

PUBLIC INQUIRY

DIDCOT HIF1 ROAD PROPOSALS

CASE REF: APP/U3100/V/23/3326625.

**Supplementary Statement by Professor Phil Goodwin, BSc (Econ), PhD (Civ. Eng),
FCILT, FCIHT**

At the invitation of POETS

25.3.2024

Common Analytical Scenarios

8. The 2022 National Road Traffic Projections¹, published by the Department for Transport, and the TAG advice that followed, departed from former standard modelling by asserting that

“For all interventions, a core scenario appraisal should be undertaken. However, there are significant and often unquantifiable uncertainties associated with forecasting travel demand, such that it is not possible to robustly identify a ‘most likely’ or expected outcome with any certainty”.

9. Instead, a core and seven alternative trajectories for the future were defined named ‘Common Analytical Scenarios’. It was recommended that appraisal should use **all** the scenarios for big or complex interventions, with a simplified appraisal for smaller interventions, using the core scenario and the two showing the highest and lowest traffic growth. This would test success under a ‘wide range of possible futures’.
10. Although I focussed on the use of this approach for calculating value for money and calculation of cost-benefit ratios, that is not the only, or possibly even the main use. It also applies to calculation of congestion effects, air quality, carbon emissions, impacts on different groups of the population, environmental effects, and the quality of life.
11. The Scenarios are named: **Core, High Economy, Low Economy, Regional, Behavioural Change, Vehicle-led Decarbonisation, Mode Balanced Decarbonisation, Technology**. The ‘Core’ scenario is used as a basis for flexing the properties of the others, and is sometimes used as an independent scenario approximately in the middle of the others, but is not considered the ‘most probable’.
12. DfT provided estimated trajectories for outputs of general interest up to the year 2060, comparing total traffic levels for different types of vehicle, Carbon dioxide, NOx, PM10, time lost due to traffic congestion, and other properties. The differences are quite substantial, for example the total traffic growth from 2025 to 2060 is estimated to vary from 8% to 54% from the lowest to the highest scenario.
13. They advise that local area or regions should make their own estimates using their own models. A local implementation of this approach would manifestly have a big effect on the appraisal of the Didcot Road Proposals.
14. The Appendix provides a copy of a paper written for the Transport Planning Society by a member of the DfT Team, which helpfully summarises of the properties of each of the Scenarios as discussed in the National Road Traffic Projections 2022.

¹ <https://assets.publishing.service.gov.uk/media/63975bcfd3bf7f3f7d1cf440/national-road-traffic-projections-2022.pdf>

Appendix

DfT Descriptions of the Common Analytical Scenarios