

ANNEXURE A

CHECKLIST : ROAD INFRASTRUCTURE INVESTMENT AND ECONOMIC DEVELOPMENT IMPACTS

Key:

Yes	✓
NO	X

1 STUDY AREA

- 1.1 Is the study area described?
- 1.2 Is a distinction made between direct project influence and external area or sub area consequences?
- 1.3 Is the purpose of the study described?

2 ROAD AND TRANSPORT NETWORK ANALYSIS

2.1 How is the road project defined?		<ul style="list-style-type: none"> • a specific scheme described • a specific scheme quantified • a broad type of project
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2.2 What justified the road project?		<ul style="list-style-type: none"> • road capacity and congestion problems (general) • future development • other considerations
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2.3 Are there direct road user cost savings or benefits measures?		<ul style="list-style-type: none"> • no quantified measure • road users costs savings • other savings
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2.4 Transport network performance		<ul style="list-style-type: none"> • analysed • not analysed
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3 ECONOMIC IMPACTS

3.1 What economic indicators were used?		<ul style="list-style-type: none"> • income • employment • new development/investment • final good prices and production • value added • consumer surplus
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· population

3.2 Modelling methodology applied	

- consultants' own qualitative assessment
- interviews with experts
- ad hoc quantified growth assumptions
- microeconomic partial equilibrium model
- macroeconomic general equilibrium model
- macroeconomic model
- dynamic land-use/transport model
- input-output model

3.3 Linkage between road investment and economic development based upon	

- evidence in literature survey
- anecdotal evidence
- economic framework/collaboration

3.4 Time scales over which impacts were considered	

- not specific
- specific time scales

4 INDIRECT IMPACT: SPATIAL DISAGGREGATION

4.1 Level of spatial disaggregation	

- none
- ad hoc site identification
- coarse zoning
- fine zoning

4.2 Has the real estate market in the area been analysed?	

- market demand for specific land uses
- market travel in road estate
- not considered

4.3 Have displacement effects been considered?	
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5 BENEFIT CALCULATIONS

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5.2 Has the issue of double-counting been addressed?

5.3 Are there additional benefits?

ANNEXURE B

LEVEL OF SERVICE	TOTAL DELAY (seconds per vehicle)
A	10
B	20
C	30
D	50
E	70
F	> 70