Project Appraisal Guidelines for National Roads Unit 2.1 - Project Appraisal Plan

PE-PAG-02011
October 2016
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TII Publications

Activity: Planning & Evaluation (PE)
Stream: Project Appraisal Guidelines (PAG)

TII Publication Title: Project Appraisal Guidelines for National Roads Unit 2.1 - Project Appraisal Plan

TII Publication Number: PE-PAG-02011
Publication Date: October 2016
Set: Technical

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Updates to TII Publications resulting in changes to
Project Appraisal Guidelines for National Roads Unit 2.1 - Project Appraisal Plan PE-PAG-02011

Date: February 2017
Page No: 2
Section No: 2.2

Amendment Details:

Section 2.2 Problem Definition inserted for clarity.
1. Context

This Unit of the Project Appraisal Guidelines provides guidance on the structure and content of the Project Appraisal Plan (PAP).

The PAP functions as a scoping document for the appraisal and transport modelling process – this can allow an understanding of the proposed methodologies before any significant data collection or modelling decisions take place. The PAP should be submitted to TII for review prior to undertaking the appraisal process.
2. **Contents of the Project Appraisal Plan**

The PAP should set out in detail the proposed approach to appraisal and transport modelling that is necessary to support the development of a scheme. The required content is set out below.

2.1 **Introduction**

This section should provide details on the background of the project and the key objectives to be met, and the classification of the project (Major Project, Minor Project, etc.).

2.2 **Problem Definition**

This section should outline the existing situation, supported by analysis and outline the need for intervention. With evidence, this should demonstrate current and future problems and the underlying causes. This could also be supplemented with policy context.

2.3 **Study Area**

This section should clearly identify the study boundary within which the scheme impacts will be assessed and any basis for this study area e.g. high level modelling, previous studies and natural barriers such as rivers.

2.4 **Consideration of Alternatives & Options**

This section should set out any initial consideration of alternatives that has been undertaken at, or prior to, the early stages of the project. More importantly, the proposed methodology for considering alternatives and options throughout the project appraisal should be provided. See PAG Unit 4.0: Consideration of Alternatives and Options for further guidance.

2.5 **Transport Modelling Methodology**

This section should describe the type of model (simple, assignment or variable demand model), the software to be used, the time periods, base year and forecast years to be assessed and the complexity of the modelled network. See PAG Unit 5.1: Construction of Transport Models for further guidance.

2.6 **Data Requirements**

The Data Requirements section should review existing data that may be available (e.g. origin-destination surveys, mapping resources, and existing national, regional or local models), and set out proposed additional data to be collected. See PAG Unit 5.2: Data Collection for further guidance.

2.7 **Travel Demand Projections**

The Travel Demand Projections section will generally confirm that the approach set out in PAG Unit 5.3: Travel Demand Projections will be used for the appraisal. If necessary, any proposed deviations from the guidance in PAG Unit 5.3: Travel Demand Projections, such as the use of projections from other modelling systems, should be described and justified.
2.8 Appraisal Methodology

The Appraisal Methodology section should outline the approach to Cost Benefit Analysis (CBA) and Multi-Criteria Analysis and the software to be used (TUBA, COBALT, etc.). It should include confirmation that the appraisal parameters set out in PAG Unit 6.11: National Parameter Values Sheet will be used. If any other parameters are used, a detailed explanation of the parameters and the reason for their use should be provided.

2.9 Sensitivity Analysis

This section should clearly specify the sensitivity analyses that will be undertaken at the detailed appraisal stage including specific reference to demand sensitivities, cost sensitivities, complementary project sensitivities, and sensitivities on the shadow price of labour. See PAG Unit 6.1: Guidance on Conducting CBA for further guidance.

2.10 Appraisal Scenarios

This section should list all transport network and transport demand scenarios to be used in the project appraisal, and provide an indication of the overall transport model and appraisal tool runs required.