

Annex B

Response to your request: Part 1

“A copy of the guidance provided by the Scottish Government to the project managers for these projects which sets out the methodology used for the monitoring and evaluation of the inclusive growth outcomes delivered by these projects”

The information you have requested is available from the websites below. Under section 25(1) of FOISA, we do not have to give you information which is already reasonably accessible to you. If, however, you do not have internet access to obtain this information from the website(s) listed, then please contact me again and I will send you a paper copy.

The Scottish Government published the most recent Scottish Public Finance Manual in October 2018. Expectations about Public Benefit are laid out in the Major Investment Projects section <https://www.gov.scot/publications/scottish-public-finance-manual/major-investment-projects/major-investment-projects/>

Public Sector Procurement Guidance which provides support and guidance on the use of Public Benefit requirements is contained here; <https://www.gov.scot/policies/public-sector-procurement/community-benefits-in-procurement/>

The Office of the Chief Economic Adviser and the Directorate for Economic Development at the Scottish Government undertake the day to day operation of the Scotland's Centre for Regional Inclusive Growth (SCRIG) website providing access to relevant analytical tools to help stakeholders progress on the development and practical application of inclusive growth policies and action. <http://www.inclusivegrowth.scot/resources/data-and-analysis/2018/06/inclusive-growth-diagnostics/>

The links to Transport Scotland's Scottish Trunk Road Infrastructure Project Evaluation (STRIPE) Final Guidance are: <https://www.transport.gov.scot/media/5613/stripe-guidance-august-2016.pdf>
<https://www.transport.gov.scot/media/5610/stripe-evaluation-toolkit-appendix-a-august-20165.pdf>

The link to Transport Scotland's Guidance for The Evaluation of Rail Projects is: <https://www.transport.gov.scot/media/11093/transport-research-rail-evaluation-rail-evaluation-guidance-2015-version-final-pdf-may-2015.pdf>

Annex C

Sector	Project Name	Inclusive Growth Outcomes and Community Benefits	KPI Targets
Transport	A77 Maybole Bypass	See Annex D	See Annex D
Transport	A737 Dalry Bypass	See Annex D	See Annex D
Transport	A90/A96 Haudagain Junction Improvement	See Annex D	See Annex D
Transport	A90 Aberdeen Western Peripheral Route/Balmedie-Tipperty	See Annex D	See Annex D
Transport	A9 Dualling: Luncarty to Pass of Birnam	See Annex D	See Annex D
Transport	Edinburgh Glasgow Improvement Programme EGIP	<p>Integration: moderate benefit</p> <p>Transport Integration: Integration between heavy rail services and Edinburgh Tram would be significantly enhanced by the new station at Gogar (Edinburgh Airport), together with improvements at Haymarket and new connections at Edinburgh Park.</p> <p>Transport and Land-Use Integration: This intervention would support development at Edinburgh Airport and West Edinburgh in general (via Edinburgh Park). It would also support general development within the city centres of Edinburgh and Glasgow.</p> <p>Policy Integration: The intervention would be consistent with the aims and outcomes set out</p>	<p>There are no specific agreed KPIs at this current time. Rail Projects are monitored through regular meeting cycles with our industry partners to ensure delivery against agreed targets. This monitoring examines both cost, risk and programme. Benefits realisation exercises are undertaken 1 year and 5 years post project delivery against original business case criteria.</p>

Sector	Project Name	Inclusive Growth Outcomes and Community Benefits	KPI Targets
		<p>in Scotland's Railways. It would also support Sustainable Economic Growth. This would also support collaborative efforts by Edinburgh and Glasgow.</p> <p>Accessibility and Social Inclusion: Moderate benefit</p> <p>Community Accessibility: The improvements in journey time between and among Edinburgh, Glasgow, Dunblane and Alloa and the intermediate settlements, in tandem with the provision of new services and additional capacity, would improve access to jobs and other opportunities by rail. In addition, the improvements to services via Shotts and Carstairs would significantly improve the accessibility of intermediate locations in terms of access to jobs and opportunities.</p> <p>Comparative Accessibility: It is unlikely that the distribution of impacts would differ by age, gender, car ownership or income group. The new infrastructure would be fully DDA compliant.</p>	
Transport	Aberdeen to Inverness Rail Improvement Project	<p>Integration: moderate benefit</p> <p>Transport Integration: This measure builds on the existing heavy rail network in the north of Scotland through the addition of a station at Dalcross and through improvements to service frequency and journey time savings. The creating of a new station with Park-and-Ride facilities is anticipated to have a positive impact with regard to promotion of sustainable modes of transport, and integration between road and rail.</p>	<p>There are no specific agreed KPIs at this current time. Rail Projects are monitored through regular meeting cycles with our industry partners to ensure delivery against agreed targets. This monitoring examines both cost, risk and programme. Benefits realisation exercises are undertaken 1 year and 5 years post project delivery against original business case criteria.</p>

Sector	Project Name	Inclusive Growth Outcomes and Community Benefits	KPI Targets
		<p>Transport Land-Use Integration: The Inverness Local Plan (Highland Council, March 2006) proposes focusing economic development in and around Inverness Airport, with the development of a business park, freight village and transport interchange. This intervention to develop a new station at Dalcross ties in with these local development plans.</p> <p>Policy Integration: It is anticipated that there would be improved access for Inverness and Nairn residents to the more specialised health services and facilities in Aberdeen. The development of Park-&-Ride facilities and improved rail services would encourage modal shift and would assist in achieving a healthy and inclusive society. It is anticipated that the new station at Dalcross would be compliant with the Disability Discrimination Act.</p> <p>Accessibility and Social Inclusion: Moderate benefit</p> <p>Community Accessibility: This intervention would have a positive impact on community accessibility as it improves public transport network coverage and promotes non-motorised trips to access local services.</p> <p>Comparative Accessibility: Improved access to Aberdeen may be beneficial in terms of access to the more specialised health services and facilities not found in Inverness. Improvements in sustainable forms of transport are anticipated to promote social inclusion and improved access for the mobility and visually impaired,</p>	

