

Scottish Trunk Road Infrastructure Project Evaluation: Evaluation Toolkit

Objective	Sub-Objective	Element	REQUIRED EVALUATION	INITIAL 1YA EVALUATION Methodology	DETAILED 3YA and/or 5YA EVALUATION Methodology	
					STANDARD	ADVANCED
Objectives	Transport Planning Objectives	TPOs should be agreed at appraisal and refined as appropriate.	Minimum requirement for all projects.	1. Comment on whether Transport Planning Objectives are likely to be achieved.	1. Change in TPO indicator (quantitative where possible) using pre and post data.	n/a
	Wider Policy / Transport Objectives	Contribution of project to wider policy / transport objectives	Minimum requirement for all projects. Quantified impacts only where impact has been forecast / identified.	1. Comment on whether project contribution towards Wider Policy / Transport Objectives likely to be achieved.	1. Qualitative assessment of project contribution toward Wider Policy / Transport Objectives Indicators.	1. Quantitative (where feasible) assessment of project contribution toward Wider Policy / Transport Objectives Indicators.
Process	Project Programme	-	Minimum requirement for all projects. Advanced level optional at Detailed evaluation.	1. Compare predicted and actual construction programme. 2. Establish reasons for variance.	1. Update 1YA if required.	1. Update 1YA if required. 2. Establish reasons for variance.
	Process	-	Minimum requirement for all projects.	1. Confirmation of project management process through review of availability of key / statutory documentation produced over project cycle and required to support evaluation. 2. Confirm that RSA Stage 4 Audit; Cycle Audit; Accessibility Audit; Land Compensation Surveys have been undertaken as required. 3. Confirm that ES Mitigation measures are in place (reported under Environmental Criteria).	1. Update 1YA if required. 2. Confirm RSA Stage 5 complete.	n/a
Operational Indicators	Traffic Volumes	-	Minimum requirement for all projects. Advanced level optional at Detailed evaluation.	For project and wider network (as required e.g. bypassed section): 1. Comparison of pre (up to 3 years) and post opening traffic volumes and traffic composition if classified data is available. 2. Comparison of opening year forecast and actual traffic volumes and traffic composition if classified data is available.	For project and wider network (as required e.g. bypassed section): 1. Comparison of pre (up to 3 years) and post (up to 5 years) traffic volumes and traffic composition if classified data is available. 2. Comparison of evaluation year forecast and post opening traffic volumes and traffic composition if classified data is available.	Evaluation can extend to more disaggregated examination of traffic characteristics (e.g. by peak hour, journey purpose, etc); or expanded to cover a wider network coverage.
	Vehicle Speeds	-	Required only where impact has been forecast and / or relates to Transport Planning Objectives.	For project and wider network (as required e.g. bypassed section): 1. Comparison of pre and post opening vehicle speeds. 2. Comparison of opening year forecast and actual vehicle speeds.	For project and wider network (as required e.g. bypassed section): 1. Comparison of pre and post (up to 5 years) vehicle speeds. 2. Comparison of evaluation year forecast and post opening vehicle speeds.	Evaluation can extend to more disaggregated examination of traffic characteristics (e.g. by peak hour, journey purpose, etc) or expanded to cover a wider network coverage.
	Journey Times	-	Required only where impact has been forecast and / or relates to Transport Planning Objectives.	For project and wider network (as required e.g. bypassed section): 1. Comparison of pre and post opening travel times. 2. Comparison of opening year forecast and actual travel times.	For project and wider network (as required e.g. bypassed section): 1. Comparison of pre and post (up to 5 years) travel times. 2. Comparison of evaluation year forecast and post opening travel times.	Evaluation can extend to more disaggregated examination of traffic characteristics (e.g. by peak hour, journey purpose, etc) or expanded to cover a wider network coverage.
