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Assessment of social impacts of road projects

Brief international comparison of ex-post evaluation practice

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Current practices

- A systematic and compulsory approach in **France** (see *case study in appendix II*)
- The POPE program in **UK** (see *case study in appendix II*), a consistently following of the NATA policy
- A qualitative approach in the US
- Several evaluations in Australasia (see *case study in appendix II on **Papua New Guinea***), in Scandinavia
- Africa: **Morocco**, national program of rural roads (see *case study in appendix II*)
- Recurrent evaluations from international bodies



Different approaches

- Systematic and non-systematic
- In-depth analysis and simplified methodologies
- With a reference scenario, or without reference scenario («do nothing»)
- A continuous process, or one-off studies
- More independent expertise
- Formal guidance or specific methodologies

Preference for impacts assessment programs in most developed countries



Ex-post evaluation in UK

Post Opening Project Evaluation (POPE/2001)

- Systematic approach to evaluation and improved data retention to aid analysis (no specific guidance)
- Major Schemes of development + «Local Network Management Schemes»
- **Limited to traffic volumes, travel times and accidents in a 1 and 5 year horizon**; no reference scenario (but «counterfactuals» sometimes)
- Measurements of CO₂ emissions

In 2004/05, the Highways Agency evaluated around 50 schemes, at an average scheme cost of £12,000



Ex-post evaluation in UK

Since a study for enhancement of ex post evaluation (2005) in line with NATA improvements

- Evaluation towards 5 NATA objectives (see ex ante AST)
- Evaluation of additional sub-objectives (exclusion, quality of life)
- Different ways of measuring and understanding accessibility
- A need to address environmental impacts (landscape, severance, local air quality and reliability impacts)
- Lack of evidence on where and how road evaluations have influenced policy-making



French post evaluation practice: towards a more comprehensive evaluation

- Comparison between observed results and those forecasted with an explanation of divergences concerning:
 - ✓ Costs
 - ✓ Traffic
 - ✓ Safety
 - ✓ Quality of service (journey time, speed...)
 - ✓ Socio-economic and financial returns
- Check that the government's commitments concerning environmental issues have been respected



French post evaluation practice: towards a more comprehensive evaluation

- Interviews with about 30 stakeholders
 - ✓ Elected representatives, economic agents, neighbourhood representatives, environmental organizations...
- Further research on specific themes
 - ✓ An overview of the various reactions since the project opened
 - ✓ An identification of the themes at stake



Why a widespread lack of ex post evaluation?

- A need of data and resources
- A preference for ready-made projects?
- The inertia of analytical frameworks
- An organisational problem

***A big challenge for construction financial authorities,
but also for the government bodies managing this work !***



Different stakes in developing countries

- Set up data bases for transport policy
- Evaluate and improve maintenance and operation of infrastructure (long life cycle)
- Ensure an access to a new facility in some cases
- Focus on a limited number of public policies (health, education...)



Panorama of innovative research tools

- Market studies (industry, real estate)
- Focus group (road users, communities)
- Use of local «social values»...
- Macro-economic computer models (at large scales) –
Econometric modelling
- Accessibility to workplaces
- Dissemination: interviews of evaluation users

Evaluation of processes is required !



**THANK YOU
FOR YOUR ATTENTION !**

