

STAG Refresh Workshop

29 November 2006 - Aberdeen

30 November 2006 – Glasgow

1 December 2006 – Scottish Executive

8 December 2006 – Transport Scotland

Hugh Gillies
Transport Scotland
Introductory session

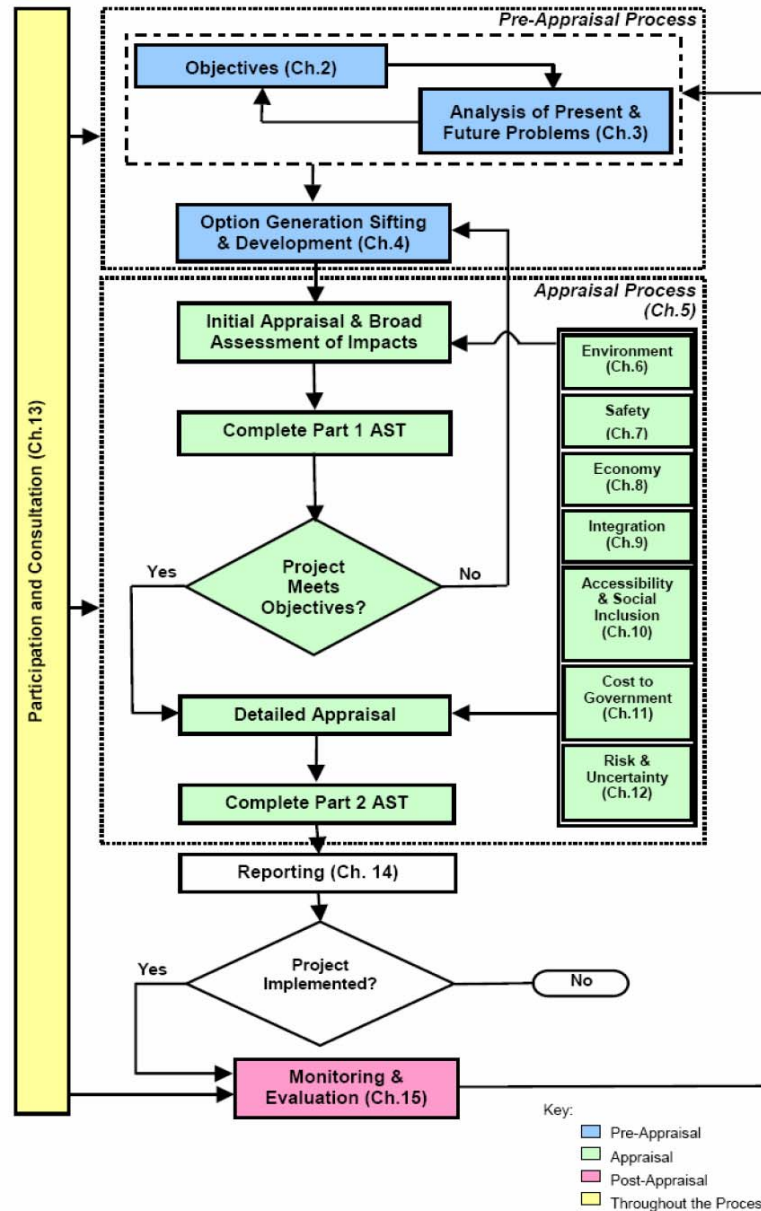
STAG Refresh

- What are the primary objectives?
- What may also be included?

What is STAG?

Transport Scotland's objective led
multimodal transport appraisal
framework

Planning and Appraisal Process



History of STAG

July 2001, Draft version for use & consultation

September 2003, Final version

Move to web base platform, Nov 2005

(www.transportscotland.gov.uk/scot-tag)

STAG – Lessons we think we have learned (?)

