

9. Overall Recommendation

- 9.1.1 A Value for Money Workshop was held on 1st March 2007, with participants from Atkins and Transport Scotland. It was facilitated by Glyn Harrison of Capital Value and Risk Limited. The purpose of the workshop was to debate the options and assess the best value for money solution, taking cognisance of the Government's appraisal criteria.
- 9.1.2 The information provided in this document was summarised to attendees at the workshop, and discussions were then held regarding the impacts of each of options.
- 9.1.3 The Yellow route performs best economically due to the slightly higher traffic flow and the lower cost (as a result of approximate cut-fill balance and expected number of underbridges). It is also preferred by the majority of environmental disciplines. It is recommended that the Yellow route be taken forward.
- 9.1.4 As the Yellow route requires three sections of climbing lane, there are considerable lengths of overtaking opportunity available within the base S2 sub-option. The WS2+1 does not result in sufficiently increased benefits to justify the additional capital cost.
- 9.1.5 Further, the provision of a junction with the B7023 has been shown to result in more traffic being removed from the town centre, therefore improved economics. Although the landtake is slightly greater for this sub-option, and therefore the environmental disciplines generally find it to have an adverse impact over the base route, the added benefit is considered to be an important part of the scheme. It is recommended that the Yellow Option 3.2 be considered as the preferred option.
- 9.1.6 All other Yellow sub-options are strong contenders and it is considered that a yellow WS2+1 alignment should be reconsidered at the start of a DMRB Stage 3 assessment.
- 9.1.7 While it should be noted that the economic performance of the Blue and Red options were similar, the Blue option was least preferred by the majority of environmental disciplines.