

# Economic Impact Reports for Road Schemes

What are Economic Impact Reports and how can you assess their conclusions to ensure that decisions taken on road schemes are properly justified.



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# Introduction

Between 1997 and 2002 the Government approved funding for 49 road schemes where the primary objective of the scheme was economic regeneration. Whether or not a detailed analysis exists to show that these roads would provide the right trigger for regeneration is unknown. But in many cases, it is unlikely that a thorough analysis of the benefits and disbenefits was undertaken. This briefing paper is intended to help local campaigners assess the robustness of an Economic Impact Report for a road scheme.

This briefing paper should be read in conjunction with its sister publication *Roads to Regeneration?*, also published by CPRE. *Roads to Regeneration?* highlights the need to put a large spotlight on assumptions made at national, regional, and local levels concerning the regeneration benefits of new road building. It provides a number of examples to show how road schemes are being promoted with inflated, inadequate and unconvincing information to support them.

If a road proposal depends for its justification upon its perceived regeneration benefits, we should ask whether it is likely to actually deliver the benefits that are sought? And whether it represents the best option to promote regeneration in terms of value for money and meeting local needs.

In July 2003, the Department for Transport published *Guidance on Preparing an Economic Impact Report*. This aims to ensure that the economic impacts of a road proposal are more fully explored as part of the appraisal process. An Economic Impact Report should demonstrate how transport is linked to economic vitality, cover both positive and negative effects, and explain how the proposed scheme can be expected to reduce unemployment, either by generating new jobs or by improving access to existing jobs in adjacent areas.

The environmental damage caused by many road schemes means that claimed economic benefits need to be carefully examined. This briefing paper outlines:

- the importance of Economic Impact Reports;
- what they are;
- what they should contain; and
- how campaigners can get involved to influence their content or challenge their conclusions.

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# Policy Background

***‘Economic prosperity depends on being able to move people and goods around.’***

Alistair Darling  
MP, Secretary of State for Transport, speaking at a Highways Agency conference in 2003

Economic regeneration arguments have been used to promote road schemes for many years. The enthusiasm for this is shared by central and local government and regional planning bodies. The viewpoint that roads automatically bring about economic prosperity has been increasingly challenged in recent years. This section summarises the main policy developments that have led to the development of official guidance on preparing an Economic Impact Report (EIR).

## *Standing Advisory Committee on Trunk Road Assessment*

In June 1999, the Government’s Standing Advisory Committee on Trunk Road Assessment (SACTRA) published *Transport and the Economy*. The committee set out to discover whether there was a causal link between delivering new transport infrastructure and economic benefits.

The Committee (which was comprised of academics, consultants, and representatives from environmental groups and business) concluded that there was no automatic link between delivering new transport infrastructure and economic benefits. It also found that, nationally, the claims for large positive impacts on the economy of such investments were unfounded. In a local context, they concluded that the impacts could be greater on the local economy but that they can be both *positive* and *negative*.

‘there is no guarantee that transport improvement will benefit the local and regional economy at only one end of the route – roads operate in two directions, and in some circumstances the benefits will accrue to other competing regions’.

SACTRA, 1999

The SACTRA report recommended that EIRs should be produced to test whether the claimed economic benefits to be delivered by a road were genuine. The then Department for Transport, Local Government and the Regions accepted this recommendation and commissioned consultants to undertake research.

## *The New Approach to Appraisal*

The New Approach to Appraisal (NATA) was introduced in 1998 in the Government’s White Paper *A New Deal for Transport*. The Approach was developed for the appraisal of transport schemes in order to help: choose between different options for solving the same problem; prioritise between different proposals; and assess the value for money of a particular scheme. NATA judges road schemes under the criteria developed by Government for all transport investments. These criteria are: environment; economy; safety; accessibility; and integration.

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***‘The Secretary of State should continue to ensure that the regeneration case for new roads is robust and does not conflict with his environmental obligations.’***

House of Commons Transport Committee, Third Report, *Jam Tomorrow?* (March 2003)

Following the publication of the SACTRA report (described above) the Government published *Guidance on the Methodology for Multi-Modal Studies* (GOMMMS) in 2000. This enhanced the economy section of NATA. GOMMMS has become the main procedure for assessing new transport infrastructure. In GOMMMS the economy heading refers to wider economic impacts and is divided into three sub-objectives:

- to improve the economic efficiency of the transport system;
- to improve reliability; and
- to provide beneficial wider economic impacts.