Time spent on Pre Appraisal phase

- Caution against eagerness
to start Part 1

- Start option generation too quickly
- influenced by pre-conceived ideas
 - objectives often solutions

SMART objective setting not being achieved

Changes to “Objectives” between Parts 1&2

- creates a consistency
problem, flawed process

Thinking that Parts 1 & 2 can be
separate entities

Find THE solution when
concluding Part 1

Use and rely upon mode specific
guidance before STAG outcomes
are known

Tendency still to solution led
approach

Try to use STAG to find the
“best” solution

The amount of time and staff
resource used to complete a
STAG

Failure to be objective once the
process is complete

Failure to understand and follow process

General lack of consistency

Transport Scotland is the custodian
of transport appraisal in Scotland

Making them responsible for
addressing the key issues in the
development of transport
appraisal

The concept of STAG remains sound

But there are issues surrounding its use

But why bother revising STAG?

- Not to do so would undermine its credibility and that of Scot-tag
- This would impede Transport Scotland's ability to communicate to key stakeholders changes in transport appraisal

Changes in transport appraisal

- Treasury Green Book updates
- Statutory changes
- DfT's Webtag

Aims of the STAG Refresh

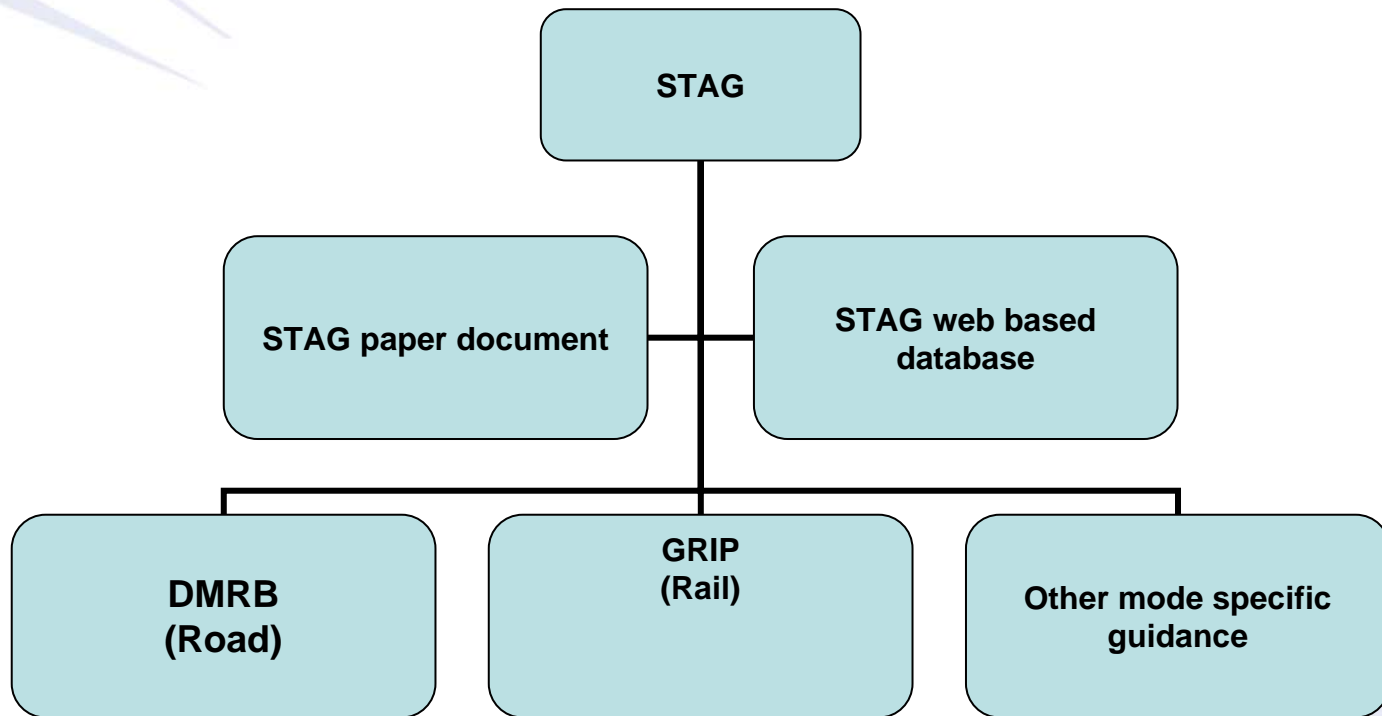
- That it is easier to follow
- That it should be less resource intensive
- That the STAG outcomes should be produced more quickly
- That there is a clear understanding that the STAG process should be complete before mode specific design processes get underway

