

**ANNEX 2**  
**Best practice Identified and transferred**

<b>Section</b>	<b>Indication of content</b>
<b>1 Title of the best practice</b>	Land Use Transport Interaction (LUTI) modeling
<b>2 Precise theme/issue tackled by the practice</b>	Monitoring, measuring and predicting CO2 emissions and economic impacts
<b>3 Objectives of the best practice</b>	<b>Provide guidance on how to predict the carbon intensity of various schemes (e.g. building new transport infrastructure or land use changes)</b>
<b>4 Location</b>	South Hampshire, UK
<b>5 Detailed description of the best practice</b>	<p>The best practice identified is in the use of Land Use Transport Interaction (LUTI) models to predict the carbon savings of particular schemes or plans.</p> <p>These models have already been developed and have been used to test some large schemes of international significance. However, the environmental effects of many of these schemes are not fully understood; only normally the effects on congestion and the economy are considered.</p> <p>This best practice is in the use of such LUTI models in order to compare the carbon savings from them, which could be replicable to other schemes in different regional and national contexts. This then shows whether there has been GDP growth and carbon intensive transport” and provides a net benefit to those interventions to fund.</p> <p>At our recent workshop in November, best practice in LUTI models was disseminated by David Simmonds (Director of David Simmonds Consultancy) and Prof Marcial Echenique (Professor of Land Use and Transport Studies, University of Cambridge); work that also informed the South Hampshire LUTI pilot study.</p>
<b>6 Evaluation</b>	The models test the impacts of proposed schemes as opposed to measuring impacts of schemes. Carbon savings and economic growth related to prospective schemes are predicted in terms of tones of carbon and pounds of GDP thus enabling the schemes to be evaluated.
<b>7 Lessons learnt from the best practice</b>	Copies of the presentations made at our recent workshop regarding LUTI models are available on the CURE website ( <a href="http://www.port.ac.uk/departments/academic/architecture/CURE/2010/tracit/">http://www.port.ac.uk/departments/academic/architecture/CURE/2010/tracit/</a> ). The best practice guidance resulting from the study will be finalized and disseminated before the stated completion date for this output of September 2011.
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<b>9 Other possible interesting information</b>	
<b>10. Best practice transferred</b>	At our recent workshop in November, best practice in LUTI models was disseminated by David Simmonds and Prof Marcial Echenique (see above). Further best practice will be transferred in the next reporting period. Our grant agreement states that the best practice will be transferred between October 2010 and September 2011, which will include dissemination documentation.