These broad objectives were not backed up by guidance on detailed analysis, however, and as a result many of the assessments were highly simplistic. For example, under the wider economic impacts sub-objective, GOMMMS simply required that consideration be given to whether:

- the option is significantly beneficial for designated regeneration areas; and
- there are significant developments within or adjacent to the regeneration area which are likely to be dependent on the option being implemented.

GOMMMS continues to be the main document for transport appraisal, although it is currently being reviewed by the DfT.

## ***The Treasury’s Green Book***

The 2003 edition of the Treasury’s Green Book *Appraisal and Evaluation* in Central Government incorporates revised guidance to encourage a more long-term and analytically robust approach to policy appraisal. The Green Book sets out the principles which all Government departments, including the Department for Transport, should apply. The revision places a stronger emphasis on the identification, management and realisation of the benefits of proposals. It outlines four main issues which should be addressed when considering a regeneration proposal:

- rationale;
- objectives;
- outcomes;
- partnerships.

Each of these four issues is important when considering the regeneration potential of a new road. This is because, as the SACTRA report highlighted, no casual link exists between delivering new transport infrastructure and economic benefits. It cannot automatically be assumed, therefore, that the outcomes from building a road scheme will fulfil the rationale of regeneration.

## ***Economic Impact Report guidance***

*Guidance on Preparing an Economic Impact Report* was published by the Department for Transport (DfT) in July 2003. The guidance fits within the NATA appraisal framework under the economy sub-objective of *wider economic impacts* and is intended to help identify and measure the economic benefits that a road may, or may not, bring.

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The guidance sets out a comprehensive framework for producing an Economic Impact Report (EIR), looking at both the benefits and disbenefits of a proposal. This guidance is discussed in more detail throughout the rest of this campaign briefing.

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# Why Economic Impact Reports are Important

*'In general, the Government's regeneration priorities are not reflected in its transport priorities, which are instead focused on long distance transport movements'*  
House of Commons  
ODPM:  
Housing, Planning, Local Government and the Regions  
Committee,  
Fifth Report,  
*Departmental Annual Report and Estimates 2002*. (March 2003)

In announcing his decision to widen the A14 and build a new road in Cambridgeshire in April 2003, Alistair Darling MP, the Secretary of State for Transport, stated that 'improving transport links is a great incentive for economic development'. It is important that sweeping statements such as these are backed up by rigorous analysis. Without thorough research a road could in fact be detrimental to the local economy. Furthermore, many road schemes which are damaging to the countryside are promoted and justified on their supposed economic benefits.

The case study below further emphasises the importance of robust analysis to inform evidence-based policy making.

## *Weymouth Relief Road – a case study*

The Weymouth Relief Road has long been proposed by Dorset County Council to reduce congestion and promote economic regeneration for the Weymouth, Portland and Dorchester area. The road would provide a bypass of the A354 that passes through the communities of Upwey and Broadway. It would also cause extensive damage to a number of environmentally designated sites.

In 2002, Dorset County Council commissioned the report *Weymouth Relief Road Economic Impact Study* to support the building of the road. The brief given to the consultants for this report said that it was to 'provide a new economic impact study into the Transport Measures Package which would be sufficiently robust for use at a public inquiry should the economic regeneration case for the road, and its associated Transport Measures Package be challenged.' The material elements of this study were a review of the local tourism industry, property market and ports, a local business survey, and econometric projections for the area.

Unsurprisingly, given its remit the report concluded that 'the road could generate a range of substantial positive benefits for the economic and wider development of Weymouth, Portland and Dorchester and the surrounding areas of mid-Dorset'

Unconvinced by the case made for the road CPRE commissioned a critique of the Council's report. The critique concluded that:

- according to the Government's indices of multiple deprivation (published in 2000) Weymouth and Portland rank 144th out of 354 districts and unitaries of England. Of the 45 of these that make up the South West region, it lies 15th;
- there was substantial evidence to indicate that the employment projections presented in Dorset County Council's report were greatly exaggerated. The business survey was almost certainly conducted on a biased sample and in a

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way that would have led to overstatement of the benefits;

- the benefits to the economy from tourism were overplayed by presupposing that restructuring of the tourism market would occur following construction of the road; and
- since Dorset County Council was only interested in finding evidence to support the thesis that the scheme was essential, the authors of their report had sought to elicit the most optimistic estimates of the potential economic gains resulting from the scheme.