	Journey Time Reliability	-	Evaluation of Journey Time reliability is reported under User Benefits - Quality / Reliability Benefits.	-	-	-
Environment	Noise and Vibration	DMRB, STAG and NISR	Minimum requirement for consideration at site visit . No further evaluation required if there are no issues identified / no specific relevance; and does not relate to Transport Planning Objectives.	1. Site visit to confirm mitigation measures identified in ES have been implemented and are in satisfactory condition and to identify any additional issues / mitigation requirements. 2. Review post-construction monitoring report, where available, for satisfactory performance of mitigation measures. 3. Determine whether NISR 1st year assessment has been undertaken and any associated measures put in place. 4. If traffic flows are 25% more or 20% less than expected than assume that the local noise impact is likely to be either 'worse than' or 'better than' expected	1. Site visit to confirm mitigation measures identified in ES are in satisfactory condition and to identify any additional issues arising since 1YA site inspection. 2. Comparison of 3/5YA observed vs. forecast traffic flows from ES. If traffic flows are 25% more or 20% less than expected then assume that the local noise impact is likely to be either 'worse than' or 'better than' expected. 3. Determine whether any Part 1 Claims (under the Land Compensation Act 1973) have been made. 4. Review of any existing noise survey / monitoring data pre and post construction including that collected to assess Part 1 Claims. 5. If undertaking 5YA evaluation determine whether NISR 5th year assessment has been undertaken and any associated measures put in place. 6. Noise surveys could also be utilised to spot check locations such as sensitive residential properties.	Standard Evaluation + 1. Where flows are 25% more than forecast, compare traffic volumes, traffic composition (HGVs) and vehicle speeds if data is available. Review any noise monitoring data where available and consider the need for further surveys where actual traffic is 25% or greater. Compare to the findings of the ES and, if necessary, consider appropriate mitigation if the results are shown to be more adverse than those identified in the ES. 2. Potentially review monetisation of benefits / impacts as per the STAG methodology.
	Global Air Quality (Carbon Dioxide (CO ₂))	DMRB and STAG	Minimum requirement for consideration at site visit . No further evaluation required if there are no issues identified / no specific relevance; and does not relate to Transport Planning Objectives.	1. Desk top review of as-built drawings to confirm mitigation measures identified in ES have been implemented. 2. Review actual vs. forecast traffic from ES. If variance <10% then assume scheme appraisal robust.	Review actual vs. forecast traffic from ES. If variance <10% then assume scheme appraisal robust. Else review traffic flows, traffic composition and speeds as a proxy for expected change in emissions.	1. Calculate the Present Value Benefit (PVB (£)) of the total change in carbon emissions due to the project based on the actual change in vehicle kilometres travelled / fuel consumed. 2. Re-model the impacts to global air quality over study area using outturn data. Compare to the findings of the ES and, if necessary, consider appropriate mitigation if the results of the assessment are shown to be more adverse than those identified in the ES. 3. Potentially review monetisation of benefits / impacts as per the STAG methodology.

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Environment	Local Air Quality (Particulate Matter (PM ₁₀) and Nitrogen Dioxide (NO ₂))	DMRB and STAG	Minimum requirement for consideration at site visit . No further evaluation required if: No issues identified / no specific relevance; and does not relate to Transport Planning Objectives.	<ol style="list-style-type: none"> Desk top review of as-built drawings to confirm mitigation measures identified in ES have been implemented. Site visit to confirm mitigation measures where relevant and to identify any additional issues / mitigation requirements. Review actual vs. forecast traffic from ES. If variance <10% then assume scheme appraisal robust. 	<ol style="list-style-type: none"> Site visit to confirm mitigation measures identified in ES, where relevant are in a satisfactory condition, and to identify any additional issues arising since 1YA site inspection. Review actual vs. forecast traffic from ES. If traffic flows vary by more than +/- 10% AADT than expected then assume that the local air quality is likely to be either 'worse than' or 'better than' expected. Compare traffic volumes, traffic composition (HGVs) and vehicle speeds if data is available. Desk top analysis using published air quality data for the road links where available, compared to the findings of the ES and against National Air Quality Standards to determine if exceedances have occurred. 	Re-model the impacts to local air quality over the study area using outturn data. Where flows are 10% more than forecast consider a simple assessment based on DMRB methodology at representative receptors. Compare the data to that predicted in the ES and against National Air Quality standards to determine whether exceedance is likely to occur. If necessary, consider appropriate mitigation if the results of the assessment are shown to be more adverse than those identified in the ES.