Sector	Project Name	Inclusive Growth Outcomes and Community Benefits	KPI Targets
		youth and elderly. This intervention may open up employment opportunities for the socially deprived areas in Nairn and central Inverness.	
Transport	Shotts Electrification <i>and</i> Stirling Dunblane Alloa Rail Electrification (SDA)	<p>Integration: Minor benefit Transport Integration: Integration between rail services for some longer distance services may improve as it would be possible to run through services between routes that currently operate using different types of rolling stock.</p> <p>Transport and Land-Use Integration: This intervention would provide more efficient rail links to support employment development with benefits to transport and land-use integration.</p> <p>Policy Integration: There would be a positive impact on congestion from reduced car use and emissions. There would be a positive impact on accessibility and social inclusion. This intervention is in line with the policies set out in Scotland's Railways.</p> <p>Accessibility and Social Inclusion: Minor benefit Community Accessibility: Accessibility would be improved through the possibility of running through services with electric traction that are not currently possible with the current mixture of rolling stock. There are benefits for social inclusion through improved access to jobs by reducing journey times</p> <p>Comparative Accessibility: This intervention would have a positive impact on improving accessibility and social inclusion throughout Scotland.</p>	<p>There are no specific agreed KPIs at this current time. Rail Projects are monitored through regular meeting cycles with our industry partners to ensure delivery against agreed targets. This monitoring examines both cost, risk and programme. Benefits realisation exercises are undertaken 1 year and 5 years post project delivery against original business case criteria.</p>

Sector	Project Name	Inclusive Growth Outcomes and Community Benefits	KPI Targets
Transport	Highland Main Line Phase 2	<p>Integration: Minor benefit Transport Integration: This intervention would result in an upgrading of the existing rail infrastructure thereby improving the integration of the transport system.</p> <p>Transport Land-use integration: Transport improvements are expected to have a positive impact on land use integration as the proposed development is largely constrained to the rail line corridor between Perth and Inverness providing an enhanced service on the corridor, which by its nature is well integrated with existing communities along the length of the route. This would improve connectivity between important growth areas around Inverness and Perth, and on to the Central Belt, which is of key importance.</p> <p>Policy Integration: The measures within this intervention are consistent with the policies set out in Scotland's Railways. While it would improve travel for those for whom the car is not an option, it would not have a significant impact on policies related to disability, health, rural affairs or social inclusion.</p> <p>Accessibility and Social Inclusion: Moderate benefit Community Accessibility: Improvements to community accessibility in terms of promoting non-motorised trips to local services would be as a result of reduced journey times and improved service frequency on the Inverness – Perth corridor improving access to jobs, training, health services, shopping and other locally</p>	<p>There are no specific agreed KPIs at this current time. Rail Projects are monitored through regular meeting cycles with our industry partners to ensure delivery against agreed targets. This monitoring examines both cost, risk and programme. Benefits realisation exercises are undertaken 1 year and 5 years post project delivery against original business case criteria.</p>

Sector	Project Name	Inclusive Growth Outcomes and Community Benefits	KPI Targets
		<p>significant trips. This intervention would not improve public transport network coverage as the proposed development is constrained to the existing rail corridor.</p> <p>Comparative Accessibility: It is expected that improvements to frequency and travel times between Inverness and Perth would be inclusive to all groups.</p>	
Transport	CMAL - Two new 100 metre ferries	CMAL is responsible for the procurement of vessels for use on the lifeline network, including preparing the relevant business cases where required – Scottish Government does not hold this information	CMAL is responsible for the procurement of vessels for use on the lifeline network, including preparing the relevant business cases where required – Scottish Government does not hold this information
Schools	Dunoon Primary School	<p>Economic Growth and the importance of good quality schools to help achieve sustainable economic growth is embedded within the School's Estate Strategy: <i>Building Better Schools</i>.</p> <p>The principles and objectives of the School's Estate Strategy helped inform the basis of the projects within the Scotland's Schools for the Future Programme.</p> <p>The programme also collects data, received from local authorities on the economic/community benefits that each project has delivered. This data is collected once information is fully finalised after the construction of the project is complete. To date the programme has achieved the following in terms of economic/community benefits:</p>	<p>Each authority, will determine their own economic and community benefits that they want to achieve from the project.</p> <p>The programme, requests information on the following categories:</p> <ul style="list-style-type: none"> • Subcontract work awarded to local SMEs within 50 miles; • Subcontract work awarded to local SMEs within Council boundary; • Subcontract work awarded to National SMEs within Scotland; • New job created within 50 miles; • New jobs created to local SMEs; • Work placements (14-19 years0; • Work placements (College/University Students); • Visits to site by pupils; • Graduate Recruitment;