Dorset County Council's report had not provided a balanced examination of possible impacts, positive and negative. Seeking to elicit the most optimistic estimates of economic gains is emphatically not what EIRs are meant to do. CPRE's critique also highlighted the danger of not considering some of the potential negative impacts of the road. These might include:

- leakage of tourism by local people who currently spend some of their money in the local area using the road to travel and spend their money elsewhere; and
- some of the older development sites, particularly Portland, losing business as areas nearer the road reap the benefits of increased accessibility.

### **Leaking money**

A study of tourism in Tayside showed that tourists in hotels spent 70% more than those in B&B accommodation. Yet due to the fact that most of the money spent in hotels leaked immediately out of the local economy (non-local staff and owners, legal and financial services provided by London firms, etc) the total income generated locally was calculated to be higher for B&Bs.

*Source: Plugging the Leaks, NEF, 2002*

The full critique can be viewed in the publications section of CPRE's website (see *Useful Publications* on page 17). This case study highlights the importance of producing a thorough Economic Impact Report. Before a decision on funding a road is taken it must be clear that: this is the right solution for the problem; and this has been examined against other objectives, including environmental protection.

For more examples of road schemes that have been promoted on dubious economic regeneration grounds see CPRE's sister publication *Roads to Regeneration?* (see *Useful Publications* on page 17).

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# What are Economic Impact Reports?

According to the Government's EIR guidance the ultimate objective of an EIR is usually to demonstrate whether or not a proposed scheme will aid regeneration in an area through the creation of new jobs for its residents, and if so, how many jobs may be created. As the previous section of this briefing indicates, this was the result of the Government acting on SACTRA's recommendation to produce EIRs guidance.

## **An Economic Impact Report should:**

'provide a description of how the Regeneration Area's economy operates, the role transport plays in it, why improved transport will contribute to regeneration by leading to new jobs and/or reduced unemployment, and what the risks are that the employment effects will not arise or may even turn out to be damaging.'

DfT, *Guidance on preparing an EIR*, para. 3.5

## *When is an EIR required?*

The need for an EIR is dependent upon both the regeneration status of the area and the cost of the scheme. If the relevant criteria (as explained below) have been met an EIR should be prepared by the promoter of a scheme when seeking funding from the Department for Transport.

### **Regeneration Areas**

An EIR is only 'required' for schemes that affect travel to, from or within one or more Regeneration Areas (RA). There are no national criteria for the designation of RAs, although in many cases an RA will have been designated as an area with a specific regeneration priority in the Regional Economic Strategy prepared by the Regional Development Agency (RDA). They may also be defined in the RDA Corporate Plan as regeneration zones, urban priority zones or rural priority zones.

The EIR guidance states that 'other possible definitions (e.g. 'Assisted Areas') are much cruder and should not form the definition of a regeneration area'. It goes on to say that 'Areas which do not currently conform to an identified RA but are felt to be in need of assistance in order to improve their economic position should not be considered in the EIR'.

### **Cost of the scheme**

The need for an EIR must be 'considered' for all major schemes, that is, those costing more than £5 million. For schemes costing less than £5m an EIR is optional, but one must be prepared if regeneration benefits are being claimed.

