New Zealand – WEBs and value capture	Volterra were commissioned to provide advice to the New Zealand Transport Authority on a) changes to their guidance on static WEBs with fixed land use; b) how to incorporate dynamic WEBs into their guidance; c) how to use value capture approaches to raise funding from transport schemes. We then applied our recommendations to a number of case studies.	Advised on agglomeration, dynamic WEBs and value capture including taxation	Demonstrated the way in which wider benefits that were not being considered in the government guidance could be incorporated, adding to the case for transport projects.
Bond Street public realm improvements	Volterra produced an economic appraisal of a scheme to improve pedestrian links and crossings along Bond Street, as well as reconfiguring of traffic movements. In addition to conventional transport benefits, we produced an estimate of the ambience benefits and resulting land value uplifts.	Ambience benefits, increased land values	We demonstrated that, even applying very conservative assumptions, the case for the scheme was boosted considerably by including land value uplifts.
South Bank public realm	Volterra undertook a study on the economic importance of London's South Bank for the South Bank Employers Group. The report demonstrated the value that the Southbank area generates for London in terms of jobs, residents, visitors/footfall, and GVA contribution.	Public realm benefits	Demonstrated the significant growth potential planned within the area, in terms of the likely future increases to jobs, residents, GVA etc.
GLA accessibility-density analysis	Volterra, working for the Greater London Authority, undertook analysis on the relationship between accessibility and population / employment density. Our findings showed that there is a positive relationship between accessibility and density, and that accessibility is a key factor determining densities in London. We have subsequently updated the analysis over time and have used it to advise the GLA on employment forecasts for London.	Land use changes	Developed a simple tool that can be used to estimate land use changes without having to use a LUTI or SCGE model.
Olympic Growth boroughs	The Growth Boroughs Unit commissioned Volterra to assess the potential growth from future transport infrastructure investment. We used our accessibility-density tool, developed during the work for the GLA described above, to forecast changes in employment and population resulting from the change in accessibility resulting from the proposed investments.	Land use changes	Our work provided an evidence base for the Six Growth Boroughs as to how they should prioritise future transport schemes.