Sector	Project Name	Inclusive Growth Outcomes and Community Benefits	KPI Targets
		<ul style="list-style-type: none"> • Over £1.3bn of work has been awarded to SMEs; • 935 new jobs created to SMEs; • Over 7,000 work placements delivered; • 22,750 site visits carried out; • 100 graduate recruitment opportunities filled; 1,034 apprentices/trainees supported. <p>Dunoon specific:</p> <ul style="list-style-type: none"> • Subcontract work awarded to local SMEs within 50 miles-£1.3m; • Subcontract work awarded to National SMEs within Scotland - £3.5m; • New job created within 50 miles - 4; • New jobs created to local SMEs - 6; • Visits to site by pupils - 21; • Apprentices/Trainees supported through the project - 3 	Apprentices/Trainees supported through the project
Schools	Inverness High School	Project not yet operational so finalised economic growth outcomes not known.	Programme economic growth targets as above
Schools	Bertha Park High	Project not yet operational so finalised economic growth outcomes not known.	Programme economic growth targets as above
Schools	Barony Campus	Project not yet operational so finalised economic growth outcomes not known.	Programme economic growth targets as above
Schools	Inverurie Community Campus	Project not yet operational so finalised economic growth outcomes not known.	Programme economic growth targets as above

Sector	Project Name	Inclusive Growth Outcomes and Community Benefits	KPI Targets
Schools	Hayshead Primary School	Project not yet operational so finalised economic growth outcomes not known.	Programme economic growth targets as above
Schools	Ladyloan	Project recently operational, with economic/community benefits still being finalised.	Programme economic growth targets as above
Schools	Muirfield	Project recently operational, with economic/community benefits still being finalised.	Programme economic growth targets as above
Schools	Tullibody South	Project not yet operational so finalised economic growth outcomes not known.	Programme economic growth targets as above
Schools	Wallyford	<p>Wallyford specific:</p> <ul style="list-style-type: none"> • Subcontract work awarded to local SMEs within 50 miles-£7.36m; • Subcontract work awarded to local SMEs within Council boundary- £0.02m; • Subcontract work awarded to National SMEs within Scotland – £12.9m; • New job created within 50 miles - 2; • New jobs created to local SMEs - 1; • Work placements (14-19 years) – 67; • Work placements (College/University Students) - 111; • Visits to site by pupils - 131; • Graduate Recruitment - 1; <p>Apprentices/Trainees supported through the project – 17</p>	Programme economic growth targets as above
Schools	Queensferry High	Project not yet operational so finalised economic growth outcomes not known.	Programme economic growth targets as above

Sector	Project Name	Inclusive Growth Outcomes and Community Benefits	KPI Targets
Schools	Blairdardie	Project recently operational, with economic/community benefits still being finalised.	Programme economic growth targets as above
Schools	Carntyne	<ul style="list-style-type: none"> • Carntyne specific: • Subcontract work awarded to local SMEs within 50 miles – 80% contract value opportunities made to SMEs, 30% opportunities awards; • Subcontract work awarded to local SMEs within Council boundary - 80% contract value opportunities made to SMEs, 30% opportunities awards; • Subcontract work awarded to National SMEs within Scotland - 80% contract value opportunities made to SMEs, 30% opportunities awards; • New jobs created to local SMEs - 4; • Work placements – 25 days • Visits to site by pupils - 4; • Apprentices/Trainees supported through the project – 3 	Programme economic growth targets as above
Schools	Alness	Project not yet operational so finalised economic growth outcomes not known.	Programme economic growth targets as above
Schools	Lossiemouth High School	Project not yet operational so finalised economic growth outcomes not known.	Programme economic growth targets as above
Schools	Cumbernauld Academy	Project not yet operational so finalised economic growth outcomes not known.	Programme economic growth targets as above

Sector	Project Name	Inclusive Growth Outcomes and Community Benefits	KPI Targets
Schools	Queen Margaret Academy	Project not yet operational so finalised economic growth outcomes not known.	Programme economic growth targets as above
Schools	Underbank	Project recently operational, with economic/community benefits still being finalised.	Programme economic growth targets as above
Schools	Elsrickle	Project not yet operational so finalised economic growth outcomes not known.	Programme economic growth targets as above
Schools	Jedburgh	Project not yet operational so finalised economic growth outcomes not known.	Programme economic growth targets as above
Schools	Sighthill Campus	Project not yet operational so finalised economic growth outcomes not known.	Programme economic growth targets as above
Schools	Merkinch Primary School	Project not yet operational so finalised economic growth outcomes not known.	Programme economic growth targets as above
Further Education / Higher Education	Fife College (Dunfermline Campus)	Scottish Government does not hold this information	Scottish Government does not hold this information
Further Education / Higher Education	Forth Valley College (Falkirk Campus)	Scottish Government does not hold this information	Scottish Government does not hold this information
Justice	HMP Highland	The Scottish Prison Service does not have any specific inclusive growth outcomes and KPIs that will be delivered and measured against each of the 4 projects. See Annex F for more information Scottish Government does not hold this information	The Scottish Prison Service does not have any specific inclusive growth outcomes and KPIs that will be delivered and measured against each of the 4 projects. See Annex F for more information Scottish Government does not hold this information