STAG Refresh – 1st tasks

- Consultation
- Literature review
- Key themes, problems, issues, constraints and opportunities paper.

So what is the intended result?

The outcomes of the STAG
Refresh should command
confidence among all
vested interests



Some key themes

- Prioritisation
- Worked examples
- Do-minimum
- SMART Objectives
- Appraisal of transport policies/strategies
- Audits / integrity checks

STAG – The Four Stage Process

Pre-Appraisal

Part 1 Appraisal

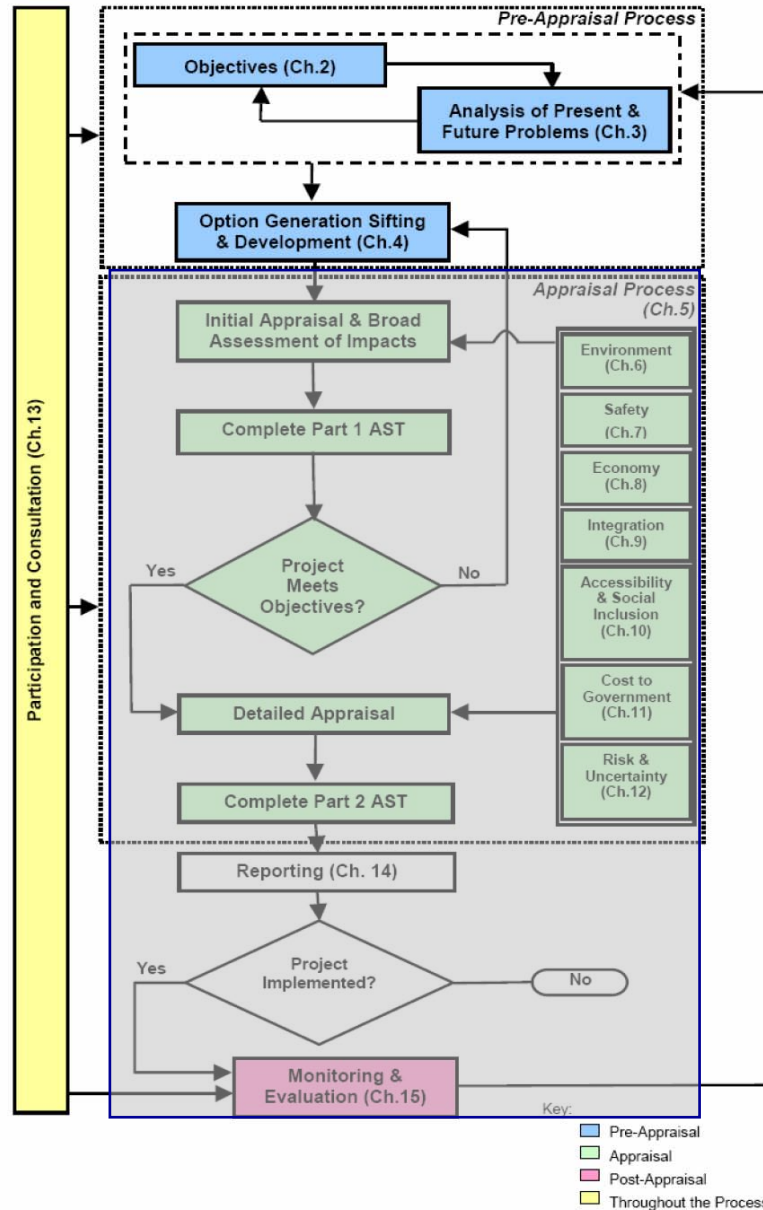
Part 2 Appraisal

Post Appraisal

Pre-Appraisal

- Analysis of Present and Future Problems
- Objectives
- Option Generation, Sifting and Development