	Water Quality, Drainage and Flood Defence	DMRB and STAG	Minimum requirement for consideration at site visit . No further evaluation required if there are no issues identified / no specific relevance; and does not relate to Transport Planning Objectives.	Site visit to confirm mitigation measures identified in ES have been implemented and are in satisfactory condition and to identify any additional issues / mitigation requirements.	<ol style="list-style-type: none"> Site visit to confirm mitigation measures identified in ES are in satisfactory condition and to identify any additional issues arising since 1YA site inspection. Desk top analysis of water quality data from SEPA, where available, compare against forecasts under the Water Framework Directive. Review any information on flood or drainage issues at the completed scheme. 	Standard Evaluation + <ol style="list-style-type: none"> Sampling of water quality from affected watercourses and ground water reserves across the study area for comparison against the results of the ES and Water framework Objectives set for the watercourse. Determine level of impact on drainage and flood hydrograph.
	Geology	DMRB and STAG	Minimum requirement for consideration at site visit . No further evaluation required if there are no issues identified / no specific relevance; and does not relate to Transport Planning Objectives.	<ol style="list-style-type: none"> Site visit to confirm mitigation measures, including contaminated land mitigation measures, identified in ES have been implemented and are performing as expected and to identify any additional issues / mitigation requirements. Review contaminated land / groundwater monitoring data, where available, for satisfactory performance of mitigation measures. 	<ol style="list-style-type: none"> Site visit to confirm mitigation measures identified in ES are in satisfactory condition and to identify any additional issues arising since 1YA site inspection. Assess sites of particular geological importance during site visit evaluate degree to which the project has affected hydrogeology or buried / damaged important geological deposits or outcrops. Review of available information regarding sites of geological importance – SSSI's & local geo-diversity sites (SNH and Local Authorities) and contaminated land (SEPA and local authorities) to establish whether mitigation measures have been implemented and are in satisfactory condition. 	<ol style="list-style-type: none"> Repeat Standard Assessment methodology after 5 years (or beyond). Consultation with the Local Authority and SEPA to determine whether contaminated land mitigation is performing as expected and to identify any additional issues / mitigation requirements.
	Biodiversity and Habitats	DMRB and STAG	Minimum requirement for consideration at site visit . No further evaluation required if there are no issues identified / no specific relevance; and does not relate to Transport Planning Objectives.	<ol style="list-style-type: none"> Site visit to confirm mitigation measures identified in ES have been implemented and are in satisfactory condition and to identify any additional issues / mitigation requirements. Review post-construction monitoring information, where available, for satisfactory performance of mitigation measures. 	<ol style="list-style-type: none"> Site visit to confirm mitigation measures identified in ES are in satisfactory condition and to identify any additional issues arising since 1YA site inspection. Reference should be made to the guidance set out in DMRB Volume 10, Section 4 for information. Obtain data on any Road Traffic Accidents involving protected species as per the Maintenance Term Contracts, and any wildlife road kill data available. 	<ol style="list-style-type: none"> Repeat Standard Assessment methodology after 5 years (or beyond) to show the trend in impacts over the time period and to recommend further studies / mitigation measures if deemed to be required. Stakeholder consultation with Scottish Natural Heritage and local wildlife groups should be undertaken to determine the likelihood for additional protected species to be present in the area. Site inspection and habitat survey to identify any significant changes in the surrounding environment compared with predicted (other surveys may be deemed appropriate at this stage depending upon the project and the surrounding environment). Repeat protected species surveys undertaken during the EIA.
