

ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources
DATE	21 September 2022
EXEMPT	No
CONFIDENTIAL	No
REPORT TITLE	A92 (Bridge of Don to Bridge of Dee) Multi-Modal Transport Corridor Study
REPORT NUMBER	COM/22/200
DIRECTOR	Gale Beattie
CHIEF OFFICER	David Dunne
REPORT AUTHOR	Tony Maric
TERMS OF REFERENCE	2.1.1 & 2.1.2

1. PURPOSE OF REPORT

- 1.1 This report seeks to inform Members of the outcomes of the A92 (Bridge of Don to Bridge of Dee) Multi-Modal Transport Corridor Study (part of the Bus Partnership Fund Programme) Initial STAG (Scottish Transport Appraisal Guidance) based Options Appraisal report and seeks approval of the recommendations outlined below.

2. RECOMMENDATION(S)

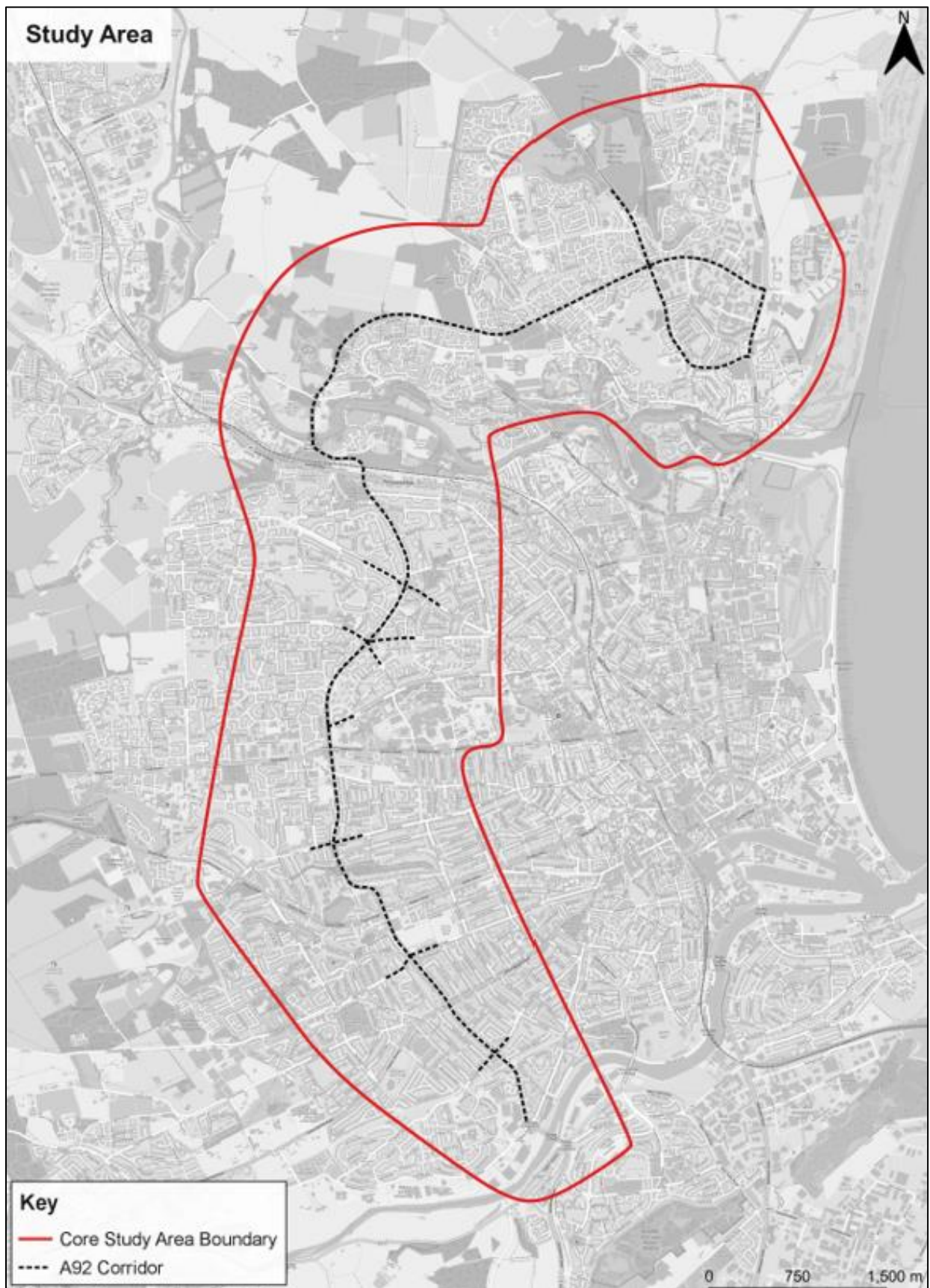
That the Committee:-

- 2.1 Agree that work to further develop the options outlined in paragraph 3.7 below be progressed to Detailed Appraisal and Outline Business Case (OBC);
- 2.2 Instruct the Chief Officer – Strategic Place Planning to develop the Detailed Appraisal and OBC in accordance with the Transport Scotland governance decisions on the gateways for the Bus Partnership Fund;
- 2.3 Note that the Bus Partnership Fund programme has been enabled through Scottish Government funding and that officers will continue to work with partners to deliver the projects in accordance with the grant conditions; and
- 2.4 Instruct the Chief Officer – Strategic Place Planning to report back to the Net Zero, Environment and Transport Committee with the Detailed Appraisal and OBC and next steps by March 2023.

3. CURRENT SITUATION

- 3.1 This report provides the Committee with the outcomes of a STAG-based Initial Appraisal of the A92 corridor from Bridge of Dee to Bridge of Don. It should be noted that this is part of a 2-part study of the entire A92 corridor between Stonehaven and Aberdeen, and that Nestrans will be conducting a study of the route between Stonehaven and Aberdeen. The area covered in this report

focuses on the northern section of the corridor, and a map of the study area is shown below:



- 3.2 The study is part of the wider Bus Partnership Fund (BPF) programme funded by Transport Scotland which includes examining the feasibility of an Aberdeen Rapid Transit (ART) system. As such the study will also be subject to a Gateway Review by Transport Scotland before approval can be granted to progress to the Detailed Appraisal stage
- 3.3 The Council's Ashgrove Connects corridor study is also ongoing and interacts with the A92 Multi-Modal Corridor study at the North Anderson Drive/Ashgrove Road West Junction. This project has similar complementary aims and objectives to the A92 Multi Modal Corridor study. The A92 Multi-Modal Corridor study has progressed with due cognisance of the Ashgrove Connects study and will continue to do so as it progresses.
- 3.4 A STAG-based, multi-modal Initial Appraisal was carried out for the A92 Multi-Modal Corridor, with a particular focus on active travel and public transport, looking at Anderson Drive, the Parkway and the B997 Scotstown Road/North Donside Road in particular.
- 3.5 An initial extensive review of the problems and opportunities along the corridor was undertaken, and this led to the development of a Problems, Issues, Constraints and Opportunities (PICO) Technical Note in February 2022 by the consultants Jacobs, which is contained within the initial appraisal and Case for Change Report. An executive summary and the full report and appendices are attached as Appendix 1 (link attached) and Appendix 2 (link attached).