Sector	Project Name	Inclusive Growth Outcomes and Community Benefits	KPI Targets
Justice	HMP Glasgow	<p>The Scottish Prison Service does not have any specific inclusive growth outcomes and KPIs that will be delivered and measured against each of the 4 projects. See Annex F for more information</p> <p>Scottish Government does not hold this information</p>	<p>The Scottish Prison Service does not have any specific inclusive growth outcomes and KPIs that will be delivered and measured against each of the 4 projects. See Annex F for more information</p> <p>Scottish Government does not hold this information</p>
Justice	National Facility for Women Offenders	<p>The Scottish Prison Service does not have any specific inclusive growth outcomes and KPIs that will be delivered and measured against each of the 4 projects. See Annex F for more information</p> <p>Scottish Government does not hold this information</p>	<p>The Scottish Prison Service does not have any specific inclusive growth outcomes and KPIs that will be delivered and measured against each of the 4 projects. See Annex F for more information</p> <p>Scottish Government does not hold this information</p>
Justice	HMP Greenock (R)	<p>The Scottish Prison Service does not have any specific inclusive growth outcomes and KPIs that will be delivered and measured against each of the 4 projects. See Annex F for more information</p> <p>Scottish Government does not hold this information</p>	<p>The Scottish Prison Service does not have any specific inclusive growth outcomes and KPIs that will be delivered and measured against each of the 4 projects. See Annex F for more information</p> <p>Scottish Government does not hold this information</p>
Justice	Inverness Justice Centre	<ol style="list-style-type: none"> 1. To improve the experience of all jurors at all stages through the Inverness court system 2. Improved integration of partner agencies in delivering justice services in Inverness 3. Single reception desk 4. Fully address all protected characteristics under equality legislation 5. Improved working with young adults with mental health/dependancy issues 	<ol style="list-style-type: none"> 1. No financial measure 2. Reduced travel times and number of visits to access justice services. Reduction in re-offending rates 3. Establish a single point of contact for all users of and visitors to the centre 4. No costs for manned guarding 5. No financial measure 6. No financial measure

Sector	Project Name	Inclusive Growth Outcomes and Community Benefits	KPI Targets
		<ul style="list-style-type: none"> 6. Improved response to incidents of domestic abuse 7. Immediate impact of community based statutory orders. 8. Drug Testing and Treatment Orders (DTTO) could be actioned immediately after sentencing. 	<ul style="list-style-type: none"> 7. No financial measure 8. No Financial Measure

Annex E

A77 Maybole Bypass - info taken from A77 Maybole Transport Study STAG Part 1 Appraisal Dated April 2006

Proposal Details : Option Six – North Western Bypass			
Name and address of authority or organisation promoting the proposal: (Also provide name of any subsidiary organisations also involved in promoting the proposal)		Scottish Executive, Enterprise, Transport & Lifelong Learning Department, Trunk Roads – Design and Construction Division, Victoria Quay, Edinburgh EH6 6QQ Subsidiary Organisation - Atkins Highways and Transportation	
Proposal Name:	A77 at Maybole – Option Six: North Western Bypass	Name of Planner:	Scottish Executive
Proposal Description:	Appraisal and design of a North Western bypass on the A77 at Maybole, thereby offering the following improvements: <ul style="list-style-type: none"> • Potential safety improvements; • Environmental improvements; • Reduction in localised congestion; • Improved operational performance; • Improved journey time reliability 	Estimated Total Public Sector Funding Requirement:	Capital costs/grant £14,000,000
			Annual revenue support Not determined
			Present Value of Cost to Govt. Not determined
Funding Sought From: (if applicable)	Not applicable at this stage of the appraisal.	Amount of Application:	Sum N/A

Background Information: Option Six – North Western Bypass	
Geographic Context:	The area covered in the proposal centres on the existing A77 Trunk Road at Maybole, which is approximately 12km south of Ayr. The road runs in a south westerly direction through the centre of the town which has a population of approximately 4,500 people. The surrounding area is primarily undulating lowlands and foothills and is given over to arable land and rough grazing. The existing A77 route tends to follow the contours of the surrounding landscape.
Social Context:	The scheme proposal would provide a bypass for the existing town and be designed to direct traffic away from the town centre. At present the town experiences problems relating to pollution, road safety and severance due to the high levels of traffic (especially HGVs) travelling to and from the ferry ports of Stranraer and Cairnryan.
Economic Context:	The main economic objectives are to improve localised congestion and shorten existing unpredictable journey times for traffic travelling to and from the ferry ports of Stranraer and Cairnryan. At present the localised congestion in Maybole has a detrimental effect on long distance and local traffic, and produces road safety and environmental concerns. This section of the A77 is the primary route from central Scotland and the north to the ferry ports of Stranraer and Cairnryan and access to Ireland and as such the A77 is one of the key economic drivers for south west Scotland's economy and caters for a large percentage of port related traffic.

Planning Objectives: Option Six – North Western Bypass	
Objective:	Performance against planning objective:
Key Policy Objective 1: To Improve the Operational Performance on the A77 Reduction in existing traffic congestion and therefore driver stress and improvement in levels of road safety.	Key Policy Objective 1: To Improve the Operational Performance on the A77 The proposal will improve the operational performance of the route by introducing overtaking facilities and dispersing the formation of traffic related platoons, primarily travelling northbound from the ports of Stranraer and Cairnryan.
Key Policy Objective 2: Reducing the Accident Risks on the A77 Trunk Road Designed to reduce the conflict between vehicles and cyclists and pedestrians.	Key Policy Objective 2: Reducing the Accident Risks on the A77 Trunk Road The proposal will significantly decrease the number of vehicles passing through Maybole Town centre, which will decrease the risk of accidents in Maybole Town Centre. In addition accident risk on the new bypass will be minimal.
Key Policy Objective 3: Reducing the Environmental Impact of the A77 Designed to reduce the environmental impact of the vehicles passing along the A77 and cyclists and pedestrians.	Key Policy Objective 3: Reducing the Environmental Impact of the A77 The bypass would be designed to reduce the environmental impact of the vehicles passing along the A77 and cyclists and pedestrians.
Key Policy Objective 4: To Incorporate Measures for Non-Motorised Users Designs to improve facilities for non motorised users including pedestrians and cyclists.	Key Policy Objective 4: To Incorporate Measures for Non-Motorised Users The transfer of trips onto the bypass will provide an improved situation for non-motorised users in Maybole town centre.
Key Policy Objective 5: Increased Number of Overtaking Opportunities on Trunk Roads Designed to reduce the conflict between long distance and locally based traffic on Scottish Trunk Roads.	Key Policy Objective 5: Increased Number of Overtaking Opportunities on Trunk Roads The proposal will increase the number of overtaking opportunities on this section of the A77 Trunk Road. At present the only sections of climbing lane are located to the north of Ballantrae. This will ease the conflict between long distance and local traffic movements.

