

## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	City Growth and Resources
<b>DATE</b>	26 <sup>th</sup> September 2019
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Aberdeen City Region Deal – Strategic Transport Appraisal – STAG Pre-Appraisal Options
<b>REPORT NUMBER</b>	PLA/19/315
<b>DIRECTOR</b>	not applicable
<b>CHIEF OFFICER</b>	Gale Beattie
<b>REPORT AUTHOR</b>	Ken Neil
<b>TERMS OF REFERENCE</b>	2 - City Growth and Place 2.2 determine the Council's strategies for city growth and place planning except in relation to major infrastructural planning; and 2.3 consider reports on key actions by the Council towards the delivery of the Regional Strategy and the Inward Investment Plan.

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### 1. PURPOSE OF REPORT

- 1.1 This report advises the Committee of the outcomes of the Scottish Transport Appraisal Guidance (STAG) Pre-Appraisal undertaken as the first stage of a Strategic Transport Appraisal component of the Aberdeen City Region Deal. A discussion on the findings from the STAG Pre-Appraisal and the development of Transport Options is provided for approval to take forward to the next stage.

### 2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Approve the draft Transport Options identified in Appendix A – Table 2 to progress to the appraisal stage and instruct the Chief Officer – Place to advise the Aberdeen City Region Deal Joint Committee of the approval, if given.

### **3. BACKGROUND**

#### **3.1 Strategic Transport Appraisal**

3.1.1 Reference is made to a report to this Committee on 19 June 2018 which provided details of the outcomes of the Scottish Transport Appraisal Guidance (STAG) Pre-Appraisal – Interim Report undertaken as the first stage of a Strategic Transport Appraisal component of the Aberdeen City Region Deal.

3.1.2 In summary the following actions were reported on in the Interim Report:

- Identification of cross modal problems and opportunities with the provision of strategic transport in Aberdeen City and Aberdeenshire
- Identification of Key Problems and Opportunities
- Formation of robust Transport Planning Objectives (TPOs)
- Collating of options arising from existing relevant work

3.1.3 The TPOs derived for this study are:

- TPO 1: Increase access to a sustainable transport system for all, recognising specific needs of disadvantaged and vulnerable users.
- TPO 2: Reduce the business costs of transport for all sectors of the economy to realise the aspirations of the Regional Economic Strategy.
- TPO 3: Reduce the adverse impacts of transport on public health and the natural and built environment.
- TPO 4: Improve the integration of transport and land use to reduce the need to travel by private car.
- TPO 5: Improve the relative competitiveness of public transport compared to the private car.
- TPO 6: Maintain and enhance a safe, resilient and reliable transport network.

3.1.4 All project partners approved the Interim Report, identified problems and opportunities, and the confirmed transport planning objectives through their respective governance and committee processes during June 2018. The Interim Report is currently available to view on the [NESTRANS](#) website.

3.1.5 Following the publication of this report, to the next stage of the study was commissioned in October 2018, to 'collate and generate options and undertake option sifting' and to produce a final list of recommended options to take forward to the appraisal stage.

3.1.6 The Option Generation and Sifting Report is an addendum to the Interim Report. Together, these comprise the full Aberdeen City Region Deal Strategic Transport Appraisal: Pre-Appraisal report. The outcomes from this work will principally go on to inform the next stage of the Aberdeen CRD Strategic Transport Appraisal, second Strategic Transport Projects Review (STPR2)

being undertaken by Transport Scotland and the next NESTRANS Regional Transport Strategy.

## 3.2 **STAG Pre-Appraisal Transport Options**

### 3.2.1 Option Sifting

The option sifting, to qualitatively gauge the performance of each option against the criteria, was undertaken using a multi-step process. The key steps involved were as follows:

1. A review of relevant previous and ongoing work to understand transport options that are already under active consideration;
2. Three option generation workshops (Council Officers, External Stakeholders, Elected Members) held between November 2018 and February 2019; and
3. A sifting exercise focusing on whether the generated options were considered to be strategic and in scope for the study; whether they could meet the Transport Planning Objectives that have been established; and whether there were any significant feasibility/deliverability issues.

