

ABERDEEN CITY REGION DEAL:

Powering Tomorrow's World

Report Name	CRD Transport Update
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Governance	City Region Deal Joint Committee

1:	Purpose of the Report
i.	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 Planning Objectives (TPOs) is provided along with recommendations on how the study should progress.

2:	Recommendations for Action
i.	The committee is asked to note the draft interim Transport Planning Objectives from the Strategic Transport Appraisal Pre-Appraisal.

3:	Summary of Key Information
i.	<p>Introduction</p> <p>This report provides an update on the Strategic Transport Appraisal element of the City Region Deal. As members of the committee will be aware, the purpose of the Strategic Transport Appraisal is to take a long term strategic view of the transport implications of the investment unlocked by the Aberdeen City Region Deal across all modes, including road and rail.</p> <p>The Transport Working Group (comprised of representatives from Transport Scotland, Department for Transport, NESTRANS, Aberdeen City and Shire Strategic Development Planning Authority, Aberdeen City Council and Aberdeenshire Council), commissioned a</p>

3:	Summary of Key Information
	<p>Pre-Appraisal to be undertaken in accordance with Scottish Transport Appraisal Guidance (STAG) in September 2017. This was one of the first stages of the Strategic Transport Appraisal component of the deal.</p> <p>ii. Strategic Transport Appraisal Jacobs were commissioned in September 2017 to undertake the Pre-Appraisal element of the Strategic Transport Appraisal.</p> <p>The Pre-Appraisal work has been taken forward in advance of completion of committed major transport infrastructure and place making changes (in particular the Aberdeen Western Peripheral Route and City Centre Masterplan). Future work will be required to review the impact that these interventions will have on travel patterns around the region and the potential changes to the key problems and opportunities identified. The emerging Transport Planning Objectives are therefore being referred to as interim objectives.</p> <p>The specific aims of this stage of the study are to:</p> <ul style="list-style-type: none"> • Identify cross modal problems and opportunities with strategic the Aberdeen City Region strategic transport provision (includes a workshop with elected Members from across the region to inform the process); • Identify key appraisal themes around which further work should be structured; and • Develop Transport Planning Objectives for the Aberdeen City Region to support future appraisal work and inform the development of the Regional Transport Strategy. <p>iii. The STAG Pre-Appraisal – draft Interim Findings can be found in Appendix 1 along with the draft Interim Transport Planning Objectives in Appendix 2 and the Members Workshop – Key Findings in Appendix 3.</p> <p>iv. Key Themes From the process of identifying both problem and opportunity categories along with an analysis of relevant policies and strategies, key themes were derived that directly reflect each of these elements.</p> <p>The Key Themes that have been derived are:</p> <ol style="list-style-type: none"> 1. Connections to and integration of core growth areas Seeks to demonstrate that core growth areas are well connected to and integrated with existing land-uses and the transport network. The aim of this is to reduce dependence on the private car. 2. Maintaining and enhancing the natural & built environment so that the region remains a desirable place to live, work and visit Seeks to demonstrate that the current and future transport system

3: Summary of Key Information

does not negatively impact on the region's environment, including air quality, and enhances it where possible.

3. Increasing travel choices for all Seeks to demonstrate that there are a number of travel choices available for key journeys with a particular focus on making the alternatives to private car more attractive.

4. Reducing the need to travel Seeks to demonstrate that alternative means are available to provide the region's residents the ability to fulfil more of their needs / responsibilities without having to travel to do so.

5. Supporting key sectors and facilitating increased diversification of the region's economy, as highlighted in the 2015 Regional Economic Strategy Seeks to demonstrate that the transport system provides efficient access to key markets.

6. Creating a safe, resilient and affordable transport system Seeks to demonstrate that the transport system reduces accidents, is able to accommodate unexpected changes and is cost effective to use.

7. Improving strategic connectivity Seeks to demonstrate that the region is connected to key markets so that it is not relatively disadvantaged compared with other regions.

v. Transport Planning Objectives

The Transport Planning Objectives (TPOs) derived for this study are focused on reflecting the identified problems and opportunities, link significantly with the Key Themes and express the outcomes sought for the study. The TPOs can therefore be traced back through each step of the adopted methodology in a clear and transparent way. This allows their areas of coverage and the source of each to be illustrated, to ensure that a robust, evidence based audit trail is demonstrated. As part of this process, all elected Members from across the region were invited to take part in a workshop to review the draft interim objectives and outcomes from the workshop along with adjustments made to the TPOs following the workshop can be found in Appendix 3. Once the interim objectives are approved, the appraisal will move forward to the option generation and assessment stage. A review of the interim objectives will be undertaken post Aberdeen Western Peripheral Route (AWPR) opening and the assessment of options can be updated if there are any changes. Further detail on the draft interim objectives can be found in Appendix 2.

