

Crossrail	<p>Volterra has done a considerable amount of work on Crossrail. Projects undertaken include assessing the overall economic impacts of the scheme, as well as potential impacts on local and regional regeneration, earnings, deprivation, crime and health.</p> <p>Volterra were fundamental in getting the DfT and HM Treasury to accept Wider Economic Benefits as part of the case for Crossrail, which completely changed the BCR of the scheme. This subsequently became part of the DfT's guidance on evaluating transport schemes.</p>	Agglomeration, dynamic WEBs, labour force participation, imperfect competition, regeneration	Made a significant contribution to the case for the scheme and subsequent decision by the government to fund it, especially by demonstrating the wider economic benefits of Crossrail.
High Speed 1	Volterra estimated the economic case for High Speed 1, including the introduction of domestic services from 2009. We went beyond the fixed land use assumptions in WebTAG and estimated the additional central London jobs that would be enabled by the capacity freed up at Waterloo International station. We also used statistical analysis to estimate the increase in land values resulting from improved access between Kent and London.	Agglomeration, dynamic WEBs, regeneration, land values	Showed that HS1 would have significant benefits beyond the conventional user impacts such as faster journeys, thus adding to the value for money of the scheme.
DART Underground business case	Volterra produced an updated business case for DART Underground, an underground rail line through the centre of Dublin connecting the Northern and Heuston inter city lines. Benefits included public transport time savings, highway decongestion, safety and emissions.	Agglomeration, dynamic WEBs	The work went further than the previous business case by quantifying and valuing the agglomeration benefits of the scheme, adding to the positive case.
Toronto Metrolinx WEBs	Volterra produced an estimate of the Wider Economic Benefits of improvements to the Metrolinx rail system in Toronto.	Agglomeration, dynamic WEBs	The first time WEBs were applied to a scheme in Canada.