across society	☐	☐	☐	☐	☐
Health (excluding accidents)	☐	☐	☐	☐	☐
Heritage	☐	☐	☐	☐	☐
Land take	☐	☐	☐	☐	☐
Local economic activity	☐	☐	☐	☐	☐
Noise levels	☐	☐	☐	☐	☐
Operating cost	☐	☐	☐	☐	☐
Public transport patronage	☐	☐	☐	☐	☐
Quality of street environment	☐	☐	☐	☐	☐
Townscape	☐	☐	☐	☐	☐
Traffic levels	☐	☐	☐	☐	☐
Travel time by mode	☐	☐	☐	☐	☐
Walking	☐	☐	☐	☐	☐
Water pollution from transport	☐	☐	☐	☐	☐

Others (PLEASE SPECIFY)

	Very confident	Fairly confident	Not very confident	Not at all confident	Don't know
....	☐	☐	☐	☐	☐
....	☐	☐	☐	☐	☐

23 When examining the impacts of strategies and schemes, how important is it to disaggregate them in the following ways?

(Please choose ONE answer from the scale below for each group by placing a cross in the appropriate box)

	Very important	Fairly important	Not very important	Not at all important	Don't know
By age	☐	☐	☐	☐	☐
By area	☐	☐	☐	☐	☐
By car ownership	☐	☐	☐	☐	☐
By deprived status (i.e. according to Multiple Index of Deprivation)	☐	☐	☐	☐	☐
By ethnic origin	☐	☐	☐	☐	☐
By gender	☐	☐	☐	☐	☐
By household structure (e.g. pensioner, single parent household)	☐	☐	☐	☐	☐
By level of accessibility	☐	☐	☐	☐	☐
By level of car use	☐	☐	☐	☐	☐
By level of education	☐	☐	☐	☐	☐
By level of income	☐	☐	☐	☐	☐
By level of mobility	☐	☐	☐	☐	☐
By occupation	☐	☐	☐	☐	☐

Others *(PLEASE SPECIFY)*

....	☐	☐	☐	☐	
....	☐	☐	☐	☐	

24   Can you give any examples of projects or proposals where you feel there has been a tension between the requirement to show value for money and the desire to improve the sustainability of the transport system?
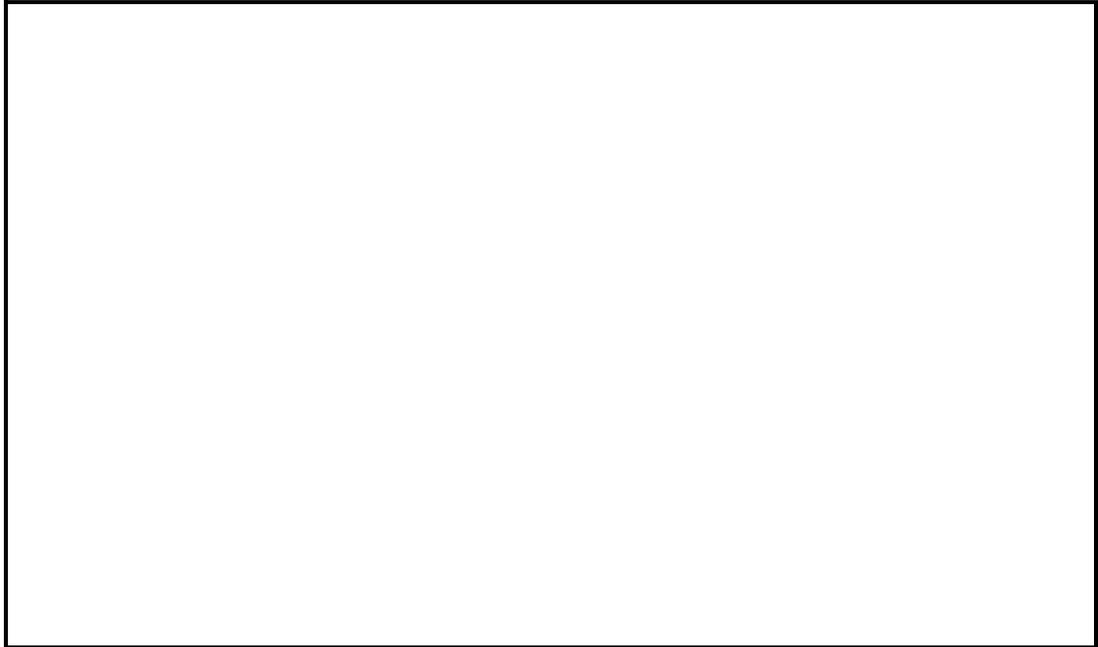
3.2 | Modelling

Models can be used to inform the development of transport and land-use strategies or schemes (either separately or together). They range from simple spreadsheet calculations through network assignment models, to full land-use transport interaction models.

25   How *important* do you consider it to be for your authority to be able to **model** the following policy instruments?

(Please choose ONE answer from the scale below for each instrument by placing a cross in the appropriate box)

	Very important	Fairly important	Not very important	Not at all important	Don't know
Demand restraint (e.g. parking controls/congestion charges)	☐	☐	☐	☐	☐
Information provision	☐	☐	☐	☐	☐
Land use measures	☐	☐	☐	☐	☐
Light Rapid Transit (LRT)	☐	☐	☐	☐	☐
New road infrastructure	☐	☐	☐	☐	☐
New/enhanced bus services	☐	☐	☐	☐	☐
Public transport fares	☐	☐	☐	☐	☐
Soft measures (e.g. awareness schemes, travel planning)	☐	☐	☐	☐	☐
Traffic management	☐	☐	☐	☐	☐
Walking and cycling provision	☐	☐	☐	☐	☐
Others *(PLEASE SPECIFY)*					
....	☐	☐	☐	☐	
....	☐	☐	☐	☐	
....	☐	☐	☐	☐	
....	☐	☐	☐	☐	

26a How *satisfied* are you with your authority's **ability to model** these policy instruments?

(Please choose ONE answer from the scale for each instrument by placing a cross in the appropriate box)

	Very satisfied	Fairly satisfied	Not very satisfied	Not at all satisfied	Don't know
Demand restraint (e.g. parking controls/congestion charges)	☐	☐	☐	☐	☐
Information provision	☐	☐	☐	☐	☐
Land use measures	☐	☐	☐	☐	☐
Light Rapid Transit (LRT)	☐	☐	☐	☐	☐
New road infrastructure	☐	☐	☐	☐	☐
New/enhanced bus services	☐	☐	☐	☐	☐
Public transport fares	☐	☐	☐	☐	☐
Soft measures (e.g. awareness schemes, travel planning)	☐	☐	☐	☐	☐
Traffic management	☐	☐	☐	☐	☐
Walking and cycling provision	☐	☐	☐	☐	☐

Others (PLEASE SPECIFY)

....	☐	☐	☐	☐	
....	☐	☐	☐	☐	
....	☐	☐	☐	☐	
....	☐	☐	☐	☐	

26b Are there any new modelling requirements such as behavioural responses or output requirements which current models do not address?