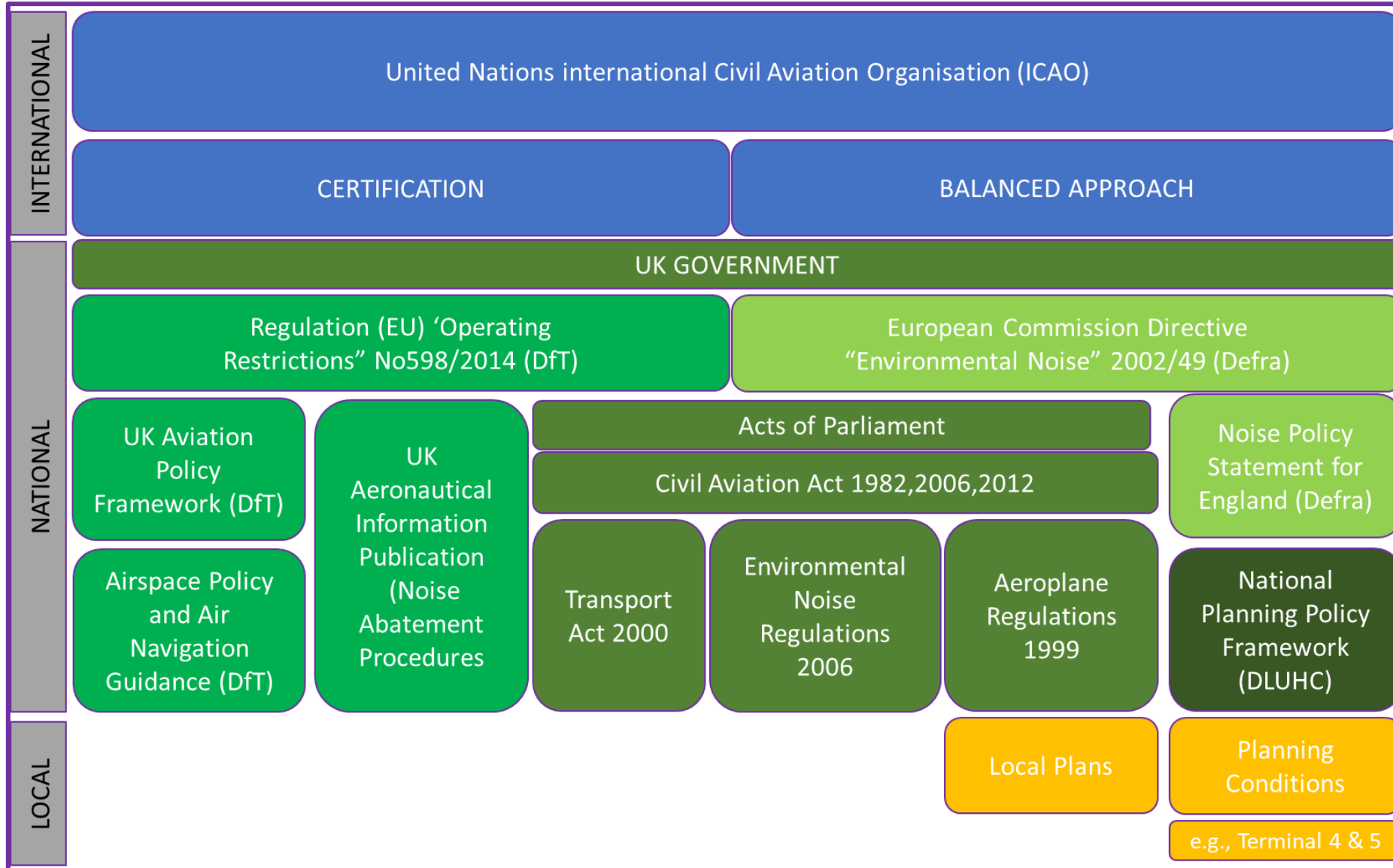




**Roles & Responsibilities Deep Dive
Discussion - NACF 29 March 2023**



THE LEGISLATIVE FRAMEWORK



INDICATIVE VIEW OF ACCOUNTABILITY & RESPONSIBILITIES

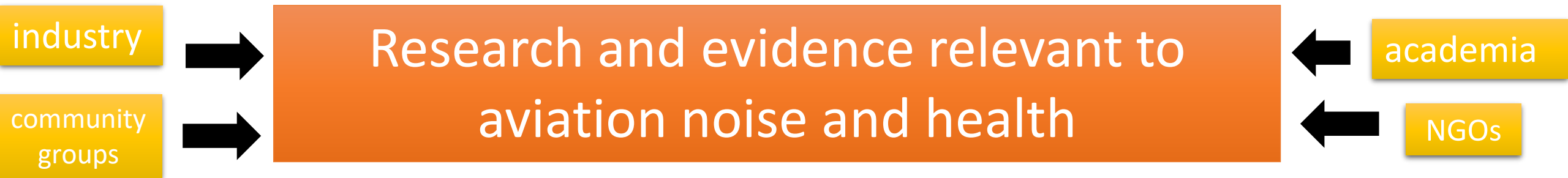
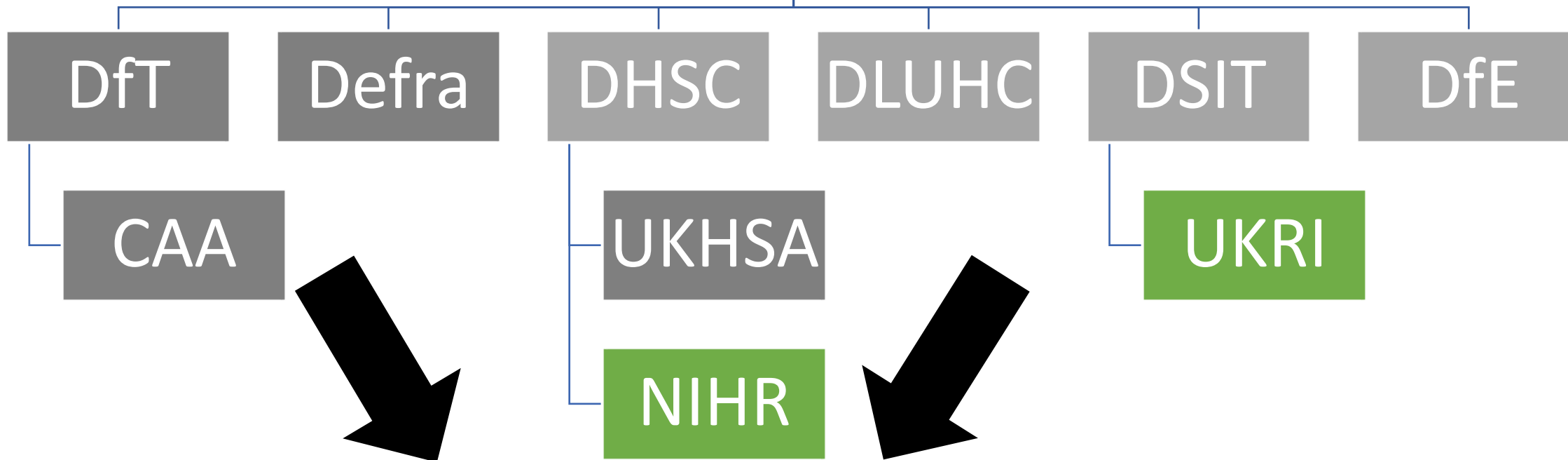
		AREA	DfT	DLUHC	DEFRA	CAA	HEATHROW	AIRLINES	LOCAL AUTHORITIES	NATS	ICAO	AIRCRAFT MANUFACTURERS	PUBLIC & GROUPS
Policy Development	AVIATION POLICY		Accountable	Consulted	Consulted	Responsible	Consulted	Consulted	Consulted	Consulted	Informed	Consulted	Consulted
	ENVIRONMENTAL NOISE POLICY		Responsible	Responsible	Accountable	Responsible	Consulted	Consulted	Consulted	Consulted	Informed	Consulted	Consulted
	AVIATION NOISE POLICY		Accountable	Responsible	Responsible	Responsible	Consulted	Consulted	Consulted	Consulted	Informed	Consulted	Consulted
	DEFINING AN AIRCRAFT NOISE PROBLEM		Accountable	Informed	Responsible	Responsible	Responsible	Consulted	Consulted	Consulted	Accountable	Consulted	Consulted
	SETTING THE NOISE ABATEMENT OBJECTIVE		Accountable	Informed	Responsible	Responsible	Responsible	Consulted	Consulted	Consulted	Accountable	Consulted	Consulted
	AIRSPACE POLICY		Accountable	Informed	Consulted	Responsible	Consulted	Consulted	Consulted	Consulted	Informed	Consulted	Consulted
	TECHNICAL & SAFETY ADVICE e.g., abatement procedures		Responsible	Informed	Responsible	Accountable	Consulted	Consulted	Informed	Accountable	Accountable	Consulted	Informed