Pre-Appraisal



Analysis of Present and Future Problems

- Not limited to the identification of problems that can be quantified through the analysis of data or use of transport model - should also consider “perceived problems”
- Should consider problems, issues, constraints AND the potential for opening up opportunities
- Consultation with stakeholders and the public can provide a valuable input into this process

Objectives

- Planning objectives used to describe those objectives established or adopted by the planners for the purposes of the planning exercise in particular
- Should express the outcomes sought as opposed to activities planned to achieve them
- Should take full account of a thorough investigation of the root causes underlying identified problems

Objectives

- Outcome focus
- Stakeholder participation
- SMART (Specific, Measurable, Attainable, Relevant and Timed)
- Government's five objectives and any other relevant objectives relating to transport, land-use or wider policies

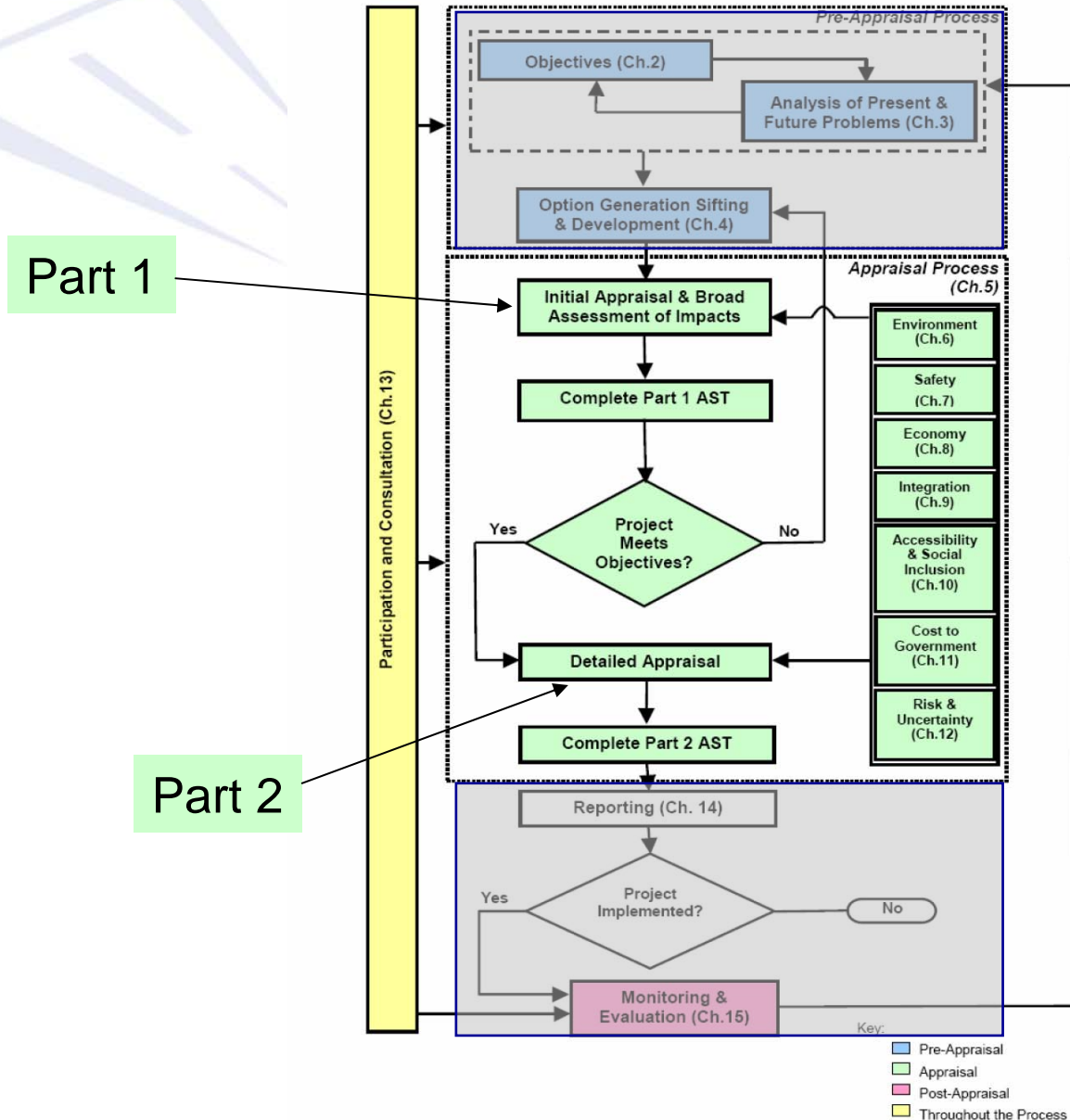
Option Generation, Sifting and Development