3.2.2 The sifting process outlined above resulted in the retention of a total of 42 options which have been recommended for further development and appraisal, as identified in Appendix A -Table 2 - 'Strategic Transport Appraisal – Option Generation & Sifting: Draft Executive Summary'. It summarises the final list of Recommended Options for the Aberdeen CRD Pre-Appraisal, including the type of option, scores against Transport Planning Objectives and the Rationale for the outcome of each option.

3.2.3 The full report '[Aberdeen City Region Deal – Strategic Transport Appraisal: Pre Appraisal – Option Generation and Sifting – Draft Report](#)' provides full details of the options in the form of Appraisal Summary Tables, including those which were sifted out from the process.

## 3.3 **Next Steps**

3.3.1 The next stage will involve the undertaking of an initial appraisal of the long list of options that are presented within this report. This work is required to enable progression of the Regional Transport Strategy (anticipated draft for consultation late 2019/early 2020), provide continued support for the area's Development Plans, and provide an informed feed into the national Strategic Transport Projects Review. This work will identify the broad costs, positive and negative impacts across a range of appraisal criteria, and consider deliverability issues, and how different elements may work best as part of packages.

3.3.2 Further updates will be provided to future Committees as part of the regular Programme Monitoring so that the pipeline of transport projects within the regional economic priorities are linked to any future funding mechanisms through new City Region Deals or potential future regional growth deals within Scotland.

#### 4. FINANCIAL IMPLICATIONS

- 4.1 The project is being funded through the City Region Deal agreed with the UK and Scottish Governments. Both Governments have committed to investing up to £5 million together, with the Council and Aberdeenshire Council contributing up to a further £2 million towards a full transport appraisal of the infrastructure requirements of the region.
- 4.2 A quarterly requisition process is in place with Aberdeenshire Council to call on required funding, in its role as designated lead authority for managing the City Region Deal cash flows.

#### 5. LEGAL IMPLICATIONS

- 5.1 None at this time although legal input will be required at future stages as schemes are developed.

#### 6. MANAGEMENT OF RISK

	Risk	Low (L), Medium (M),High (H)	Mitigation
<b>Financial</b>	Projects come in over or under budget	M	Appropriate project governance put in place to minimise the risk of overspend. These projects are led by the Transport Theme Group within the City Region Deal governance, that reports to the Programme Board and ultimately the Joint Committee. The work is supported by the Programme Management Office.
<b>Legal</b>	There are no legal risks at this stage.		
<b>Employee</b>	Available resource to undertake the full programme	M	Monthly monitoring of projects using Project Status Reports (PSRs) will reflect changes to project progress at the earliest possible point.
<b>Customer</b>	Project study reports not fit for purpose	L	Appropriate guidance followed and experience from previous projects used to

			inform the process. Where possible, Stakeholder and Public Engagement will inform the project.
<b>Environment</b>	Detrimental environmental impact of proposals	L	Any programme of work arising from the appraisal will be subject to a Strategic Environmental Assessment, while any proposals will focus on maintaining and enhancing the high quality natural and built environment. Also, any project objectives will be set to improving sustainable and active travel and resolving pinch points and so contribute towards environmental benefits.
<b>Technology</b>	There are no technological risks at this stage.	L	
<b>Reputational</b>	Committee decides not to approve the outcomes of the STAG Pre-Appraisal.	L	Three option generation workshops (Council Officers, External Stakeholders, Elected Members) held between November 2018 and February 2019 to contribute to the process of identifying a list of options.