- 3.6 Transport Planning Objectives (TPOs) were subsequently drawn up, together with a long list of options. An initial round of consultation with stakeholders and the public was also carried out between the end of May 2022 and the beginning of July 2022. The TPOs for the study are listed below:
- Reduce the severance effects caused by the A92 for journeys across the corridor, particularly for journeys by bus;
 - Enable the A92 corridor to be a more effective connector between communities/key trip attractors for users of active modes;
 - Reduce the environmental impact of traffic on the A92 corridor;
 - Reduce real and perceived road safety risks for users of all modes considering travelling along or across the A92 corridor;
 - Support the roads hierarchy by encouraging use of the most appropriate routes for local and through traffic; and
 - Improve journey times and journey time reliability for emergency vehicles and for buses, especially so that bus journey times can be more competitive than car.
- 3.7 Informed by the public consultation, an initial option sifting appraisal was then carried out and a list of options was drawn up, which were grouped into a number of different packages, namely Walking, Cycling, Public Transport, and other options such as enforcement, bus priority and speed restriction measures.

3.8 This report recommends that the options listed below are taken forward to Detailed Appraisal, further design work and OBC development, with a report back to the Net Zero, Environment and Transport Committee in the autumn of 2023:

- Implement new / improved active travel crossings at junctions and key desire lines along the A92 corridor;
- Implement two-way segregated cycle lanes throughout the A92 corridor;
- Implement two-way segregated cycle lanes (or shared-use paths) on those parts of the A92 corridor where demand is likely to be greatest;
- Implement cycle routes on parallel routes to the A92 corridor, away from main roads where possible;
- Improve the quality of surfacing of foot- and cycle-paths throughout the corridor;
- Improve the quality and extents of street/path lighting along the corridor;
- Ensure cyclists are given priority over vehicular traffic when on segregated routes that cross side roads;
- Review the need for existing pedestrian guardrail on the corridor and consider removal if safe to do so;
- Review and improve active travel signage throughout the corridor;
- Implement early release signals for cyclists at all signalised junctions (new and existing) along the A92 corridor;
- Consider the introduction of orbital bus services, which avoid interchange in the city centre;
- Implement robust bus priority measures on constrained sections of A92;
- Implement robust bus priority measures on key constrained radial approaches to the A92 corridor;
- Review of accessibility to bus stops along the corridor;
- Replace some or all roundabouts on corridor with signalised junctions to enable improved bus priority and safer crossings for pedestrians and cyclists; and
- Introduce a 30mph speed limit along the length of the A92 to improve road safety.