The draft interim 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** Focus is on alleviating the problems and addressing the opportunities related to access to and the sustainability of the Aberdeen City Region transport system as a whole. The transport system includes the road, rail, and active travel networks and the various services (including bus, rail, taxi

3: Summary of Key Information

and freight) that operate on them. All users are included with particular recognition given to disadvantaged and vulnerable users to both improve access to potential employment and key services, and ultimately their quality of life.

- **TPO 2: Reduce the business costs of transport for all sectors of the economy to realise the aspirations of the Regional Economic Strategy** Focus is on improving the competitiveness of businesses in the region, which is a key aspiration of the Regional Economic Strategy. The objective should be one that promotes the UK and Scottish economy by improving connectivity to the transport network for businesses to efficiently and effectively access key global markets. Additionally, a focus will be on addressing key problems such as transport related costs, long journey times and journey time reliability.
- **TPO 3: Reduce the adverse impacts of transport on public health and the natural and built environment** Focus is on alleviating transport related problems that adversely impact upon the quality of life in the region, including vehicle emissions and accidents, whilst maintaining and enhancing the high quality of the natural and built environment, which is a key factor attracting a skilled workforce and tourism to the region. This will encompass opportunities linked to new technologies and initiatives, such as electric/hydrogen vehicles and Mobility as a Service.
- **TPO 4: Improve the integration of transport and land use to reduce the need to travel by private car** Focus is on addressing problems that act as barriers to linking employment, retail / leisure and residential areas with a sustainable, connected public transport system and active travel network, to reduce the need to travel by private car. Additionally, a focus will be on creating a high quality digital network to reduce the need for travel.
- **TPO 5: Improve the relative competitiveness of public transport compared to the private car** Focus is on addressing problems and opportunities in relation to the perception that public transport is not currently a desirable alternative to the private car due to factors including limited public transport network coverage within the region and cross-boundary, unreliable journey times and the low cost of parking availability within the city centre.
- **TPO 6: Maintain and enhance a safe, resilient and reliable transport network** Focus is on addressing problems associated with road safety, particularly vehicle / active travel conflicts, and a lack of alternative routes should incidents occur. It is linked to opportunities concerning continuing road safety initiatives, freight movements and benefits that may be realised by capitalising on future major infrastructure commitments, such as the Aberdeen Western Peripheral Route.

vi. Next Steps

3: Summary of Key Information

Approval of the interim objectives and key problems and opportunities will facilitate the finalisation and then publication of the final technical reports. These will be reviewed by the Project Working Group. This will feed into the review of the National Transport Strategy and the Strategic Transport Projects Review.

The Pre-Appraisal has set the context for deriving objectives against which the future appraisal of all potential interventions to support economic growth in the Aberdeen City Region will be assessed. This includes the impacts of macro effects such as Brexit on the levels of regional economic activity. It will also include a focus on advances in digital technology which will provide opportunities in regard to future travel requirements as well as providing technology solutions to improving the efficient movement of people and goods, including reducing their need to travel. Following completion of the Pre-Appraisal including the option generation stage, the next stage of the process will be to commission a STAG Initial Appraisal (Part 1) which, in addition to the Transport Planning Objectives, will consider the development of options against the following standard criteria.

STAG Criteria

Environment – Comprises a qualitative assessment of the impacts on the key environmental attributes and characteristics of the study area

Safety – Comprises two sub-criteria: accidents and security

Economy – Comprises three sub-criteria: Cost-benefit analysis, wider economic benefits and net effects of any option on the local and national economy

Integration – Comprises three sub-criteria: Transport integration, land-use integration and policy integration

Accessibility and Social Inclusion – Comprises of two sub criteria: Community accessibility and comparative accessibility

The Part 1 Appraisal will also assess the feasibility, affordability and public acceptability of any options along with consideration of established national, regional and local policy directives.

Further updates will be provided at 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 growth deals within Scotland.

4:	Finance and Risk
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- i. The Strategic Transport Appraisal is funded through £7m funding from the City Region Deal. Funding for the Pre-Appraisal stage of the Strategic Transport Appraisal is being met within this budget and accords to the projected forecasts.
- ii. The overall business case for the Transport Appraisal was approved by the Joint Committee on 10th November 2017.
- iii. By bringing to committee the emerging findings of this stage of the Strategic Transport Appraisal, we are seeking to minimise subsequent programme risk.