<p>SAC's Key Policy Objective 1: Access to Markets SAC will ensure that particular emphasis will be placed on good accessibility to local, national and international markets</p>	<p>SAC's Key Policy Objective 1: Access to Markets The scheme will enhance accessibility to local and national markets by shortening journey times and eliminating localised delays.</p>
<p>SAC's Key Policy Objective 2: Development of Strategic Road Network Develop the strategic and local transport networks, through evaluation and appraisal, to optimise their efficiency, taking into account the environment and economic impacts.</p>	<p>SAC's Key Policy Objective 2: Development of Strategic Road Network This proposal has been identified through an assessment process.</p>
<p>SAC's Key Policy Objective 3: Upgrading of A77 Trunk Road To work with the Scottish Executive to implement an early start to upgrading the A77.</p>	<p>SAC's Key Policy Objective 3: Upgrading of A77 Trunk Road This scheme will significantly enhance the A77 Trunk Road.</p>

Implementability Appraisal: Option Six – North Western Bypass	
Technical:	The proposal involves the construction of a S2 (Single Carriageway) layout in combination with a WS2 (Wide Single lane Carriageway) which would follow the outer built up limits of Maybole running from the A77 in the south west around the north western side of the town and rejoining the A77 north of Smithston Bridge running for a distance of approximately 5.0km. The existing topography may provide a number of engineering challenges to construction.
Operational:	No factors are foreseen at this stage of the planning process which might adversely affect the ability to operate the proposal over its projected life without major additional costs.
Financial:	The scheme is likely to be funded by the Scottish Executive.
Public:	A Public Questionnaire was undertaken as part of the STAG Analysis and also previous design bypass options are well known in the community therefore the General Public are aware of the proposal.

Government's Objectives for Transport: Option Six – North Western Bypass		
Objective	Assessment Summary	Supporting Information
Environment:	Improvements to local environment Small benefit	The proposal would lead to a significant improvement to the CO ₂ other pollutant emissions and to water and air quality due to improvements to the local environment which will accrue through a reduction in heavy traffic in the town centre causing reduction in noise and vibration. However, the proposed bypass will have an environmental impact with increased CO ₂ other pollutant emissions and possible impact on the water and air quality. However, overall the environment impact in general is likely to be reduced.
Safety:	Safety and security benefits for Motorists and cyclists Medium benefit	The provision of a bypass at this location will remove a significant level of traffic out of Maybole Town Centre potentially making the town centre a much safer environment. The route of the bypass also bypasses the Smithson Bridge which has a history of major accidents making the A77 a safer route. In addition the provision of a bypass will provide overtaking opportunities and potentially reduce the risk of frustrated drivers undertaking poor opportunistic overtaking manoeuvres.
Economy:	Benefit to local economy Small benefit	The proposal will offer potentially reduced and improved reliability of the journey times for local and national traffic alike, especially during peak activity which generally coincides with the platoons of traffic from the ferries at the local ports of Stranraer and Cairnryan throughout the day passing through Maybole. The local economy will also benefit from the prospect of enhanced reliability of travel times on the A77 Trunk Road. Businesses in Maybole would also benefit from the improved atmosphere and improved safety due to the reduction in traffic in the town centre.
Integration:	Integration between transport services Small benefit	The bypass will allow quicker coach journeys between Glasgow and Stranraer and free up road space in Maybole to allow improved bus services.

Accessibility & Social Inclusion:	Improved accessibility in the study area Small benefit	The proposal will provide enhanced accessibility for motorists on the A77 route, especially considering local traffic travelling between Stranraer and Ayr. This improvement will reduce and improve the reliability of the journey times and will help bring communities together thereby reducing exclusion.
Rationale for Selection or Rejection of Proposal:	This option is being selected for Part 2 appraisal because it meets the key policy objectives and will address the problem of traffic congestion on the A77 in Maybole Town Centre.	

A737 Dalry Bypass

https://www.transport.gov.scot/media/9812/a737dalrystag-part2detailedprojectappraisal_0.pdf

Section 7.3.1 – 7.3.5 Planning Objective 1 – 5

Section 7.6.1.3

Section 7.7.2.2

Table 7.7.2

<https://www.transport.gov.scot/media/9796/a737dalrystag-appendixc-part1appraisalsummarytables.pdf>

Option 6

<https://www.transport.gov.scot/media/9796/a737dalrystag-appendixc-part1appraisalsummarytables.pdf>

A96(T)/A90(T) Haudagain Improvement

https://www.nestrans.org.uk/wp-content/uploads/2017/02/69840-Haudagain-STAG_July-08.pdf