	Landscape	DMRB and STAG	Minimum requirement for consideration at site visit . No further evaluation required if there are no issues identified / no specific relevance; and does not relate to Transport Planning Objectives.	Site visit to confirm mitigation measures identified in ES have been implemented and are performing as expected and to identify any additional issues / mitigation requirements.	<ol style="list-style-type: none"> Site visit to confirm mitigation measures identified in ES are in satisfactory condition and to identify any additional issues arising since 1YA site inspection. Reference should be made to the guidance set out in DMRB Volume 10, Section 3. Utilise information in Landscape Character assessments to determine whether the guidance for particular Landscape Character Areas (LCAs) has been incorporated into the project design. 	1. Repeat Standard Assessment methodology after 5 years (or beyond) to show the trend in impacts over the time period and to record how the project has been integrated into the wider landscape following the establishment of any mitigation.
	Visual Amenity	DMRB and STAG	Minimum requirement for consideration at site visit . No further evaluation required if there are no issues identified / no specific relevance; and does not relate to Transport Planning Objectives.	Site visit to confirm mitigation measures identified in ES have been implemented and are performing as expected and to identify any additional issues / mitigation requirements.	<ol style="list-style-type: none"> Site visit to confirm mitigation measures identified in ES are in satisfactory condition and to identify any additional issues arising since 1YA site inspection. At site visit, take photographs from the key viewpoints identified in the ES and assess against the identified changes in the ES or photomontages. Determine whether any Part 1 Claims (under the Land Compensation Act 1973) have been made and review. 	1. Repeat Standard Assessment methodology after 5 years (or beyond) to show the trend in impacts over the time period and to record how the implemented project compares to the impacts identified in the ES and any photomontages that may have been produced following the establishment of any mitigation.

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Environment	Agriculture and Soils	DMRB and STAG	Minimum requirement for consideration at site visit . No further evaluation required if there are no issues identified / no specific relevance; and does not relate to Transport Planning Objectives.	Site visit to confirm mitigation measures identified in ES have been implemented and are performing as expected and to identify any additional issues / mitigation requirements.	<ol style="list-style-type: none"> 1. Site visit to confirm mitigation measures identified in ES are in satisfactory condition and to identify any additional issues arising since 1YA site inspection. 2. Review soil testing data and site photographs from pre and post construction phases where available. 3. Identification of exact land-take from areas of Prime Quality Agricultural Land and compare against the figures from the ES. 	<ol style="list-style-type: none"> 1. Repeat Standard Assessment methodology after 5 years (or beyond). 2. Consultation with affected landowners and Scottish Government Directorate for Agriculture, Food and Rural Communities on the viability of farm holdings following the implementation of the project.
	Cultural Heritage	DMRB and STAG	Minimum requirement for consideration at site visit . No further evaluation required if there are no issues identified / no specific relevance; and does not relate to Transport Planning Objectives.	Site visit to confirm mitigation measures identified in ES have been implemented and are performing as expected and to identify any additional issues / mitigation requirements.	<ol style="list-style-type: none"> 1. Desk top analysis and site inspection to determine where direct impacts or impacts to the setting of cultural heritage features has occurred. Review the effectiveness of the implemented mitigation measures. 2. Review archaeological report from project construction phase and further assess any identified mitigation measures recommended. 3. Stakeholder consultation with Historic Environment Scotland and the Local Authority Archaeology Departments. 	<ol style="list-style-type: none"> 1. Repeat Standard Assessment methodology after 5 years (or beyond).