	PLANNING POLICY		Consulted	Accountable	Responsible	Consulted	Consulted	Consulted	Consulted	Consulted	Accountable	Consulted	Consulted
Noise Management Interventions	NOISE ACTION PLANNING		Responsible	Informed	Accountable	Informed	Responsible	Consulted	Consulted	Consulted	Accountable	Consulted	Consulted
	REDUCTION OF NOISE AT SOURCE		Informed	Accountable	Informed	Informed	Responsible	Responsible	Informed	Consulted	Accountable	Responsible	Informed
	OPERATING PROCEDURES		Accountable	Responsible	Informed	Responsible	Responsible	Responsible	Informed	Responsible	Informed	Responsible	Consulted
	LAND USE PLANNING		Informed	Informed	Informed	Informed	Informed	Informed	Accountable	Informed	Accountable	Informed	Consulted
	MITIGATION AND COMPENSATION		Responsible	Informed	Responsible	Responsible	Accountable	Consulted	Responsible	Consulted	Accountable	Informed	Consulted
	OPERATING RESTRICTIONS		Accountable	Accountable	Informed	Responsible	Responsible	Consulted	Responsible	Accountable	Accountable	Consulted	Consulted
	COMPLAINT HANDLING		Informed	Accountable	Informed	Informed	Accountable	Consulted	Informed	Consulted	Accountable	Accountable	Consulted
	STAKEHOLDER ENGAGEMENT		Responsible	Accountable	Informed	Consulted	Accountable	Responsible	Consulted	Responsible	Accountable	Informed	Consulted
	AIRSPACE CHANGE		Responsible	Accountable	Informed	Responsible	Responsible	Consulted	Consulted	Responsible	Accountable	Accountable	Consulted
	MONITORING AND AUDIT		Informed	Accountable	Informed	Responsible	Accountable	Consulted	Consulted	Responsible	Accountable	Accountable	Consulted

