

Extract from A82 Tarbet to Inverarnan Inception Report

3.1.1 WP1 – Inception Report STAG Appraisal

Work Package 1 (WP1) includes the following tasks:-

- Review of existing information;
- Prepare Inception Report;
- Conduct STAG appraisal; and
- Assist Employer in preparation and maintenance of a Project Execution Plan and a Risk Register.

This Inception Report outlines HFJV's approach to the scheme and understanding of the scope of the work to be delivered. It also identifies the key personnel and team structure as well as outlining the programme for the Work Packages.

As noted in Section 2.2, this report follows on from the Site Visit and Inception Workshop which was held on 28 June 2013.

The A82 Tarbet to Inverarnan services brief requires the completion of both Scottish Transport Appraisal Guidance (STAG) (WP1) and Design Manual for Roads and Bridges (DMRB) Stage 1 and 2 Assessments (WP2 and WP4, respectively) with reports produced to support each. A separate work package (WP9) relates to the traffic and economic assessment, which forms part of the STAG appraisal and DMRB assessments.

There is a significant degree of overlap and compatibility between the requirements of STAG and DMRB with much of the information and analysis required for completing a STAG appraisal also being suitable for the completion of a DMRB Stage 1 or Stage 2 Assessment. Hence, there will be a close working relationship required for WP1, WP2, WP4 and WP9. In order to meet the required scheme delivery programme, it is intended the STAG Appraisal be conducted in parallel with the DMRB process and, where possible, any overlap and compatibility will be exploited to the benefit of the overall project aims.

Early discussions with Transport Scotland have concluded that previous preliminary assessment work undertaken to support the STPR identification of potential interventions for the A82 was consistent with STAG appraisal requirements and there is no need, therefore, to undertake a further full STAG appraisal for the Tarbet to Inverarnan section of the A82. It is considered more appropriate that a verification and validation review is undertaken, complying with STAG, to confirm previous problems, issues and constraints are still valid, in order to support a Strategic Business Case (SBC).

It is proposed the STAG validation will be undertaken through the following process:-

1. Constraints mapping of the DMRB Stage 1 will inform elements of the STAG Pre-Appraisal.
2. To ensure a robust evidence base, the following assessments will be undertaken:-
 - i. Traffic / Operational Assessment
 - ii. Safety Assessment

- iii. Engineering Assessment
 - iv. Environmental Constraints
 - v. Planning Policy Assessment
 - vi. Accessibility Assessment
 - vii. Economic Development/Land Use Assessment
 - viii. Integration
 - ix. Other Constraints
3. Problems, Opportunities, Issues and Constraints will be documented, identifying those which are actual and perceived. These will be based on previous studies but will allow for new ones to be included and considered.
 4. Objective Setting will identify a series of Transport Planning Objectives that will support the SBC and will be informed through consideration of the problems and constraints identified as well as the wider transport and land use planning context.
 5. The STAG validation process to develop the SBC requires the Transport Planning Objectives to be specific, measurable, attainable, relevant and timed (SMART). As well as being SMART, the objectives for the project will be developed to provide a clear focus for the appraisal in line with Transport Scotland's overarching aims for the route. The Objectives would be agreed with Transport Scotland and other relevant Key Stakeholders.
 6. Potential improvement options would be initially identified. Whilst reference will be made to previous assessment work, all options can be considered at this stage, including new ones not previously proposed. It is standard practice to hold an Option Generation Workshop with key stakeholders for such a purpose.
 7. The validation process will include for option sifting to be undertaken as this is particularly relevant if the option generation stage brings forward a large, unmanageable number of options or some options that clearly do not meet Scheme Objectives. The purpose of the option generation, sifting and development stage will be to derive a range of interventions to meet the Transport Planning Objectives and alleviate the problems or address the opportunities identified.
 8. For each option taken forward, further development work will be undertaken with regard to 'Feasibility, Deliverability and Affordability' and to ensure the options comply with the Transport Planning Objectives.
 9. A qualitative assessment of the performance of the options identified following the sifting process, will be undertaken in order to determine which should be included within the SBC and proceed to the more detailed DMRB Assessments.

Consultation will form an essential part of the project's development and is integral to the successful delivery of the project. It is also recognised that by taking a proactive approach to consultation, this will encourage and promote momentum in the overall

process. It is proposed that consultation with key stakeholders would be undertaken, subject to agreement with Transport Scotland, commencing during WP1.

The output from the WP1 STAG task would be an A82 Tarbet to Inverarnan Improvement SBC together with data and information that feeds into the DMRB Assessments.