- Options should be developed with the intention of meeting the defined objectives
- The planner should cast the net widely and both stakeholder participation and wider consultation can have a role to play
- It is vital to derive options which fully reflect the range available

Part 1 Appraisal

- Initial and Broad Assessment of Impacts
- Implementability Appraisal
- Rationale for Selection or Rejection
- Part 1 AST

Part 1 Appraisal



Initial and Broad Assessment of Impacts

- Initial appraisal designed to decide whether a proposal meets the planning objectives, fits with relevant transport, land use and other policies and hence should proceed to STAG Part 2
- A summary of the impacts of the proposal against the Government's five objectives (7 point scale assessment)
- Qualitative information all that is required but where available, quantitative information should also be provided

Implementability Appraisal

- Technical Issues
- Operational Issues
- Financial Issues
- Public Issues

Rationale for Selection or Rejection

- Should always be fully explained
- Poor performance against Government objectives
- Fails to meet planning objectives and fails to alleviate the identified transport problems

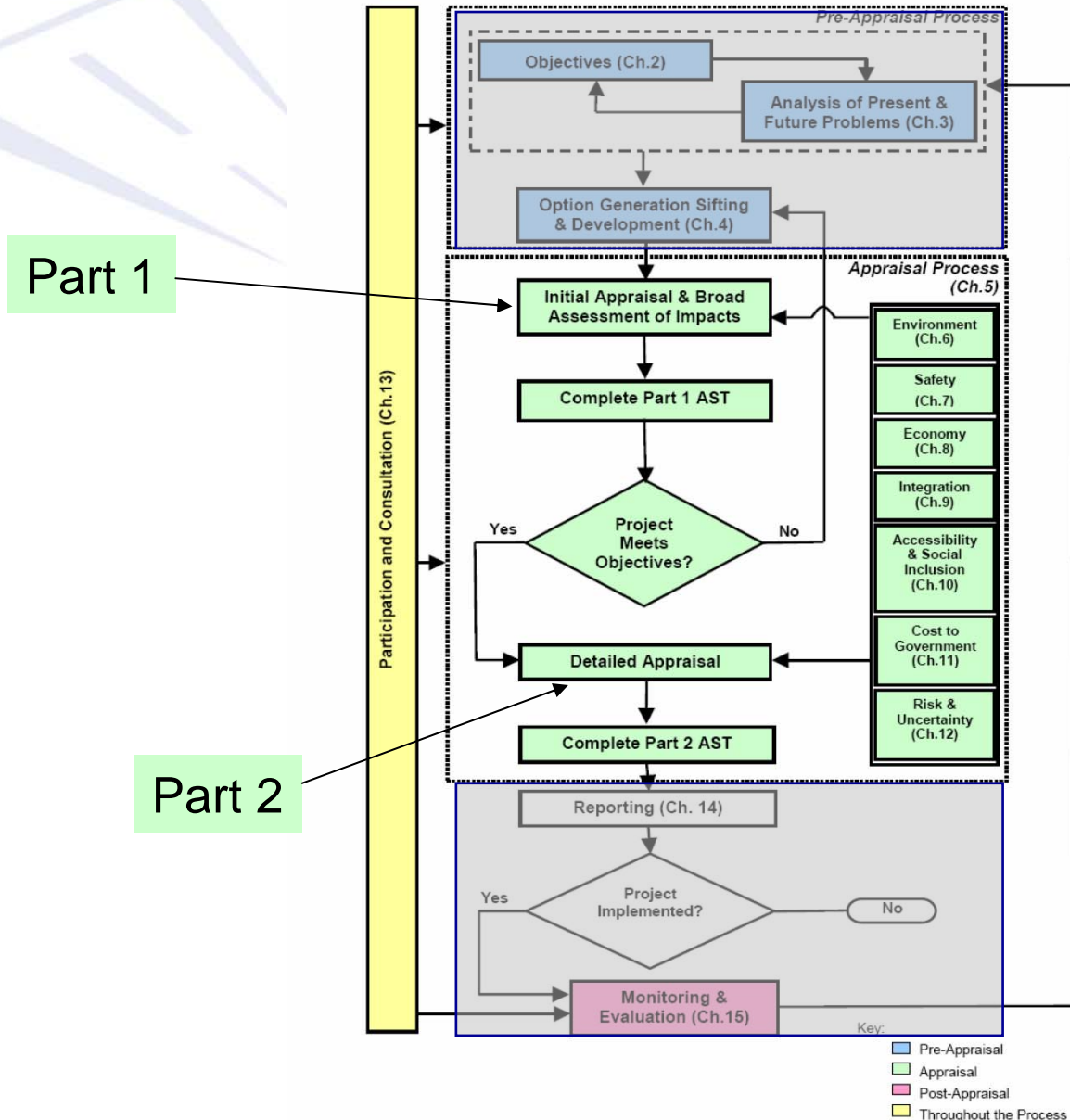
Part 1 Appraisal Summary Table

- A brief description of the proposal
- Summary background information on the geographic, social and economic context of the study area
- Scoping appraisal of the impacts against planning objective
- Implementability appraisal
- A scoping appraisal of the impacts against the Government's five objectives
- Summary of rationale for rejection or selection

Part 2 Appraisal

- The Part 2 appraisal focuses on detailed appraisal against the Government's five objectives:
 - Environment
 - Safety
 - Economy
 - Integration
 - Accessibility and Social Inclusion
- Part 2 also considers in detail:
 - Cost to Government
 - Risk and Uncertainty

Part 2 Appraisal



Part 1

Part 2

Environment

- Noise and vibration
- Air quality – (CO², PM¹⁰, NO²)
- Water quality, drainage and flood defence
- Geological features
- Biodiversity
- Visual amenity
- Agriculture and soils
- Cultural heritage
- Landscape

Safety

- Accidents

Will the proposal under consideration have any impact on the number of transport related accidents and/or their severity?

- Security

Will the proposal under consideration have any impact on the perceived safety of all transport users as well as their vehicles, when appropriate?

Economy

- Analysis of the full extent of economic impacts resulting from a proposal;
- Transport Economic Efficiency (TEE) – welfare gain which results from an intervention; and
- Economic Activity and Location Impacts (EALI) – measures the distributional effect of the intervention, in terms of employment and income.