3.8 It should be noted that regular consultation was carried out in conjunction with the two rounds of public consultation with the wider project group and main stakeholders, including bus operators and Community Councils. There will also be further consultation with stakeholders and the general public as the project progresses through the detailed appraisal process, and it is intended that this will include school visits.

3.9 An Executive Summary of the initial appraisal and Case for Change is included at Appendix 1 (link attached) and the full report is included at Appendix 2 (link attached).

4. FINANCIAL IMPLICATIONS

4.1 There are no direct financial implications arising from the recommendations of this report. The Bus Partnership Fund provides 100% of funding for staff time and consultant fees to complete the STAG Appraisal work. Transport Scotland

funding to complete the OBC will be dependent on a satisfactory gateway review with the BPF team. The intention is to bid to the Bus Partnership Fund for infrastructure works recommended in the Outline Business Case, however this will be detailed in a future report to the Net Zero, Environment and Transport Committee.

5. LEGAL IMPLICATIONS

5.1 As this transport corridor is a part of the BPF programme, it is subject to condition 9 (Default & Recovery etc. of Grant) of the grant award, in which section 9.1 says: *The Scottish Ministers may re-assess, vary, make a deduction from, withhold, or require immediate repayment of the Grant or any part of it in the event that:*

9.1.1 The Grantee commits a Default;

9.1.3 The Grantee fails to carry out the project.

5.2 There are other project level conditions associated with the BPF grant that must be complied with in order to claim eligible spend for the study.

5.3 A number of actions might require Traffic Regulation Orders which may be subject to statutory objection; land acquisition may also be necessary for some infrastructure measures following the outcome of the OBC. However, this will be detailed in a future report to the Net Zero, Environment and Transport Committee following conclusion of the OBC.

6. ENVIRONMENTAL IMPLICATIONS

6.1 There are no direct environmental implications arising from the recommendations of this report. When Detailed Appraisal is completed and a preferred options of intervention are identified, in the subsequent stages towards progressing designs, an Environmental Impact Assessment will have to be undertaken to inform any environmental implications of the project. It should be noted however that Environmental considerations are part of the STAG criteria which has influenced the recommendations of this report in terms of the options to be taken forward for more detailed examination.

7. RISK

7.1 The assessment of risk contained within the table below is considered to be consistent with the Council's Risk Appetite Statement

Category	Risks	Primary Controls/Control Actions to achieve Target Risk Level	*Target Risk Level (L, M or H) *taking into account controls/control actions	*Does Target Risk Level Match Appetite Set?
Strategic Risk	Delivery of public transport measures supports a number of	Continue to work with partners to deliver the	L	Yes

	the Council's strategic priorities, particularly in terms of a sustainable economy, a sustainable transport system, the continued health and prosperity of our citizens, reductions in carbon emissions and a high-quality environment.	projects within the BPF grant award and continue to work in partnership to maximise 'match in kind' to add value to the grant in terms of meeting the strategic objectives of partners and Transport Scotland.		
Compliance	See section 5 above.	Compliance with statutory processes, grant conditions and Scheme of Governance with regular progress and spend reporting to Transport Scotland, Aberdeen City Council, and the Transportation Programme Boards.	L	Yes
Financial	If non-compliant to the grant conditions, there is risk around spend being ineligible or rejected, and therefore having to be absorbed by this Council and partners.	Regular monthly reporting to Transport Scotland will help to reduce this risk.	L	Yes
Reputational	Failure to deliver in accordance with the BPF grant conditions to help meet the Council's (and partners) strategic transport objectives undermines the Council's commitments to improving the	Obtain Committee approval to progress works to a detailed appraisal. Continue working with partners to deliver the projects within the BPF grant award	L	Yes

	transport network, achieving the Place outcomes set out in the LOIP (Local Outcome Improvement Plan), and supporting Scotland's Climate Change Plan commitment to reduce car kilometres by 20% by 2030.	and continue to work in partnership to maximise 'match in kind' to add value to the grant in terms of meeting the strategic objectives of partners and Transport Scotland.		
Environment / Climate	ACC's net zero vision and strategic infrastructure plan – energy transition: transport emissions are a significant contributor to climate emissions so increasing sustainable travel will be necessary to achieving this sector's required reduction. If active travel and public transport measures are not delivered, ACC would not provide conditions which could encourage more sustainable travel movements which are likely to bring environmental improvements to the city and region.	Continue working with partners to deliver the projects within the BPF grant award and continue to work in partnership to maximise 'match in kind' to add value to the grant in terms of meeting the strategic objectives of partners and Transport Scotland.	L	Yes

