

Appendix D

Supporting Analyses

Table 1 - User Group Costs, Benefits and Disbenefits

		Net Present Value	Benefits	Disbenefits
Mode				
<i>Personal Travellers</i>	Car	1629	2596	967
	Bus	5	60	55
	Coach	see bus	-	-
	Rail	222	584	362
	Walk ²	Significant	-	-
	Cycle ¹	Significant	-	-
<i>Freight</i>	Road	5	350	645
	Rail	Minor	-	-
	Other	LRT in rail	-	-

		Net Present Value	Operator Benefits (inc, highway revenue)	Operator Costs
Mode				
<i>Transport System Operator</i>	Road	2777	2796	619
	Rail	-74	-	74
	Bus	-55	-	55
	Coach	see bus	-	-

² Qualitative measures may be used

**Table 2 - Affordability and Financial Sustainability (AFS)
Private Sector Affordability and Financial Sustainability (Sheet 1)**

Private Sector Investment	TOTAL (undiscounted)		Breakdown by Organisation		
Investment Cost			Rail Services	Rail Stations	Bus Strategy
Year 2003 - 7	91		30	35	26
Year 2008 - 12	43.5		8.5	35	
Year 2013 - 17					
Year 2018 - 22					
Year 2023 - 2032					
TOTAL	134.5	(1)	38.5	70	26
Capital Grants	(85.5)	(2)	(38.5)	(21)	(26)
Private Sector Operations	TOTAL (undiscounted)		Breakdown by Organisation		
Year 5			Rail (Services and Stations)	Bus	
Change in operator costs	(21.1)	(3)			
Change in operator revenue	15.6	(4)	(16.5)	(4.6)	
NET IMPACT	(5.7)	(5) = (4) - (3)	12.6	3	
Subsidy	(5.7)	(6)	(4.1)	(1.6)	
			(4.1)		
Year 10			Rail (Services and Stations)	Bus	
Change in operator costs	(23.6)	(7)			
Change in operator revenue	19.2	(8)	(18.6)	(5)	
NET IMPACT	(4.4)	(9) = (8) - (7)	15.3	3.9	
Subsidy	(4.4)	(10)	(3.3)	(1.1)	
			(3.3)	(1.1)	
Year 15			Rail (Services and Stations)	Bus	
Change in operator costs	(26.3)	(11)			
Change in operator revenue	24.1	(12)	(20.7)	(5.6)	
NET IMPACT	(2.2)	(13) = (12) - (11)	18.7	5.4	
Subsidy	(2.2)	(14)	(2.0)	(0.2)	
			(2.0)	(0.2)	
Private Sector NET IMPACT			Rail Services (Services and Stations)	Bus Strategy	
Investment net of capital grant	49	=(1) + (2)			
Operations net of subsidy			49	0	
Year 1	(5.7)	= (5) + (6)	(4.1)	(1.6)	
Year 5	(4.4)	= (9) + (10)	(3.3)	(1.1)	
Year 10	(2.2)	= (13) + (14)	(2.0)	(0.2)	

**Table 2 - Affordability and Financial Sustainability (AFS)
Private Sector Affordability and Financial Sustainability (Sheet 2)**

Public Sector Investment		TOTAL (undiscounted)	Breakdown by Organisation Budget			
			HA	Local highways	Light Rail	Other
Investment Cost						
Years 2003-07		(115)	(65)	(50)		
Years 2008-12		(189.5)	(172.5)	(17)		
Years 2013-17		(334)	(302)	(32)		
Years 2018-22		(283)			(283)	
Years 2023-32		-	-	-	-	
TOTAL		(921.5)	(539.5)	(99)	(283)	
Private Sector Contributions		52.0	-	-	52	
Investment Net of Contributions		(869.5)	(539.5)	(99)	(231)	
		(17) = (15) + (16)				
Public Sector Operations			Breakdown by Organisation Budget			
			HA	Local highways	Light Rail	Other
Year 5						
Change in Operator Costs		(5)	(3)	(2)		
Change in Operator Revenue		-	-	-		
NET IMPACT		(5)	(3)	(2)		
		(19) = (18) - (17)				
Year 10						
Change in Operator Costs		(39)	(17)	(22)		
Change in Operator Revenue		94	-	94		
NET IMPACT		55	(17)	72		
		(22) = (21) - (20)				
Year 15						
Change in Operator Costs		(56)	(22)	(34)		
Change in Operator Revenue		132	-	132		
NET IMPACT		76	(22)	98		
		(25) - (24) - (23)				
Year 20						
Change in Operator Costs		(109)	(22)	(34)	(53.0)	
Change in Operator Revenue		237	-	132	105.0	
NET IMPACT		128	(22)	98	52.0	

Table 3 - The Practicality and Public Acceptability Supporting Analysis

Criteria	Comment
Feasibility	There are no technical limitations on the strategy, however new legislation would be needed in relation to some aspects of the parking strategy such as parking charges for “Out of town shopping centres”.
Enforcement	There will need to be enforcement in relation to the parking strategy to ensure that the strategy is effective.
Area of Interest (“breadth of the decision”)	The strategy covers a wide range of activities and agencies, therefore the strategy proposes the introduction of transport boards to coordinate the introduction of the various elements of the strategy.
Complexity (“depth” of the decision)	Although the strategy involves numerous factors these factors in themselves are not complex.
Time-scale	The implementation of the strategy and its effects will take place over a 30 year time span.
Phasing	The phasing of the strategy has been set out in three broad time frames. Those aspects of the strategy that can be undertaken quickly such as the persuasive measures, bus improvements, rail station improvements and town centre parking will take place in the first time frame from 2003 – 2007. The second time frame from 2008 to 2012 will include the majority of road and rail based improvements as well as the workplace parking charges. From 2013 – 2017 the rest of the road improvements will be completed and town centre congestion charging will be implemented. From 2018 to 2022 will see the introduction of the Eastleigh chord and the light rail options.

Table 4 - Summary of Supporting Analysis

1. Distribution & Equity

The strategy benefits are distributed between all user groups, and throughout the study area. Accessibility has been improved for public transport and private vehicle users. There has been improvements in local air quality throughout the study area. Noticeable increases in emissions are primarily along the main routes east-west which are all in areas without current Air Quality Management Areas status.

2. Affordability and Financial Sustainability

The bus and rail service measures will require an operating subsidy, although this is exceeded by the operating surplus from the rail station proposals. The revenue from parking and congestion charging will result in an operating surplus for all highway and local transport schemes by year 10 of the strategy. This could fund a high proportion of all highway infrastructure costs (around 75%, assuming a cost of capital of 10%) The strategy as a whole is considered to be financially sustainable.

3. Practicality & Acceptability

Using the check list as set in GOMMMS the SoCoMMS strategy is positively assessed against practicality. The only complementary measures that need to be undertaken are changes in legislation for the introduction of parking charges in out of town shopping centres.

The strategy has been consulted on with stakeholders, community action groups and the general public. Overall there was general support for the basic principles of the strategy, with a sample survey showing 74% in support. However various action groups had opposing views for and against road infrastructure improvements and charging.