Integration

- Transport Integration
 - ‘concept of seamlessness’
- Transport land-use integration
 - ‘land use policy’
- Policy integration
 - fit with wider policy aims.

Accessibility and Social Inclusion

Community Accessibility

- Public transport network coverage
- Access to local services

Comparative Accessibility

- Distribution of accessibility impacts by people group and by location

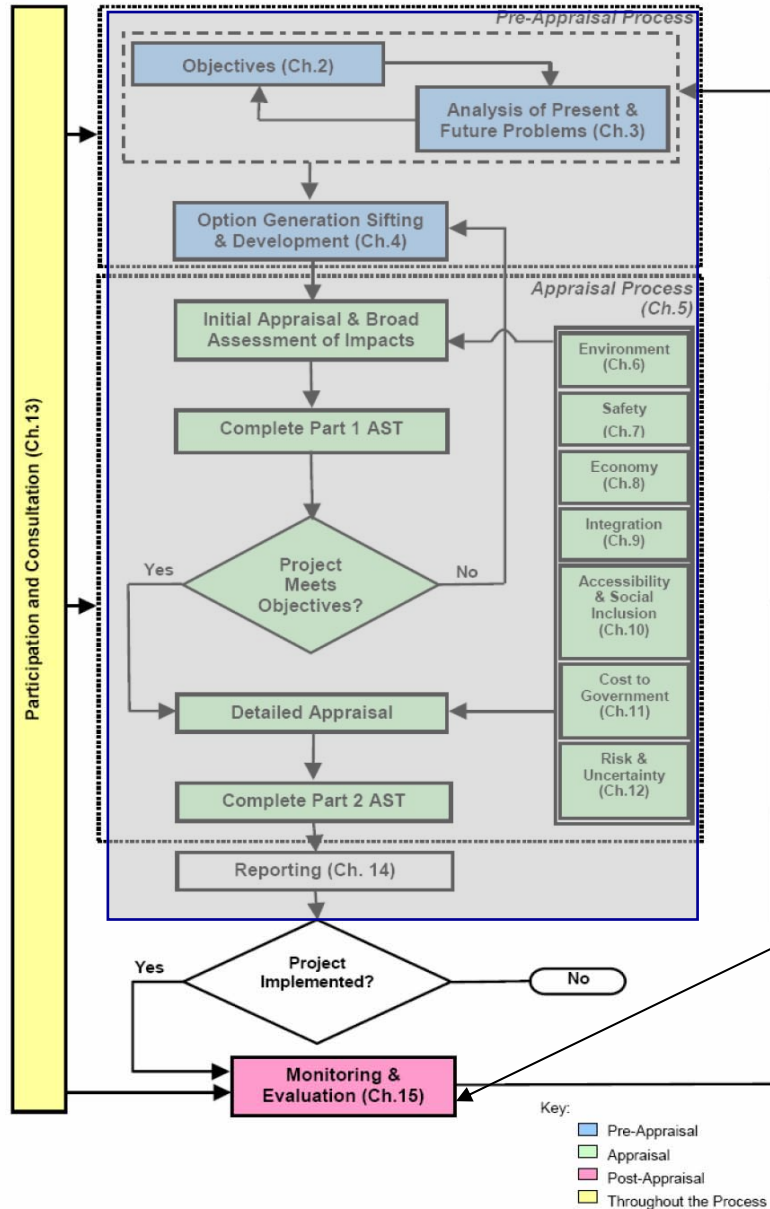
Cost to Government

- Total net costs consist of:
 - Investment Costs
 - Operating and Maintenance Costs
 - Grant and Subsidy Payments
 - Revenues
 - Taxation Impacts

Risk and Uncertainty

- All risks and uncertainties need to be fully taken into account within the appraisal process
- There exists a systematic tendency for project appraisers to be overly optimistic when estimating costs and benefits
- Planners are required to make explicit adjustments to reduce level of optimism bias

Part 2 Appraisal



Post Appraisal

Post Appraisal

Monitoring and Evaluation

Plays a vital role in determining the success of both local projects and overall transport strategies in achieving the established objectives

Post Appraisal

- Successful monitoring best achieved through the development of a monitoring regime using key performance indicators (KPIs)
- Project monitoring and evaluation will generally encompass the collection, analysis and interpretation of data relating to any number of established indicators
- Evaluation - detailed, one-off, and objective-driven review or audit of a project's performance
- Monitoring - ongoing process of watching the performance, identifying problems as they arise and taking appropriate action.