### **Private Finance Initiative road schemes**

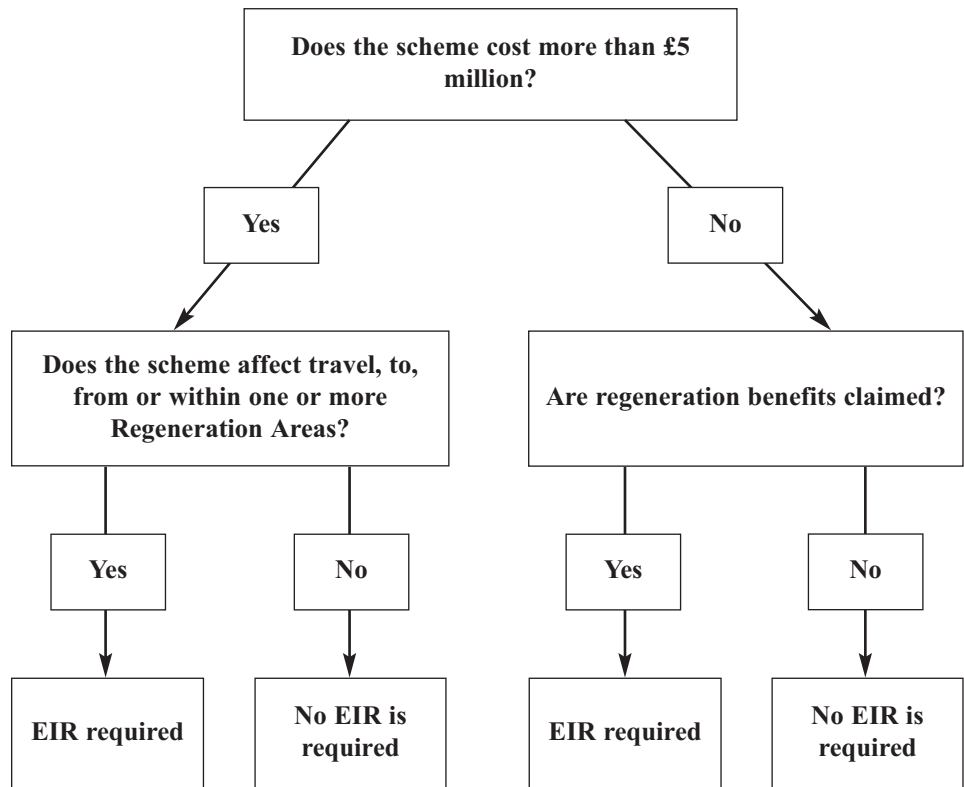
If a road is a Private Finance Initiative (PFI) scheme, whereby a developer funds the scheme, this should not preclude the need for an EIR. Many transport

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schemes adopt a two-stage process, they are appraised as conventionally funded schemes first, then the option of PFI funding is examined. The transport appraisal process, as set out in NATA and GOMMMS, should be used during the first stage which should involve the consideration of the need for an EIR.

**Figure 1:**

**Flow chart to help determine whether an EIR is required**



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# What Should an Economic Impact Report Contain?

An EIR should consist of a written report supported by an analysis backed up with quantified data. The Government's EIR Guidance provides a worksheet to help inform the structure and presentation of the argument contained in the EIR. This section describes the main components of an EIR. It is based on the worksheet in the Guidance. The headings in bold denote information to be provided in the worksheet with a brief summary of what that should include. The warning signs (*left*) highlight things to look out for when examining an EIR.



It is important to note that the guidance states that only sections that are relevant to the case under consideration need be completed. When reviewing the EIR for a particular scheme, keep a look out to ensure that you are satisfied about any sections that may have been omitted.

## **Target years**

The report should provide forecasts of additional employment for the first year after the scheme opening, and for another year sufficiently long after it has opened to allow changes to have occurred.



Future employment forecasts can often be greatly exaggerated so beware of particularly large claims. Examine the underlying justification.

## **Overview: the scheme and its location**

This should provide a description of the scheme, identify the RA(s) that it affects with their hinterlands, and provide maps of the area.



Does this give you an idea about the rationale for intervention? What are the objectives of the regeneration programme? In light of this, if there was only a limited sum of money available to regenerate the area, would the road be the best option or would alternative investment (like skills training) provide better results?

## **Transport and the economy in the Regeneration Area(s)**

This describes the local economy, the role that transport plays and why improvements to transport are expected to lead to increased employment, eg. through reduced travel times.



The EIR also suggests that any other constraints inhibiting economic regeneration should be described in this section. It is important that these are carefully examined as this could immediately show that transport is not the key factor restricting economic activity.

## **Jobs and people in the Regeneration Area**

This provides numeric information about the number of jobs currently in the RA, the workforce living there, the number of unemployed people and the number of job vacancies. All of this information should be presented in terms of skill levels ie. unskilled, skilled manual, managerial posts etc. This will enable the skills of the available workforce to be matched with likely job types. The same exercise should also be completed for jobs and people in the

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hinterland of the RA. A total should then be given to show how many jobs and vacancies might be accessible to residents of the RA.