	Physical Fitness, Pedestrians, Cyclists, Equestrians and Community Effects	STAG (Physical Fitness), DMRB (Pedestrians and Others)	Minimum requirement for consideration at site visit . No further evaluation required if there are no issues identified / no specific relevance; and does not relate to Transport Planning Objectives.	Site visit to confirm mitigation measures identified in ES have been implemented and are performing as expected and to identify any additional issues / mitigation requirements.	<ol style="list-style-type: none"> 1. Site visit to confirm mitigation measures identified in ES are in satisfactory condition and to identify any additional issues arising since 1 YA site inspection. 2. Pre and post monitoring, where available, to determine change in number of walk and cycle trips (outcomes). 3. Consultation with local authority and local community groups. 	<ol style="list-style-type: none"> 1. Repeat Standard Assessment methodology after 5 years (or beyond).
	Land Use	DMRB	Minimum requirement for consideration at site visit . No further evaluation required if there are no issues identified / no specific relevance; and does not relate to Transport Planning Objectives.	Site visit to confirm mitigation measures identified in ES have been implemented and are performing as expected and to identify any additional issues / mitigation requirements.	<ol style="list-style-type: none"> 1. Site visit to confirm mitigation measures identified in ES are in a satisfactory condition and to identify any additional issues arising since 1 YA site inspection. 2. Identification of exact land-take from different land uses and compare against the figures from the ES. Consultation with affected landowners following the implementation of the project regarding the operation of affected land uses. 	<ol style="list-style-type: none"> 1. Repeat Standard Assessment methodology after 5 years (or beyond).
	Vehicle Travellers	DMRB	Minimum requirement for consideration at site visit . No further evaluation required if there are no issues identified / no specific relevance; and does not relate to Transport Planning Objectives.	Site visit to confirm mitigation measures identified in ES have been implemented and are performing as expected and to identify any additional issues / mitigation requirements.	<ol style="list-style-type: none"> 1. Site visit to confirm mitigation measures identified in ES are in a satisfactory condition and to identify any additional issues arising since 1YA site inspection. 2. At site visit, take photographs from the key viewpoints identified in the ES and assess against the identified changes in the ES or photomontages. 3. Review pre and post opening traffic flows and speeds as a proxy for expected change in driver stress. 	<ol style="list-style-type: none"> 1. Repeat Standard Assessment methodology after 5 years (or beyond) to show the trend in impacts over the time period and to record how the implemented project compares to the impacts identified in the ES and any photomontages that may have been produced following the establishment of any mitigation. 2. Re-model driver stress over study area using outturn data. Compare to the findings of the ES and, if necessary recommend additional mitigation to be considered.
	Safety	Accidents	Change in Annual Personal Injury Accidents (total and by severity)	Minimum requirement for all projects. Advanced level optional at Detailed evaluation.	For project and wider network (as required e.g. bypassed section): <ol style="list-style-type: none"> 1. Comparison of pre and post opening accidents by severity & location using STATS19 3 Years pre opening data against 1 Year post opening data 2. Review RSA to establish whether any further investigation / post-implementation mitigation required 3. Link to any anecdotal evidence from Stakeholder Engagement 	For project and wider network (as required e.g. bypassed section): <ol style="list-style-type: none"> 1. Comparison of pre and post opening accidents by severity & location using STATS 19 3 Years pre opening data against 3/5 Years post opening data. 2. Comparison of predicted vs. observed accident numbers and establish reason for variance. 3. Review RSA to establish whether any further investigation / post-implementation mitigation required. 4. Link to any anecdotal evidence from Stakeholders. 5. Analysis of accident causation factors (where project targeted specific accident types).
Total Discounted Savings						
Security			Minimum requirement for all projects. Advanced level optional at Detailed evaluation.	<ol style="list-style-type: none"> 1. Desk top analysis and site visit to assess any changes to security. 2. Link to anecdotal evidence from Stakeholders. 	<ol style="list-style-type: none"> 1. Desk top analysis and site visit to assess any changes to security. 2. Link to anecdotal evidence from Stakeholders. 	Standard Evaluation + <ol style="list-style-type: none"> 1. Consultation with stakeholder groups (e.g. walking / cycling groups, local schools or community groups) to gain understanding of project outcomes.