Concluding Remarks

STAG – The Four Stage Process

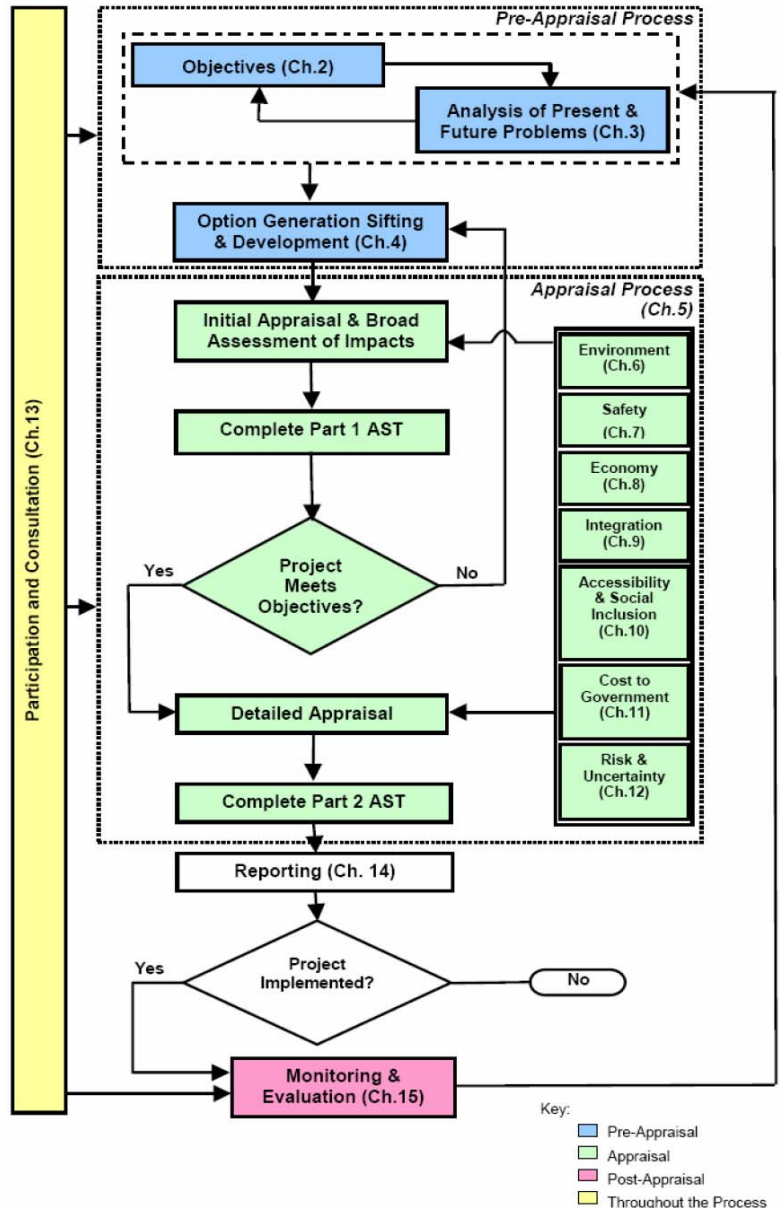
Pre-Appraisal

Part 1 Appraisal

Part 2 Appraisal

Post Appraisal

The Planning and Appraisal Process



Contact Us

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Comments by Friday 15 December 2006