	RESPONSIBLE	Responsible for key aspects of the task or issue
	ACCOUNTABLE	The decision-maker.
	CONSULTED	Consulted about the task or issue
	INFORMED	Kept informed about the task or issue

* PLEASE NOTE THAT THIS IS NOT AN DEFINITIVE NOR EXHAUSTIVE LIST OF ROLES, RESPONSIBILITIES AND INTERACTIONS

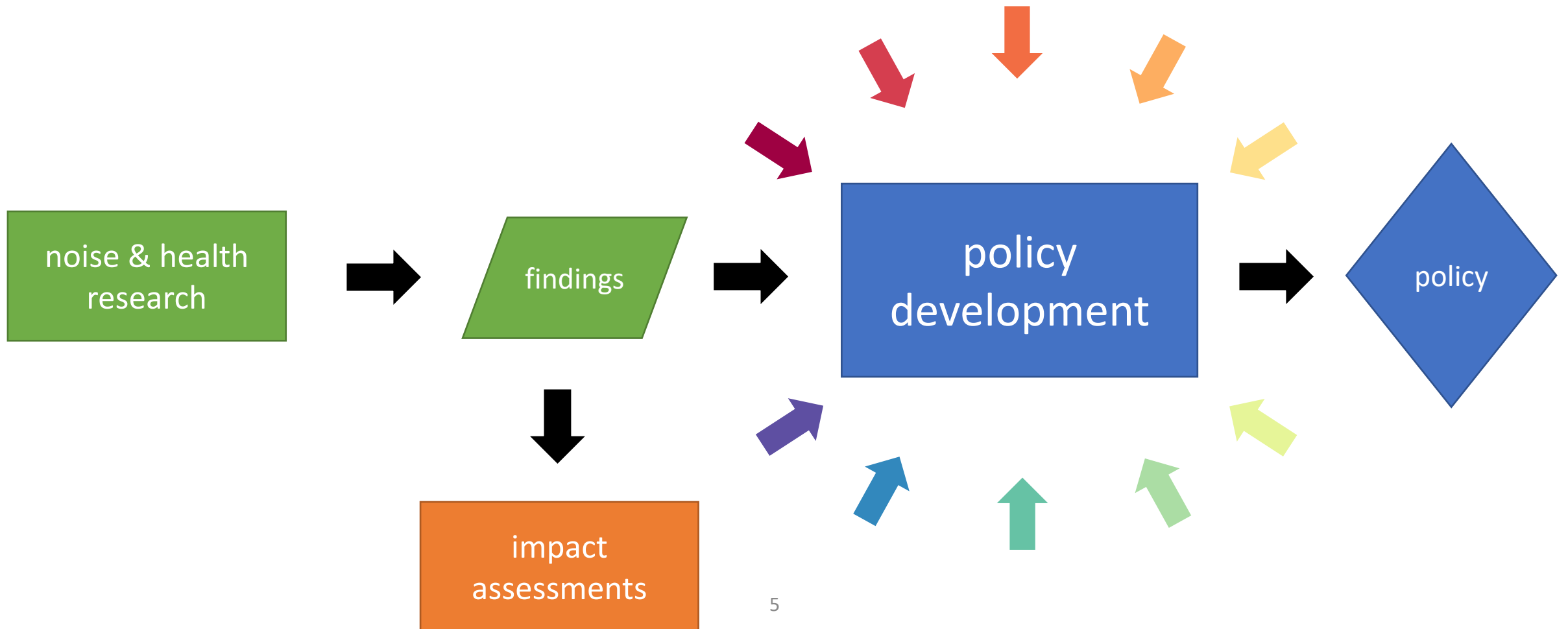
Research coordination

No. 10



Note: Executive agencies, non-departmental public bodies and public corporations listed according to sponsoring government department. Organisations shaded in green are research funding bodies

Translating research into policy and practice



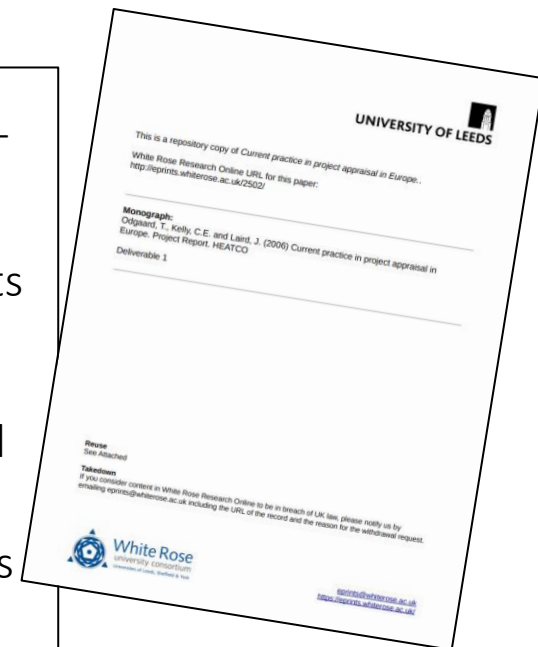
DEVELOPING AREAS OF COMMON INTEREST

- TAG is a world leading model for the appraisal of transport schemes.
- *"WebTAG remains the leading model of open documentation of appraisal guidance and is frequently used as a benchmark by other countries. English practice has gone further than most in extending the use of appraisal beyond its core application to road and rail investment."*
- Evidence that appraisal results strongly affect project selection.
- *"Schemes in the two highest categories (adjusted BCR above 2) are generally approved, while a small number in the 'medium' category (adjusted BCRs between 1.5 and 2.0) might be approved if funding is available. The Department tracks as one of its performance indicators the proportion of expenditure spent on "high" or "very high" value for money schemes. For the past two years, almost 100% of spending was on schemes in the two highest categories."*
- None of the countries examined have very explicit procedures for summing up the monetised and non-monetised elements in the economic appraisal. This is widely left to judgement within the decision process and trade-offs are permitted. With the exception of Germany, there is little formalised basis for the weights used in the trade off.