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Economy	Transport Economic Efficiency (TEE) User Benefits	Travel Time	Minimum requirement for all projects. Advanced level optional at Detailed evaluation.	Comparison of approximate traffic predictions and actual opening year traffic flows to provide a statement on the likelihood of having over or under predicted the economic benefits during the appraisal. Collection and analysis of survey data restricted to the project and bypassed section for a bypass project.	Analysis of traffic survey data over the project area (including bypass routes for bypass projects), including the project and any other significant routes: 1. Comparison of predicted v outturn journey times and vehicle hours - use volumetric data and journey time surveys (model based figures can be used where pre opening surveys are not present) to calculate journey time impacts by time period and change in vehicular hours. 2. Monetise impacts and undertake comparison of predicted v outturn Present Value of Benefits (PVB).	Standard analysis of traffic survey data extended over the intermediate and strategic project area + 1. Re-run of economic models (e.g. NESA) using actual data.
		User Charges	Required only where impact has been forecast and / or relates to Transport Planning Objectives.	Where relevant - desk review to establish any likely changes in charges post opening.	Where relevant - simple estimation of volume and charge rates. Noting real changes in charge levels.	Re-run economic modelling program using outturn data.
		Vehicle Operating Costs	Minimum requirement for all projects. Advanced level optional at Detailed evaluation.	Use of traffic volumes, and any available journey time evidence as a proxy for VOC changes - noting inherent distance changes from the project (a bypass is typically a longer route).	Proxy journey time, project distance and volume data to estimate impact on VOC - note it may be more appropriate/simpler to re-run the economic models.	Re-run economic modelling program using outturn data.
		Quality / Reliability Benefits	Required only where impact has been forecast and / or relates to Transport Planning Objectives.	1. Observations and anecdotal evidence from local stakeholders. 2. Comparison of pre and post opening route stress (AADT/Congestion Reference Flow) using observed traffic volumes.	1. Observations and anecdotal evidence from key stakeholders. 2. Comparison of pre and post opening route stress (AADT/Congestion Reference Flow) using observed traffic volumes.	Standard Evaluation + 1. Determine journey time variability – change in standard deviation of journey time. Where reliability is a key objective, more extensive journey time variability data may be required (assessment should reflect methodology adopted for forecast and re-run models using observed data as appropriate).
	Wider Economic Benefits	Agglomeration economies	Required only where impact has been forecast and / or relates to Transport Planning Objectives.	Identify specific developments linked to the project prior to construction, and note status of development.	1. Identify specific developments linked to the project prior to construction, and note status of development. 2. Identify indicators - floorspace, direct employment, any identified indirect employment.	1. Review and analysis of published local and regional indicators of employment. 2. Determine any changes in employment patterns potentially attributable to the project. 3. Stakeholder consultation with relevant enterprise body.
		Wider benefits arising from improved labour supply		1. Identify specific developments linked to the project prior to construction, and note status of development. 2. Identify indicators - floorspace, direct employment, any identified indirect employment.	1. Identify specific developments linked to the project prior to construction, and note status of development. 2. Identify indicators - floorspace, direct employment, any identified indirect employment.	1. Review and analysis of published local and regional indicators of employment. 2. Determine any changes in employment patterns potentially attributable to the project. 3. Stakeholder consultation with relevant enterprise body. 4. Business surveys with main employers in area to understand Labour supply catchments, and thus identify proxy for how the project has affected the catchments.
	Economic Activity and Location Impacts	Local Economic Impacts	Required only where impact has been forecast and / or relates to Transport Planning Objectives.	EALI are very project specific. Reference to base document needs to be starting point. 1. Minimal impacts anticipated in first year. Need to highlight show-stoppers, these will be very local direct impacts from a project - consultation with local planning officers and desk based review.	EALI are very project specific. Reference to base document needs to be starting point. 1. Desk review based on discussions with local planning officers.	Business Surveys of sectors identified in base data. Focus on economic change over the period. Simple estimates of likely GVA and employment change, business investment rates.