Section 4.2 Transport Planning Objectives

Section 4.4 Safety

Section 4.5 Economy

Section 4.6 Integration

Section 4.7 Accessibility and Social Inclusion

https://www.nestrans.org.uk/wp-content/uploads/2017/02/Appendix_D_1.pdf

https://www.nestrans.org.uk/wp-content/uploads/2017/02/Appendix_E_1.pdf

https://www.nestrans.org.uk/wp-content/uploads/2017/02/Appendix_F_1.pdf

https://www.nestrans.org.uk/wp-content/uploads/2017/02/Appendix_I.pdf

AWPR - info taken from Aberdeen Western Peripheral Route: Balmedie – Tipperty OBC Dated November 2012

3.3.3 The objectives developed at that time for the AWPR, which remain the current AWPR project objectives, are summarised below, and indicate which of the Government's five criteria the individual objectives are anticipated to address:

- Improve access to and around Aberdeen to improve transport efficiency and support the industrial areas in the City and the area to the north and west of Aberdeen (Economy and Employment);
- Provide traffic relief (including the removal of long distance heavy goods vehicle traffic) on the existing congested A90 route through and to the south of Aberdeen (Environment and Accessibility);
- Reduce traffic on urban radial routes reducing noise and air pollution and creating opportunities for pedestrianisation in the City Centre (Environment and Accessibility);
- Provide access to existing and planned park and ride and rail facilities around the outskirts of the City encouraging modal shift (Integration);
- Increase opportunities to maximise bus lanes and other public transport priority measures (Integration); and
- Improve road safety over a wide area through the reduction of traffic on local roads (Safety).

3.3.4 The contribution of the AWPR to the Scottish Government's objectives is anticipated to occur by the extent to which the AWPR performs effectively against the project objectives, which directly relate to the Government's objectives. The assessment of the predicted effectiveness of the AWPR against each of these objectives is documented within the Aberdeen Western Peripheral Route Interim STAG Report, published in 2008, which can be found at:

<https://www.transport.gov.scot/media/9501/interim-stag-report.pdf>

3.3.5 Key findings documented within the Interim STAG Report of project performance against the project objectives include:

- The AWPR will improve transport efficiency in three ways: i) it will reduce volumes of traffic on existing routes, typically by between 10% and 20% of volumes that would otherwise occur, for links considered; ii) it will provide reductions in journey times, typically of between 20% and 40% of journey times that would otherwise occur, for journeys considered; and iii) it will provide improved journey time reliability over time, where the percentage increase in journey times over time with the AWPR in place is approximately one-third of the percentage increase in journey times that would otherwise occur;
- The AWPR will provide traffic relief through the reduction in total volumes of traffic on existing routes as referred to above, together with

specific reductions in HGV volumes of traffic of between 20% and 40% of the HGV volumes that would otherwise occur;

- The AWPR will reduce traffic on radial routes through the reduction in total volumes of traffic on existing routes as referred to above, and in total it is forecast that the total annual average daily traffic volumes entering Aberdeen's air quality management zone will reduce by 6% compared to the volumes that would otherwise occur. Across the whole of the study area approximately 1,600 fewer people are expected to be annoyed by noise than would otherwise have occurred, and air quality is expected to improve for over 75,000 properties and deteriorate for fewer than 20,000 properties, with the number of exceedences of National air quality objectives and EU limit values expected to reduce as a consequence of the scheme. The reduction of traffic within the city centre provides the opportunity to consider further pedestrianisation measures;

- The AWPR will facilitate access to existing or proposed park and ride sites at Schoolhill (A90 South), Kingswells (A944), Dyce (A96), Goval (A947) and Exhibition Centre (A90 North), thus encouraging modal shift;

- The AWPR will facilitate bus lanes and other public transport measures by the reduction in traffic volumes as referred to above, thus providing the opportunity to consider alternative uses of available road space. In addition, the journey time reductions experienced on existing routes by general traffic will also provide benefits for public transport; and

- The reduction in traffic volumes on existing routes is predicted to result in fewer accidents than would otherwise occur, typically of the order per annum of: 1 fewer fatal accident; 9 fewer serious accidents; and 72 fewer slight accidents.

3.3.6 In addition to the findings documented in the Interim STAG Report of project performance against the project objectives, further findings of project performance against the Government's objectives include:

- A range of environmental effects across all environmental criteria, some of which are capable of effective mitigation and others of which result in adverse residual impacts;

- Significant transport economic benefits, which result in a Benefit to Cost ratio appreciably in excess of 1.0, indicating that the scheme provides good value for money;

- Significant wider economic benefits, estimated as some £6.3bn over a 30 year assessment period, with additional employment of some 14,000 over the 30 year assessment period;

- Effective integration with transport, land use and wider policy objectives; and

- Wider area benefits in accessibility and social inclusion which must be weighed against individual local disbenefits in the immediate vicinity of the proposed scheme.

3.3.8 Following the Ministerial Announcement in June 2005 to progress the scheme a Project Restart workshop was held. A review of the original scheme objectives was undertaken as part of that workshop. The updated objectives reflect both current Government transport objectives and also those generated by the STAG evaluation process. The revised scheme objectives are as follows:

- To improve strategic and local accessibility on the A90 route corridor between Balmedie and Tippetry for all types of road users (Accessibility);
- To improve the movement of traffic on the A90 between Balmedie and Tippetry in order to aid economic prosperity and development in the north east of Scotland (Economy);
- To improve road safety on the A90 between Balmedie and Tippetry (Safety);
- To minimise intrusion of the new works on the natural environment, cultural heritage and people and to enhance the local environment where opportunities arise (Environment); and
- To facilitate integration along the A90 corridor by providing opportunities for more reliable public transport (Integration).

