

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

Table 6.10 - Driver Frustration Benefits (£m, 2010 values and prices)

Vehicle Type	Purpose	Present Value of Benefit
Car	In Work	19.3
Car	Commute	82.7
Car	Other	241.1
LGV	In Work	77.3
LGV	Other	9.4
All	All	429.8

The above results indicate that the A9 Dualling Programme will provide a significant benefit (£430m) to road users by reducing conditions related to frustrated driving environments. This benefit would offset 23% of the PVC of the project.

6.6 Journey Time Variability

Incident related journey time variability is concerned with events such as weather related problems, roadworks, or accidents. Any incident occurring on a carriageway will give rise to delays for motorists. Breakdowns cause brief blockages of at least one traffic lane, while serious incidents involving personal injuries or fatalities can result in extended road closures on one or more lanes.

The implementation of a high quality Category 7A dual carriageway road project will have the effect of both reducing the occurrence of incidents (through safer driving and improved resilience to weather conditions) and reducing the delay impact of each incident, thus delivering road user time savings from both primary and secondary incidents.

The impact of incidents on journey time variability is not routinely captured within traditional modelling tools and is not captured by TMfS12 or the A9DTM. As a result, the quantification of the benefits resulting from the reduction of incidents (or reduction of incident impacts) as a result of the A9 Dualling Programme has been undertaken. The assessment has concentrated on the potential reduction in delays related to full road closures as a result of accidents and due to severe weather events, using assumptions of occurrence and impact. No account has been undertaken of partial lane closures. The potential benefit generated by a reduction in the impact of incidents is outlined in Table 6.11.

Table 6.11 – Potential Scale of Benefits from a reduction in Incident Related Delays (£m, 2010 values and prices)

Incident Type	Present Value of Benefit
Accidents	15.9
Weather	5.4
Total Estimated Benefit	21.3

The scale of benefits calculated is of the order of £21m over the sixty year appraisal period. The relatively modest scale of benefit estimated meant no further detailed assessment was undertaken. The potential benefits from a reduction in incidents have not been included in the overall monetised benefits presented later in Section 6.10 and 6.11.

Extract from - <https://www.transport.gov.scot/media/48886/a96eohta-volume-3-part-5.pdf>

Table 28.1: End-to-end Performance Against VfM Criteria

End-to-end options	Utility score (a)	Scheme cost £M (b)	Value Index (a/b)	Present Value of Benefits (PVB)	Present Value of Costs (PVC)	Net Present Value (NPV)	BCR	Indexed BCR
Cyan-Pink-Violet	3209	£890m	3.61	£274m	£496m	-£222m	0.55	79
Cyan-Pink-Orange	3408	£899m	3.79	£350m	£501m	-£151m	0.70	100
Cyan-Brown-Violet	3157	£943m	3.35	£250m	£526m	-£276m	0.48	68
Cyan-Brown-Orange	3386	£933m	3.63	£328m	£521m	-£193m	0.63	90
Red-Pink-Violet	3164	£960m	3.30	£297m	£535m	-£238m	0.56	79
Red-Pink-Orange	3354	£970m	3.46	£370m	£541m	-£171m	0.68	98



End-to-end options	Utility score (a)	Scheme cost £M (b)	Value Index (a/b)	Present Value of Benefits (PVB)	Present Value of Costs (PVC)	Net Present Value (NPV)	BCR	Indexed BCR
Red-Brown-Violet	3144	£993m	3.16	£273m	£554m	-£281m	0.49	71
Red-Brown-Orange	3326	£1003m	3.32	£354m	£560m	-£206m	0.63	90

Table 28.2: Economic Impact of the Preferred Option

Preferred Option Economic Impacts	Present Value of Costs and Benefits (2010 Values and Prices)
Scheme Costs (PVC)	-£501m
Transport User Benefits	£289m
Accident Benefits	£61m
Total PVB	£350m
NPV	-£151m
BCR	0.70
Driver Frustration Benefits	£128m
Wider Economic Impacts (WEIs)	£87m
BCR (incl. Driver Frustration)	0.95
BCR (incl. WEIs)	0.87
BCR (incl. Driver Frustration and WEIs)	1.13

See attachment

EIR Final Response March 2022 - Driver Frustration - Annex C - Stated Preference Report - Final - 15 September 2014.pdf

See attachment

EIR Final Response March 2022 - Driver Frustration - Annex D - A9 and A96 driver frustration report - TRL - final version - 25 November 2016.pdf

REASON FOR NOT PROVIDING INFORMATION

An exception applies

An exception under regulation 12(4)(d) of the EIRs applies to some of the information you have requested. Regulation 12(4)(d) provides an exception to the duty to make environmental information available when the request relates to material which is still in the course of completion, unfinished documents or incomplete data.

This exception is subject to the 'public interest test'. Therefore, taking account of all the circumstances of this case, we have considered if the public interest in disclosing the information outweighs the public interest in applying the exception. We have found that, on balance, the public interest lies in favour of upholding the exception for the reasons set out below.

- Driver frustration was being calculated for Huntly to Forres but the assessment has not completed. This has been considered excepted as 'material still in the course of completion'.
- Driver frustration for Inverness to Nairn was calculated but was not included as part of the assessment. This has been considered excepted as 'incomplete data'.
- A draft Technical Report for the Assessment of Driver Frustration Benefits for the A96 was prepared for an uncompleted A96 Programme Case for Investment. This has been considered excepted as 'material still in the course of completion'.

An exception under regulation 11(2) of the EIRs (personal information) applies to some of the information requested because it is personal data of a third party and disclosing it would contravene the data protection principles in Article 5(1) of the General Data Protection Regulation and in section 34(1) of the Data Protection Act 2018. This exception is not subject to the 'public interest test', so we are not required to consider if the public interest in disclosing the information outweighs the public interest in applying the exception. This information has been redacted from the reports in Annex C and Annex D.