		National Economic Impacts	Required only at Detailed Evaluation on exceptionally large national projects	Should only be assessed on exceptionally large national projects and not normally after 1 year.	Should only be assessed for exceptionally large national projects. Methodology should be agreed with STE Branch.	n/a
		Distributional Impacts	Required only where project is in designated Regeneration Area and impact has been forecast.	EALI are very project specific. Reference to base document needs to be starting point. 1. Minimal impacts anticipated in first year. Need to highlight show-stoppers, these will be very local direct impacts from a project - consultation with local planning officers.	EALI are very project specific. Reference to base document needs to be starting point. 1. Desk review based on discussions with local planning officers - mapping of areas to have gained / lost from transport project - impact on economies assessed through planning officer discussions.	Business Surveys of sectors identified in base data. Focus on economic change over the period. Simple estimates of likely GVA and employment change, business investment rates.
	Integration	Transport Integration	Services & Ticketing Infrastructure & Information	Required only where impact has been forecast and / or relates to Transport Planning Objectives.	1. Site visit to confirm proposed changes to public transport infrastructure / services / ticketing etc have been implemented, are operating as expected and to identify any additional issues. 2. Consultation with TS PM, TS Route Manager and Local Authority.	1. Site visit to confirm proposed changes to public transport infrastructure / services / ticketing etc have been implemented and operating as expected and to identify any additional issues. 2. Consultation with TS PM, TS Route Manager and Local Authority.
Land-use Transport Integration		-	Required only where impact has been forecast and / or relates to Transport Planning Objectives.	1. Comment on strategic fit with local and national planning policies undertaken prior to implementation.	1. Confirm strategic fit with local and national planning policies undertaken prior to implementation.	1. Review of project appraisal methodology to establish whether land-use and transport integration was accounted for. Comment on potential impact on forecasts. 2. Stakeholder consultation with planning authorities.

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	Policy Integration		Required only where impact has been forecast and / or relates to Transport Planning Objectives.	1. Comment on strategic fit with wider Scottish policy context undertaken prior to implementation.	1. Confirm strategic fit with wider Scottish policy context undertaken prior to implementation.	n/a
Accessibility & Social Inclusion	Community Accessibility	Public Transport Network Coverage	Required only where impact has been forecast and / or relates to Transport Planning Objectives.	1. Identify any changes to local public transport network through site visit / desk top review including assessment of the bus network coverage, routeing and frequency.	1. Identify any changes to local public transport network through site visit / desk top review including assessment of the bus network coverage, routeing and frequency.	Standard Evaluation + 1. Stakeholder consultation with local stakeholders e.g. public transport operators, community groups. 2. Comparison of local indicators pre and post opening – nearness to bus stop, bus punctuality and mode share. 3. Re-assess using Accession to model changes in access to public transport and employment, education, health and supermarket destinations.
		Access to Other Local Services		1. Identify any changes to walking / cycling accessibility through site visit / desk top review of changes to footpaths, rights of way, pedestrian crossings, bridges, cycle lanes and cycle routes. 2. Review Cycling Audit and comment on findings / recommendations.	1. Identify any changes to walking / cycling accessibility through site visit / desk top review of changes to footpaths, rights of way, pedestrian crossings, bridges, cycle lanes and cycle routes. 2. Review Cycling Audit and comment on findings / recommendations.	Standard Evaluation + 1. Stakeholder consultation with local stakeholders e.g. Sustrans, local community groups, walking groups and cycling groups. 2. Analyse pre and post pedestrian / cyclist counts.