Contribution to the Scottish Government's Objectives (Balmedie - Tippetry)

3.3.9 The contribution of B-T to the Scottish Government's objectives is anticipated to occur by the extent to which B-T performs effectively against the project objectives, which directly relate to the Government's objectives. The assessment of the predicted effectiveness of B-T against each of these objectives is documented within section 2.4.6 of the Environmental Statement. Table 2.2 of the same document summarises this predicted effectiveness as follows:

- Accessibility: new road will benefit strategic traffic by providing overtaking opportunities. Local traffic will benefit from reduced traffic volumes on existing retained roads;
- Economy: new road will be more effective in supporting longer distance movements;
- Safety: new road is expected to provide safety benefits compared to existing road;
- Environment: selected sub-option considered to have less adverse environmental effects than other options considered; and
- Integration: new road is expected to improve reliability of public transport.

3.8.3 The monitoring proposals developed in respect of each project objective are summarised below:

- The effectiveness of the scheme in meeting transport efficiency objectives will be monitored by reviewing performance against each of the measures where predicted changes have been referred to in identifying the expected performance of the scheme. This will include: assessing traffic reduction performance at the key locations on a six-monthly basis; assessing journey time reduction performance on a six-monthly basis; and assessing journey time reliability on a six-monthly basis;
- The effectiveness of the scheme in meeting traffic relief objectives on the existing A90 will be monitored for all vehicles by means of the traffic reduction monitoring proposals described above. This process will also capture data relating to heavy goods vehicles to enable that aspect to also be assessed;
- The effectiveness of the scheme in meeting the objective of reducing radial route traffic volumes, delivering noise and air quality improvements and supporting pedestrianisation within the city centre will

be monitored by reviewing performance against each of the areas that have been referred to in identifying the expected performance of the scheme. This will include: assessing traffic relief performance on urban radial routes by means of the traffic reduction monitoring proposals described above; assessing noise reductions by conducting an updated baseline study pre scheme completion and conducting post completion studies of actual outcomes on an annual basis. These studies are separate from the noise assessments required in accordance with the Noise Insulation (Scotland) Regulations 1975; assessing air pollution reductions by conducting an updated baseline study pre scheme completion and conducting post completion studies of actual outcomes on an annual basis; and assessing whether opportunities for pedestrianisation have been created by maintaining on-going consultation with Aberdeen City Council on this issue;

- The effectiveness of the scheme in meeting the objective of providing access to park and ride sites and encouraging modal shift will be monitored by reviewing the specific objective criteria as follows: assessment of access to existing and planned park and ride facilities will be considered by maintaining on-going consultation with Aberdeen City and Aberdeenshire Council on this issue; and assessment of modal shift will be undertaken by conducting pre scheme completion surveys of park and ride usage of existing sites and conducting post scheme completion surveys to identify changes in levels of usage. Performance of new park and ride sites brought into use following scheme completion will also be assessed and compared against the levels of usage that could be expected from sites at such locations in the absence of the scheme;

- The effectiveness of the scheme in meeting the objective of increasing opportunities to maximise bus lanes and other public transport priority measures will be monitored by reviewing the specific objective criteria. This will include: assessing journey time reduction performance for buses on a six-monthly basis; and assessing opportunities to maximise bus lanes and other transport priority measures by maintaining on-going consultation with Nestrans and Aberdeen City and Aberdeenshire Councils on this issue;

- The effectiveness of the scheme in meeting objective of improving road safety will be monitored by undertaking analysis of accident statistics comparing a three year period pre-completion with a three year period post-completion. This analysis will also identify any other measures introduced which may have had positive or negative implications for safety performance in order to enable the change specifically associated with the scheme to be identified.

3.8.4 Evaluation proposals developed for the scheme include:

- Process Evaluation (i.e. Post Evaluation Review) – considers how well the project has been implemented. This will take the form of structured interviews with key stakeholders leading to preparation of a formal report on scheme delivery. These interviews will be conducted after one year's monitoring has been completed and reported, to enable the stakeholders to provide input in relation to measured performance of the scheme.

- Outcome Evaluation (i.e. Post Implementation Review) – considers how effective the scheme has been in meeting its stated objectives. The Outcome Evaluation will take the form of a report covering the cumulative findings of all the monitoring work undertaken in respect of the scheme. This evaluation will be conducted following completion of three years of monitoring activities.

A9 Dualling : Luncarty to Pass of Birnam

<https://www.transport.gov.scot/media/6727/a9-dualling-programme-case-for-investment-main-report-september-2016.pdf>

Section 3.2 Expectations, Gaps & Shortfalls

Section 5 The Travel Impacts of Dualling the A9

Section 6 Programme Appraisal – Economy

Section 7 Programme Appraisal – Safety

Section 9 Programme Appraisal – Integration

Section 10 Programme Appraisal – Accessibility & Social Inclusion

Section 11 Programme Appraisal – Transport Planning Objectives

Annex F

Scottish Prison Service provided the following information with regard to their four projects:

What could possibly be classed “inclusive growth outcomes” and “KPIs Targets” will be primarily during the construction stage (with a certain amount of ongoing maintenance that will contribute potentially to the local and inclusive economy on an ongoing basis).

From a procurement perspective, our primary driver for this would be the Sustainable Outcomes proposals that SPS is seeking on the Women’s Estate and will expect to do similar on future infrastructure projects. This is underpinned by legislation- in particular the Sustainable Procurement Duty set out in the Procurement Reform (Scotland) Act 2014.