If residents of the RA are to have increased employment opportunities it is vital that the type of jobs that it is suggested the scheme will provide are suitable for unemployed people living there. For example, if all the jobs are graduate level posts, then unskilled and manually skilled people living in the area are unlikely to benefit. There should also be a clear causal link between the provision of new infrastructure and the generation of new employment opportunities. This is often one of the weakest parts of the analysis, and is frequently based on flawed surveys or anecdote.

### **Quantified impacts of the scheme**

A description of the transport benefits likely to affect economic activity and employment ie. reductions in travel time and costs.



If the road attracts more traffic over time as has historically been the case then travel times will in fact become longer and economic efficiency reduced. This should be factored in to the analysis since it may over-emphasise short term benefits and under-value long-term economic and sustainable development objectives.

### **Access to existing jobs outside the Regeneration Area(s)**

Estimates should be given for the number of extra jobs that will be within commuting range of residents of the RA with the new scheme in place. Bear in mind that these jobs will not necessarily go to RA residents, so estimates should be made of how many residents might be expected to find work in this way.



CPRE does not believe that this is a sensible approach in terms of sustainable development. It fuels traffic growth, increases the need to travel, and could be a drain on the RA with people being more likely to shop and socialise in the place to which they commute. It is frequently far from clear how people in the RA will actually benefit since these employment opportunities will be open to all – to those in the RA and those outside it who will also benefit from increased access to existing jobs.

### **Changes to the accessible workforce for employers in the Regeneration Area(s)**

For existing employers in the RA changes in their workforce may arise from:

- increased access to the workforce within the RA, which may displace residents who commute from outside the RA;
- increased access to the workforce living outside the RA, which may displace employed residents living in the RA; and
- some combination of the above.

This section assesses, for existing employers in the RA, how many additional people now have access to the jobs provided.



It is important to recognise the negative consequences of the road scheme on the area if the workforce outside the RA displaces those employed living in the RA.



The displacement effect – It is important to consider if an increase in economic activity of one part of the RA will be to the detriment of another part of the RA. The Treasury’s Green Book states that ‘the geographical focus of regeneration projects means that it is particularly important to assess displacement effects at both the local and national levels, particularly if the programme or project is substantial’. The critique of the Weymouth Relief Road, for example, highlighted that the road proposal could have a negative effect on Portland (another area within the RA), as existing businesses in that area may choose to locate themselves nearer the new road on newly developed land, with potentially better accommodation.

### **Access to markets and suppliers**

This section of the EIR should provide examples of how the scheme will improve access between businesses in the RA and their markets and/or suppliers. The significance of these changes on the number of jobs in the RA should be explained. For example, it should consider how many jobs can be expected to be created among existing businesses as a result of improved access to markets.



Beware of the two-way road effect – if a new road can improve the ability of existing businesses to access new markets outside the RA, then it can also improve the ability of businesses outside the RA to access markets inside the RA. This may increase competition for markets and have negative consequences for businesses which have been hitherto ‘protected’ by poorer accessibility. This can be a particular problem for geographically peripheral parts of the country. The EIR should demonstrate that such impacts have been considered.



Some of the information about the number of extra jobs that may arise from the expansion of existing businesses will have been obtained from business questionnaires. The guidance states that questionnaires should not focus exclusively on transport as an inhibitor to regeneration to avoid excessive weight being given to transport issues in the responses. However, it also suggests that questionnaires should be completed by those businesses that are dependent on transport. Therefore, when considering the results of the questionnaire, be aware of possible bias in the answering of the questions. How are the questions framed? To whom were the questions directed? and was the survey undertaken by a party sufficiently independent of any road proposal?

### **Risks**

This section should consider the possible negative impacts of the scheme, such as:

- will improved access to better-paid jobs elsewhere increase local wage costs? and
- will improved access to retail facilities outside the RA lead to the closure of local shops?



Not automatically a road to riches – it is important to remember that the provision of a road does not guarantee that business will follow. The scheme may make the area more attractive as a business location, but decisions after that are dependent on business vagaries and upon a wide range of variables.

## The risks of aiming for inward investment

Economic development experts have historically spent much of their time attracting large businesses into poorer areas in the hope that they will employ some local people. There are several challenges to the inward investment approach. For instance, if a company can be attracted to an area, it can often be attracted out of it if better incentives are then offered elsewhere. This is exactly what happened when Dyson suddenly announced that they were moving from Gloucestershire to Malaysia.