	Comparative Accessibility	Distribution / Spatial Impacts by Social Group	Required only where impact has been forecast and / or relates to Transport Planning Objectives.	1. Identify any changes to access to transport for socially excluded groups through site visit and desk top review. 2. Review Accessibility Audit and comment on findings / recommendations.	1. Identify any changes to access to transport for socially excluded groups through site visit and desk top review. 2. Review Accessibility Audit and comment on findings / recommendations.	Standard Evaluation + 1. Stakeholder consultation with specific focus groups e.g. job seekers, disabled people, ethnic minorities. 2. Examine data from Scottish Index of Multiple Deprivation.
		Distribution / Spatial Impacts by Area		1. Identify any changes to access to transport for deprived and rural areas through site visit and desk top review. 2. Link to anecdotal evidence from key stakeholders.	1. Identify any changes to access to transport for deprived and rural areas through site visit and desk top review. 2. Link to anecdotal evidence from key stakeholders.	Standard Evaluation + 1. Stakeholder consultation with specific focus groups e.g. job seekers, disabled people, ethnic minorities. 2. Examine data from Scottish Index of Multiple Deprivation.
Cost to Government		Public Sector Investment Costs	Minimum requirement for all projects. Advanced level optional at Detailed evaluation.	1. Comparison of predicted and outturn project costs with reference to timeframes and impact of construction inflation plus overall build programme on outturn costs, as well as the base figures (where available, disaggregate construction, land, preparation and supervision costs) . 2. Establish reasons for variance.	1. Update 1YA if required.	Standard Evaluation + 1. Compare historic change in predicted vs. actual costs. (e.g. at scheme appraisal, pre-tender and tender, outturn) and where available, disaggregate construction, land, preparation and supervision costs. Assessment to breakdown the effects of point estimate from risk and optimism bias in the cost calculations to understand better project cost structures. 2. Establish reasons for variance.
		Present Value of Transport Benefits	Minimum requirement for all projects. Advanced level optional at Detailed evaluation.	Reference to User Benefit and Accident 1 Year analysis to develop a <i>qualitative</i> assessment of benefits against forecast estimate.	Reference to User Benefit and Accident 1 Year analysis to develop a <i>qualitative</i> assessment of benefits against forecast estimate.	Comparison of forecast and outturn PVB based on evidence of benefits highlighted above - this may be a re-run of the economic model for some of the elements.
		Present Value of Cost to Government	Minimum requirement for all projects.	Re-estimated based on outturn costs.	Re-estimated based on outturn costs.	n/a
		Net Present Value	Minimum requirement for all projects. Advanced level optional at Detailed evaluation.	Reference to PVB and PVC changes to develop a <i>qualitative</i> assessment of benefits against forecast estimate.	Reference to PVB and PVC changes to develop a <i>qualitative</i> assessment of benefits against forecast estimate.	Reference to PVB and PVC changes to develop a <i>quantitative</i> assessment of benefits against forecast estimate.
		Benefit-Cost to Government Ratio	Minimum requirement for all projects. Advanced level optional at Detailed evaluation.	Reference to PVB and PVC changes to develop a <i>qualitative</i> assessment of benefits against forecast estimate.	Reference to PVB and PVC changes to develop a <i>qualitative</i> assessment of benefits against forecast estimate.	Reference to PVB and PVC changes to develop a <i>quantitative</i> assessment of benefits against forecast estimate.
		Benefit-Cost to Government Ratio (including WEBs)	Required only where WEBs are a key feature of the project objectives.	Reference BCR ¹ and assessment of WEBs impact to identify qualitative assessment.	Update 1YA as required. Reference BCR ¹ and assessment of WEBs impact to identify qualitative assessment.	n/a
		Benefit-Cost to Funding Agency Ratio	Required only where significant investment from 3rd parties >10% capital cost.	Reference BCR ¹ and assessment of whether wider project capital support did materialise.	Update 1YA as required. Reference BCR ¹ and assessment of whether wider project capital support did materialise.	n/a