DfT have made significant improvements to TAG over recent years, addressing wider impacts and closing gaps that existed on residual value and environmental impacts.

- Most countries in Europe also use Multi-Criteria Analysis alongside a CBA.
- This means that effects that are hard to monetise are not assigned a monetary value but are included in an overall project appraisal by assigning non-monetary weights to the individual effects.



The improvements in TAG are welcomed and need to continue....

Further improvement and more robust data may help to provide a more holistic analysis of the total costs and benefits of schemes. Indeed, a model is only as good as the data that can be inputted into it.

These could include:

- Quality of Life metrics (both positive and negative)
- Dose response relationships (e.g., annoyance, sleep disturbance,)
- Non-Acoustic factors
- Effectiveness of mitigation (e.g., insulation, respite, concentration)
- Health impacts (e.g., related to concentration or respite)
- Supplementary metrics (e.g., dynamic noise mapping)
- Improving flexibility to account for local impacts
- Reliance on journey time savings (limited data on freight traffic & difficulty modelling entire logistics chains)
- Economic impacts of night flights (e.g. reduced capacity, flight retiming, shadow impacts of restrictions, impact on resilience and wider economic impacts)

Some could simply require additional guidance to provide clarity and detail to both scheme promoters and local communities about the process or weighting that will be applied by decision makers.

How could the NACF work together to form a consensus view to feed into the DfT future TAG modelling development?