## 7. OUTCOMES

<b>Local Outcome Improvement Plan Themes</b>	
	<b>Impact of Report</b>
<b>Prosperous Economy</b>	The proposals in this report support the delivery of LOIP Stretch Outcome 1, Key Drivers 1.3 ( <i>Improving investment into Aberdeen and Aberdeen businesses</i> ) and Stretch Outcome 2, Key Driver 2.2 ( <i>Ensuring access for all employers to skilled labour</i> ) in that a transport network which supports the efficient and effective movement of people and goods is critical to maintaining a healthy economy for the city and wider

	region and supporting access to employment opportunities for all members of society.
<b>Prosperous People</b>	The proposals in this report support the delivery of LOIP Stretch Outcome 3, Key Driver 3.4 ( <i>Improving health and reducing inequalities</i> ) and LOIP Stretch Outcome 11, Key Drivers 11.4 ( <i>Encouraging adoption of healthier lifestyles</i> ). Schemes developed through the Strategic Transport Appraisal will increase opportunities for people to walk, cycle or take public transport for everyday journeys, bringing health benefits and contributing to reducing harmful emissions from road transport.
<b>Prosperous Place</b>	The proposals in this report support the delivery of Stretch Outcome 14, Key Driver 14.1 ( <i>Reducing emissions across the city through delivery of Aberdeen's Sustainable Energy Action Plan 'Powering Aberdeen'</i> ) in that the options would encourage modal shift to active and sustainable forms of transport contributing towards reducing harmful emissions from road transport. The proposals in this report also support the delivery of) and Stretch Outcome 15, Key Driver 15.1 ( <i>Supporting different ways for active travel in everyday journeys, using partners and volunteers to address safety, infrastructure, fitness, well-being and confidence</i> ) in that schemes developed through the Strategic Transport Appraisal will increase opportunities for people to walk, cycle or take public transport for everyday journeys, thus improving health and wellbeing.

<b>Design Principles of Target Operating Model</b>	
	<b>Impact of Report</b>
<b>Customer Service Design</b>	City Region Deal funding allows the Council to undertake work that will benefit all residents, businesses and visitors by creating a more efficient and sustainable transport network and supporting aspirations for improved safety and accessibility.
<b>Organisational Design</b>	The Council's Place function which includes City Growth, Planning and the Transport functions will improve collaboration and delivery of these elements of the City Region Deal.
<b>Governance</b>	Compliance with Internal Governance procedures with reporting through the City Growth and Resources Committee and the City Region Deal Joint Committee
<b>Workforce</b>	The Strategic Transport Appraisal will assist with the key aims of the City Region Deal to identify key areas of infrastructure investment. The delivery of this

	infrastructure will require a significant resource and input from the workforce.
<b>Process Design</b>	None
<b>Technology</b>	Consideration of opportunities provided by current and emerging digital technology and how to engage with this technology will form part of the option appraisal process as the study progresses.
<b>Partnerships and Alliances</b>	The project is being progressed through City Region Deal with key partners including, Aberdeenshire Council, Nestrans, Aberdeen City and Shire Strategic Development Planning Authority, Scottish Government and the UK Government. The project will continue to rely on partnership working through to scheme delivery.

## 8. IMPACT ASSESSMENTS

Assessment	Outcome
<b>Equality &amp; Human Rights Impact Assessment</b>	Full EHRIA not required
<b>Data Protection Impact Assessment</b>	Not required
<b>Duty of Due Regard / Fairer Scotland Duty</b>	Not applicable

## 9. BACKGROUND PAPERS

[Scottish Transport Appraisal Guidance \(STAG\) Pre-Appraisal – Interim Report](#)

[Aberdeen City Region Deal – Strategic Transport Appraisal: Pre Appraisal – Option Generation and Sifting – Draft Report](#)

[City Growth and Resources Committee – Aberdeen City Region Deal – Strategic Transport Appraisal Objectives - Item 14](#)

## 10. APPENDICES

Appendix A – Strategic Transport Appraisal – Option Generation & Sifting: Draft Executive Summary

## 11. REPORT AUTHOR CONTACT DETAILS

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