



Transport & Travel Research Ltd

www.ttr-ltd.com

EVALUATION AND APPRAISAL

Evaluation of transport measures (including schemes, systems, strategies and policies) forms a core part of TTR's workload. It can take place at various stages, including initial appraisal during feasibility studies, detailed appraisal while a measure is being designed and developed, and post-implementation evaluation after a measure has been implemented. We also undertake longitudinal monitoring to assess how impacts and responses change over time once a transport measure is in operation.

Our expertise was recognised by the European Commission when we were awarded a contract to lead the MAESTRO project, which produced comprehensive guidelines for the European Commission on how to evaluate transport demonstration projects.

Evaluation can involve a range of activities in order to address different aspects of performance, as recognised within the Government NATA (New Approach to Transport Appraisal) guidelines. These aspects include:

- Behavioural impacts
- Costs
- Traffic impacts (and traffic economic efficiency)
- Wider economic impacts
- Environmental and energy impacts
- Safety impacts
- Accessibility impacts
- Equity issues
- User and stakeholder perceptions

These can be brought together within a cost-benefit or cost-effectiveness analysis or, increasingly, within an overall NATA-style appraisal framework.



The following are selected examples of evaluation work TTR has undertaken.

Behavioural impacts

- Evaluated the modal shift impact of dynamic environmental information (using VMS), real time bus information, and road user charging trials in Bristol.
- Researched the behavioural impacts of increased roadside camera law enforcement and of future automated highway systems for the Highways Agency.

Costs

- Developed and applied life cycle cost models for potential road user charging or workplace parking levy schemes in Belfast, Leeds and Nottingham.
- Produced cost estimates for traffic management and control measures and for new vehicle technologies such as kneeling buses and alternative fuelled vehicles.





Traffic impacts

- Used models to evaluate traffic impacts of potential wide area charging schemes in the south of England.
- Evaluated journey time impacts of a local scheme including bus lanes and signal priority measures on the A57 in Liverpool.

Wider economic impacts

- Researched the impacts on local traders of pedestrianisation and schemes that restrict car access, for the Department for Transport (DfT).
- Studied the likely impacts of a demand management scheme in central Bristol on the city centre economy.

Environmental and energy impacts

- Within the Merseyside JUPITER project, developed and used the JET emission and energy consumption model to evaluate a package that included clean fuel vehicles and a number of modal shift measures.
- Worked under the DfT TRAMAQ programme to take network-based emission model development further and link into air quality models.

Safety impacts

- Examined issues of potential conflict between motorised wheelchairs and pedestrians for DfT, in order to feed future policy.
- Participated in the European project that developed the COMMUTE strategic assessment model that includes multi-modal safety impacts.

Accessibility impacts

- Developed an accessibility model for Dorset County Council for assessing the range of facilities accessible by public transport from different locations.
- Undertook a study of accessibility to post-16 education facilities for young people in Torbay.

Equity issues

- Carried out a study for Fife Council of equity issues related to road user charging proposals being developed by the City of Edinburgh.

User and stakeholder perceptions

- Conducted focus groups and a web-based survey to establish perceptions of the Nottingham Travelwise centre.
- Researched attitudes towards the Traveline phone-based travel information service and the new Transport Direct web-based service for DfT.



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