The approach is, however, It’s wide-ranging and covering lots of potential outcome areas. We cannot realistically project the outcomes at the outset as these are not prescribed in our approach – rather we will assess the merit of proposals when we receive them.

All four projects will follow a similar pattern of asking the bidders to respond to a set of requirements that are along the lines of (as per this extract from HMP Highland’s draft pre-qualification document):

9.0 Sustainable Procurement Duty

- 9.1 The [Procurement Reform \(Scotland\) Act 2014](#) builds on the work of sustainable public procurement in order to maximise the social, environmental and economic benefits through effective and efficient procurement activity. Section 9 of the Act (the ‘[Sustainable Procurement Duty](#)’ (SPD)) encompasses these elements and a key objective of this Contract is embrace the SPD to promote jobs and growth, encourage innovation, boost training and apprenticeship opportunities and helping small and medium enterprises (SMEs), third sector organisations and supported businesses.
- 9.2 The SPS is committed to ensuring that the Contractor and its sub-contractors and key suppliers consider their Corporate Social Responsibility and sustainability factors such as economic, social and environmental wellbeing in the performance of any goods/works/services. This will apply particularly to the composition of the supply chain and procurement of materials by the Contractor for this Contract.
- 9.3 The SPS aims to minimise any adverse impacts that construction has on the environment and society. SPS seeks this through the design process, material selection, construction techniques, and operational methods. All organisations appointed to work on behalf of SPS are required to work in accordance with these principles.
- 9.4 This Contract will support Scotland’s relevant [National Outcomes](#) and SPS’s objectives to deliver low carbon developments and sustainable communities. The Contractor will be required to minimise carbon emissions arising from the project development and to agree relevant KPIs through the design and build Contract.

- 9.5 Bidders will be requested to consider how, in the delivery of the proposed contract or otherwise in its general operation, the objectives of the SPD could be supported. It is not envisaged that SPS will prescribe their expectations (except for Supported Businesses) but they will encourage bidders to consider inter alia the following areas in their proposal:

(a) Supply Chain

Engagement of Small and Medium Sized Enterprises

Bidders will be required to identify where it intends to utilise SMEs within its supply chain including the envisaged nature, role and scale (value) of the SME's involvement.

Supported Businesses

Bidders will be required to include the involvement of supported businesses (<http://base-uk.org>) in the design and construction of HMP Highland. It is envisaged that the SPS will require the engagement of **at least three** supported business in an appropriate capacity, as part of the bidder's delivery of the Contract.

Social Enterprise

Bidders shall consider the involvement of social enterprises (www.socialenterprisescotland.org.uk) in the delivery of this Contract. The SPS envisage that bidders will fully consider the engagement of social enterprises in an appropriate capacity within their supply chain.

Third Sector

Bidders shall consider the involvement of third sector organisations as part of, or to support, service delivery. The Criminal Justice Partners envisage that the bidder will fully consider the engagement of third sector organisation in an appropriate capacity within the bidder's supply chain or otherwise.

Local Suppliers

Bidders will be required to consider and identify the location of its supply chain and the merit of utilising suppliers, where possible, within the vicinity of Inverness (this includes the environmental and social benefits engaging local suppliers).

(b) Community Benefits

The inclusion of community benefits will feature in the Contract and will contribute to the Scottish Government's National Outcomes (in particular nos. 2, 3, 4 and 7). The SPS envisages that the successful bidder will be able to utilise this Contract to contribute to the delivery and achievement of these National Outcomes ([link to National Outcomes](#)). The following gives an indication of what bidders should expect to see in the Invitation to Tender document.

Training and Recruitment

Bidders will be required to identify any training or recruitment activity it intends to undertake in direct relation to delivery of the Contract. They will be required to consider the potential employment and work experience that they will provide as part of the design and construction work, with specific regards to community benefit objectives. This will include, for example, modern apprenticeships, work placements, traineeships etc. Bidders will also be encouraged to consider how they will engage both young people and also disadvantaged persons in this way (e.g. long term unemployed).

Community Engagement

The SPS is interested in understanding what, if any, community engagement activity the bidder may wish initiate or support; either collaboratively with the SPS, other organisations or as a standalone event(s). This could be designed to improve the services in the communities in which the Service Provider would operate or a more general engagement. Guidance on community engagement can be found at [The National Standards for Community Engagement](#)

(c) Waste Management

As part of this Contract the Contractor will be required to:

- implement Site Waste Management Plans throughout the design and construction period that comply with regulatory requirements (where applicable) and include in such plans project-specific targets for waste recovery and reused and recycled content (below) and for waste reduction;
- measure and report progress against the corporate KPIs for the quantity of waste produced and the quantity of waste sent to landfill (measured in tonnes per £100k construction value);
- achieve minimum design requirements for an EPC B rating, Bronze Active and Silver Active Level 1 relating to CO2e emissions only.

Other Benefits

The bidder will also be required to propose any other community benefits it may wish to provide under the Contract. This will be particularly important to identify where the bidder believe it can improve the economic, social or environmental wellbeing of the areas in which the Criminal Justice Partners operate.

Reporting

Bidders will be required to provide a reporting mechanism in order for SPS to validate any proposals in response to the SPD question(s). It is expected that bidders will propose a number of initiatives in response to the SPD question(s) and it is very important that the outcomes of such commitments are measured and reported back on a regular basis throughout the Contract term. As such, bidders shall provide details of how they will monitor, measure and report back to the SPS all of the areas it has proposed in response to the SPD question(s).