*Source: Plugging the Leaks, NEF, 2002*

## Summary of changes in employment

A summary should draw together the gains and losses of employment among residents of the RA. This allows the results to be summarised to produce an estimate of the total change in employment.



Does the summary of changes in employment include a comparison with and without the scheme? This is important as the EIR could include new jobs that would come about regardless of whether the road is built or not. Is the road option compared against decision to invest in the RA in different ways?

## Other things to look out for



Consider the full effects – the guidance states that housing need not be commented on since the focus of the transport EIR is on how the proposed scheme will increase employment among existing residents of the RA. Yet experience has shown that new road building frequently leads to additional development pressures. CPRE believes that assumptions about growth cannot be made without considering the planning framework and other constraints which may exist such as the availability of services and environmental considerations.



Tourism – it is often claimed that the benefits of a new road, such as increased accessibility, will boost visitor numbers and enhance tourism. It must be remembered, however, that if accessibility is increased visitors who might normally come for longer periods of time may reduce the length of their visit to a day trip – simply because it is now easier to do so. This could greatly affect existing tourist establishments reliant on long stay visitors.



All factors accounted for – an EIR may conclude that there are real economic benefits to be gained from a road, but it is also important to consider if those benefits outweigh the adverse effect on the countryside or wider environment from its construction. NATA includes five criteria of which economic development is but one. Often other considerations may override the potential for economic development. Such issues were addressed at a local inquiry in 2002 conducted into a proposal for a marina and associated development in Bridlington, North Yorkshire. In line with the inquiry Inspector's recommendation the Secretary of State for Transport rejected the proposal. In announcing the decision the Government stated that 'while we recognise that the scheme is capable of bringing economic benefits, we have concluded that its adverse impacts on both the natural and man-made heritage of Bridlington present a compelling case against allowing it to go ahead'.

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The Appraisal process for transport schemes is intended to be able to weigh up the economic gains against the environmental losses. It is important that the negatives are highlighted as part of any campaign on proposed road schemes so that decision-makers are fully aware the risks.



Quality control – CPRE believes that it is important that an EIR is undertaken as independent research, and that it is independently verified in the same way that Appraisal Summary Tables are reviewed by the statutory environmental agencies. We also believe that an EIR should contain a statement of methodology so it is easy to see how it was conducted and who was consulted.



Consultation – much to CPRE’s concern, the Department for Transport has indicated that it does not expect specific public consultation as part of the EIR process. It accepts that there should be consultation, however, on the full appraisal, of which the EIR will be a part. CPRE believes that volunteers should ask to be consulted early on in the EIR process. This should cover the analysis of alternative options. If consultation takes place later in the process, volunteers should obtain copies of any worksheets and survey data in order to identify any assumptions made and review the methodology.

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# Action Checklist

These are some key questions to consider when assessing the quality of an Economic Impact report:

## **1 Has the Economic Impact Report Guidance from the Department for Transport been followed?**

Has the EIR framework described in the previous chapter been followed?

## **2 What is the rationale for intervention?**

What are the objectives of the regeneration programme? Who are the intended beneficiaries of the project? In light of this, if there was only a limited sum of money available to regenerate the area would a road be the best option?

## **3 Have alternatives to the road been adequately examined?**

Have non-road options been examined? Are there other more suitable means of meeting the regeneration objective, such as skills training?

## **4 Have comparisons with and without the scheme been made?**

Future projections of job increases should be made with and without the road in place. This is because there may be changes already planned, such as skills training or public transport improvements which will help regenerate the area without the need for a road.

## **5 Have potential disbenefits of the scheme been identified?**

Will improved transport links make it easier for those living outside the Regeneration Area to displace employed residents living in the Regeneration Area? Will easier access to the area mean that visitors stay for shorter periods of time?

## **6 How were job projections/growth assumptions arrived at?**

Is this explanation robust and realistic? Remember that the burden of proof lies with those who undertook the study to show how these figures have been calculated.

## **7 Have land-use planning policies been effectively considered?**

What are the existing policies relating to these in up to date

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Regional Planning Guidance and Development Plans? How have these been taken into account?