8. OUTCOMES

<u>COUNCIL DELIVERY PLAN</u>	
Impact of Report	
Aberdeen City Council Policy Statement <ul style="list-style-type: none"> • PLACE Policy Statement 3 -Refresh 	The proposals within this report support the delivery of PLACE Policy Statement 3. Facilitating an increase in public transport patronage and active travel uptake through utilisation of the Bus

<p><i>the local transport strategy, ensuring it includes the results of a city centre parking review; promotes cycle and pedestrian routes; and considers support for public transport.</i></p>	<p>Partnership Fund grant to determine the best intervention towards delivering enabling infrastructure will be highly beneficial to supporting the associated Policy Statement identified.</p>
<p><u>Aberdeen City Local Outcome Improvement Plan</u></p>	
<p>Prosperous Economy Stretch Outcomes</p> <p>1. <i>No one will suffer due to poverty by 2026.</i></p> <p>2. <i>400 unemployed Aberdeen City residents supported into Fair Work by 2026.</i></p> <p>3. <i>500 Aberdeen City residents upskilled/ reskilled to enable them to move into, within and between economic opportunities as they arise by 2026.</i></p>	<p>The proposals within this report support the delivery of LOIP Stretch Outcomes 1 to 3 as a good transport network and infrastructure provision means anyone regardless of their social status/economic means can choose a sustainable mode of travel for commuting.</p> <p>A reliable transport network supports economic growth and movement both locally and otherwise and affords the public the opportunity to choose a sustainable mode of travel to and from their workplaces. The proposals within this report aim to provide journey time reliability for buses.</p>
<p>Prosperous Place Stretch Outcomes</p> <p>13. <i>Addressing climate change by reducing Aberdeen's carbon emissions by at least 61% by 2026 and adapting to the impacts of our changing climate.</i></p> <p>14. <i>Increase sustainable travel: 38% of people walking and 5% of people cycling as main mode of travel by 2026.</i></p>	<p>The proposals within this report support the delivery of Place Stretch Outcomes 13 and 14 in the LOIP.</p> <p>A robust and reliable public transport network where well-integrated with active travel infrastructures will encourage public transport uptake and patronage and subsequently contribute towards reducing transport carbon emissions given the move towards alternative forms of fuel by bus operators in the region and the Council's fleet.</p>
<p>Regional and City Strategies</p> <ul style="list-style-type: none"> • <i>Regional Transport Strategy (2040)</i> • <i>Local Development Plan,</i> 	<p>The proposals within this report support Regional and Local Transport Strategies and related strategies, which all aim to deliver a sustainable transport system as well as enhance the connectivity of the existing transport network.</p>

<ul style="list-style-type: none"> • <i>Local Transport Strategy including the Active Travel Action plan</i> • <i>Strategic Development Plan</i> • <i>Regional Economic Strategy</i> • <i>Net Zero Vision for Aberdeen</i> 	
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9. IMPACT ASSESSMENTS

Assessment	Outcome
Integrated Impact Assessment	Full impact assessment not required. The projects funded by this grant are being undertaken in accordance with the Scottish Transport Appraisal Guidance which appraises impacts across a range of categories (Economy, Environment, Accessibility and Social Inclusion, Safety and Integration). Further detailed assessments will be undertaken through the development and design process, as appropriate.
Data Protection Impact Assessment	Not required.
Other	None.

10. BACKGROUND PAPERS

None

11. APPENDICES

Appendix 1: A92 Bridge of Don to Bridge of Dee Multimodal Corridor Study: Case for Change and Preliminary Appraisal Report - Executive Summary

<https://aberdeencitycouncilo365.sharepoint.com/:w:/s/TransportStrategyandProgrammes/EU7p7WrFnXZLjrhyCqrO3UMBIRx4n43ybGnNx3JLhoz0pQ?e=hEO56C>

Appendix 2: A92 Bridge of Don to Bridge of Dee Multimodal Corridor Study: Case for Change and Preliminary Appraisal Report - Full Report.

https://aberdeencitycouncilo365.sharepoint.com/:w:/s/TransportStrategyandProgrammes/Eb99Q1QQRKhMv18Y__vbrqEBhVvfXZUVcIDktNtlBINazw?e=1nKIGs

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