



# Transport

## Identifying and unlocking the benefits of transport investment

Understanding the complex challenges of place in relation to movement and transport requires expert understanding and analysis. We work alongside our clients to challenge perceptions, uncover unique insights and develop the case for change. Our approach focuses on assembling the robust evidence needed to understand existing and future patterns of travel, as well as the impact upon economic growth and social wellbeing. We engage a wide range of stakeholders, local communities, and statutory bodies to build consensus on what are the key issues and opportunities for change. This provides us with an understanding of local sensitivities to set against wider policy and infrastructure needs, and enables us to deliver to clients' packages of measures that are rigorously assessed.

Regeneris appraise the impact of transport interventions and help clients strengthen the case for new investment. We provide advice on rail, road, port, airport and logistics schemes, determining the economic, regeneration, and social impacts to help inform decision making and unlock funding. We provide expert analysis and have a detailed understanding of government guidance on valuing a wide range of transport impacts, including the HM Treasury Green Book, Department for Transport's (DfT) WebTAG and the Ministry for Housing, Communities and Local Government's (MHCLG) Appraisal Guide. We apply this understanding in a considered and proportionate manner to produce business cases that demonstrate the full social and economic benefit from investment.

We work with central government departments, devolved administrations, local and combined authorities, as well as local enterprise partnerships (LEPs) to advise on whether a project is worthy of investment. We also provide independent evaluations to help clients understand how their initiatives are performing and what impacts they generate.

### Questions we can help our clients answer:

- How are transport constraints currently affecting economic and social activity and future growth?
- What types of transport interventions could offer benefits and are they deliverable?
- Which transport interventions are likely to deliver the greatest benefits against costs?
- What funding and finance is available to deliver measures?
- Which packages of measures should be prioritised for investment and when?
- How are schemes and initiatives performing against objectives and what are the returns from investment?



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## West London Transport Infrastructure Constraints Study

The West London Alliance wanted to understand the extent to which inadequate orbital road and rail infrastructure was affecting economic activity and growth in the sub-region. They wanted to identify specific interventions and investments that would yield the greatest return to the local economy. The study focused upon strategic orbital transport corridors but also provided due consideration to parts of the radial network where they connect to the orbital corridors to provide sub-regional connectivity. Working in partnership with Systra, we prepared a detailed evidence base which considered congestion, over-crowding, and poor connectivity on routes linking key town centres and designated development areas.

The study included an appraisal of transport options and identified a set of clear priorities for transport investment that have subsequently been taken forward. Our work identified the West London Orbital Railway as a key priority and this is now under development with an aspiration for delivery by 2029.

## Lincoln Transport Hub Business Case

The City of Lincoln Council was looking to develop a new £30m transport hub in the city to act as a gateway for bus, train and car users. The Council was seeking £11m from the DfT towards the total cost and needed a rigorous, evidence-based business case to secure funds.

Working in partnership with WSP on the business case, we prepared the evidence on the wider economic and regeneration benefits of the project. This evidence fed in to the strategic and economic cases of the project's business case to secure funding approval from the DfT and the Greater Lincolnshire LEP. The business case was accepted by DfT and funding approved in August 2016. Construction of the transport hub commenced in December 2016, with completion due in early 2018.

## D2N2 LEP Local Growth Fund (LGF) Appraisal Reports

Over the last two years we have been retained by the D2N2 LEP to prepare appraisal reports of projects seeking LGF support. To date we have undertaken 14 appraisal reports on a range of transport projects. These include: link roads; highway and junction improvements; cycle infrastructure; pedestrian and public realm improvements.

Our reports are part of an assurance process for the LEP. We provide independent advice which considers project needs, reviews and tests the options and impact assumptions used by the applicant, and provides an assessment of the project's value for money. Our reports provide an overall recommendation to the LEP on whether projects have met the required standard for funding approval, or if further work is required.

## London Heathrow Economic Impact Study

The Thames Valley Berkshire LEP and partners wanted to understand whether proposals to create a hub airport at an alternative location (such as the Thames Estuary) would have a detrimental impact on the role and economic impact of Heathrow. The partnership needed a robust evidence base to inform their submission to the Airports Commission as it considered future airport capacity in the South East.

We estimated the economic impact of three scenarios. The first scenario was to do nothing; the second was to expand Heathrow; and the final option was to develop a new hub airport in east London. We estimated the economic impacts which each option would generate, and our work also considered the wider and catalytic benefits of the proposals (such as connectivity and productivity benefits).

Our work found that a third runway at Heathrow could create an additional 35,000 jobs and generate an extra £3.4 billion of economic output by 2040. The study was submitted to the Airports Commission and informed their decision to support Heathrow Airport's expansion. Heathrow airport is now taking forward its plans to develop a third runway.

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