**8 Has the possible displacement effect of the new road been considered?**

Will the provision of the road be to the detriment of another part of the Regeneration Area? Will businesses simply relocate to new development sites in another part of the Regeneration Area sucking away employment from another area?

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# Campaign Opportunities

Getting involved in scrutinising an EIR, or any other appraisal of a road scheme, can often be a useful exercise in gaining greater knowledge about the scheme. It should help you identify issues which are being overlooked or treated inadequately. It should complement rather than replace the need for effective campaigning on damaging road schemes.

## *Getting involved*

- If you are aware that a new road is being proposed contact your local authority or the Highway's Agency (The Highways Agency, Romney House, 43 Marsham Street, London, SW1P 3HW) and ask to be consulted on the EIR as soon as possible.
- If an EIR has already been completed, critically examine it using this campaign briefing.

## *Making your views known*

If you are unhappy with the EIR for a road scheme in your area you can do the following:

- If it is a local road scheme, send a letter detailing your concerns to the local authority promoting the scheme, and copy this letter to the relevant Government Regional Office. Your letter should be sent to the lead councillor responsible for transport, as well as the Head of Highways in the relevant county, unitary or metropolitan authority. Ask for a reply responding to the concerns you raise.
- If it is a trunk road scheme, send a letter detailing your concerns to the regional office of the Highways Agency responsible for the scheme (see the HA website). Again, ask for a reply responding to the concerns raised.
- Raise your concerns with the local media – for example, through a letter to a local newspaper, local councillors and the local MP so that more people are aware of what is planned and its potential implications.
- Hold a public meeting to discuss the road scheme – invite the local authority or the Highways Agency to attend to explain their position and outline the drawbacks and dangers of the new road to people in the RA.

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# Conclusion

Despite their flaws EIRs are to be welcomed because they bring a greater level of scrutiny to the appraisal process for new road schemes. They allow assumptions about the economic benefits of transport schemes to be thoroughly analysed. This does not mean they are a panacea. It is important therefore that their robustness and validity are fully examined and independently verified.

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# Useful Publications

## CPRE publications

Many of CPRE's publications can be downloaded from our website at [www.cpre.org.uk](http://www.cpre.org.uk) or are available from CPRE Publications on 020 7981 2856

*Roads to Regeneration?*, CPRE, 2003

*Even Regions, Greener Growth*, CPRE, 2002

*Towards Sustainable Economic Development: Employment land and the countryside*, CPRE, 1999

*Weymouth Relief Road: Critique of Economic Impact Study Report*, Steer Davies Gleave, 2003

## Government guidance

The following publications should be available via the Department for Transport website: [www.dft.gov.uk](http://www.dft.gov.uk) and that of HM Treasury [www.hm-treasury.gov.uk](http://www.hm-treasury.gov.uk)

*Guidance on Preparing an Economic Impact Report*, DfT, 2003

*Guidance on Methodology for Multi-Modal Studies*, DETR, 2000

*The Green Book: Appraisal and Evaluation in Central Government*, HM Treasury, 2003

## Studies on economic impacts

*Transport and the Economy*, Standing Advisory Committee on Trunk Road Assessment (SACTRA), 1999. Available from the DfT website [www.dft.gov.uk](http://www.dft.gov.uk)

*Transport and the Economy: Government response to SACTRA report*, 2000. Available from the DfT website [www.dft.gov.uk](http://www.dft.gov.uk)

*Plugging the Leaks: A briefing from the Centre for Participation*, New Economics Foundation, 2002

## a CPRE campaign briefing

CPRE exists to promote the beauty, tranquillity and diversity of rural England by encouraging the sustainable use of land and other natural resources in town and country. We promote positive solutions for the long-term future of the countryside and to ensure change values its natural and built environment. Our Patron is Her Majesty The Queen. We have 59,000 supporters, a branch in every county, nine regional groups, over 200 local groups and a national office in central London. Membership is open to all. Formed in 1926, CPRE is a powerful combination of effective local action and strong national campaigning. Our President is Sir Max Hastings.

Campaign to Protect Rural England  
128 Southwark Street  
London SE1 0SW

*Tel:* 020 7981 2800  
*Fax:* 020 7981 2899  
*Email:* [info@cpre.org.uk](mailto:info@cpre.org.uk)  
[www.cpre.org.uk](http://www.cpre.org.uk)

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Rural England