

ABERDEEN CITY COUNCIL

COMMITTEE	City Growth and Resources Committee
DATE	18 September 2018
REPORT TITLE	Wellington Road Multimodal Corridor Study
REPORT NUMBER	PLA/18/132
DIRECTOR	
CHIEF OFFICER	Gale Beattie
REPORT AUTHOR	Will Hekelaar
TERMS OF REFERENCE	2.2

1. PURPOSE OF REPORT

- 1.1 To advise Members of the outcomes of the Wellington Road Multimodal Corridor Study Scottish Transport Appraisal Guidance (STAG) Part 1 Report, and to gain approval to proceed to STAG Part 2 Appraisal.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Agree the outcomes of the Wellington Road Multimodal Corridor Study STAG Part 1 Report and approve the publication of the final report on the Council website; and
- 2.2 Instruct the Chief Officer – Strategic Place Planning to conduct a STAG Part 2 Appraisal, to consider the eight options identified in the STAG Part 1 report, as detailed in section 3.4, and to report the outcomes to this Committee upon completion of the work.

3. BACKGROUND

- 3.1 Aberdeen City Council commissioned AECOM to undertake a STAG Part 1 Appraisal to identify and appraise options for improving connections for all modes of transport along the A956 Wellington Road corridor. This comprised a qualitative appraisal of a long list of potential improvement options that had been generated by a Pre-Appraisal study which was commissioned by Nestrans and completed in 2015 (available at: http://www.nestrans.org.uk/wp-content/uploads/2017/02/2015_01_21_WR_Multimodal_Corridor_Study_Final_Report.pdf).

- 3.2 In accordance with STAG, options were appraised against the Transport Planning Objectives (TPOs) agreed for the study:
1. Provide greater priority to sustainable modes of transport on the corridor and facilitate locking in the benefits of the Aberdeen Western Peripheral Route (AWPR);
 2. Facilitate efficient movement of freight on the corridor;
 3. Reduce and manage traffic demands at key pinch points on the corridor, taking cognisance of the framework provided by the Roads Hierarchy;
 4. Improve accessibility to employment and education areas on the corridor;
 5. Promote a corridor which is safe for all users; and
 6. Promote a transport corridor which supports air quality improvement strategies and improves public health.
- 3.3 Options were also appraised against the STAG criteria (Economy, Environment, Safety, Integration, and Accessibility and Social Inclusion), feasibility, affordability and public acceptability, and their fit with established policy directives, including current regional and local economic, planning and transport strategies. The study was cognisant of, and aimed to complement, existing plans and strategies (such as the City Centre Masterplan, Local Transport Strategy, Air Quality Action Plan and the Lochside Academy Safe Routes to School strategy), as well as other relevant appraisal work in progress, particularly the City Region Deal Strategic Transport Appraisal, External Transport Connections to the Bay of Nigg study and ongoing work to revise the Aberdeen Roads Hierarchy. Furthermore, public and stakeholder engagement has been a key component in the identification and refinement of options.
- 3.4 The final STAG Part 1 report was submitted in April 2018 and recommends that eight options merit further investigation and should proceed to further appraisal:
1. Strategic Cycle Improvements;
 2. Shared Bus/Heavy Goods Vehicle (HGV) Priority Lane;
 3. Souterhead Roundabout Improvements, including improved crossings;
 4. Hareness Roundabout Improvements, including improved crossings;
 5. Additional capacity between Souterhead and Hareness Roundabouts;
 6. Upgrade to dual carriageway at former HM Craiginches Prison Site;
 7. Wellington Road Bus Quality Package; and
 8. Wellington Road Corridor Right-turn/Traffic Signals Priorities Review package.
- 3.4.1 Where not specifically mentioned, all options will include consideration of the walking and cycling environment. Further detail on each is provided in the STAG Part 1 report. An Executive Summary is appended to this Committee Report, while the full STAG report can be made available on request.
- 3.5 During Part 2 Appraisal options will be further refined and subject to qualitative appraisal, with costs and benefits of each more clearly defined. Recognising that the AWPR will soon be fully open, the impacts be monitored and taken into account as the appraisal progresses. Further public and stakeholder engagement will also take place throughout the process.

3.6 At the end of STAG Part 2, the aim is to have one or more options (or packages of options) recommended for implementation, based on the degree to which they meet the TPOs and the STAG criteria. These should be deliverable and affordable, thus enabling Business Cases to be developed and funding sought for implementation. STAG is considered best practice in the appraisal of transport schemes and is an essential process for projects looking to secure government investment.

4. FINANCIAL IMPLICATIONS

4.1 Nestrans has approved £100,000 from their 2018/19 revenue budget for the STAG Part 2 Appraisal which is considered sufficient to procure the consultancy support required to undertake the appraisal work. Staff time will be required to direct and oversee the consultants' work and will be met with existing resources. There are no other financial implications at this stage.

4.2 At their meeting of 30th April 2018, Members of the Strategic Commissioning Committee approved estimated expenditure and procurement exercises in respect of all 2018/19 Nestrans-funded projects for contracts with estimated expenditure of £250,000 and above (Works) and £50,000 and above (Goods or Services). The proposed STAG Part 2 Appraisal falls into the latter category.

5. LEGAL IMPLICATIONS

5.1 The project will follow internal governance procedures and information will be shared with Nestrans on a monthly basis.

5.2 The commission will be tendered through Scotland Excel local authority procurement rules and monitored by officers in the Transport Strategy and Programmes team.

5.3 All procurement will be undertaken in line with the Council's Procurement Regulations and follow internal governance procedures.

6. MANAGEMENT OF RISK

	Risk	Low (L), Medium (M), High (H)	Mitigation
Financial	The project comes in over or under budget	L	The appointed consultant will, upon inception, submit a programme of anticipated costs and expenditure, and this will be monitored and

			updated by the consultant throughout the commission, with monthly reports submitted to the Council. Council officers will transfer this information to their own monthly Project Status Reports (PSRs) which are subject to scrutiny by the Transportation Programme Board (TPB) and subsequently shared with Nestrans on a monthly basis.
Legal	Officers breach terms of financial standing orders and other internal governance procedures.	L	Staff have been trained in project management, procurement and standing orders legislation. Staff will work closely with legal and procurement colleagues to minimise risks.
Employee	Insufficient staff resource to adequately manage the commission	M	Monthly monitoring of project using PSRs will reflect risks at earliest possible opportunity and any issues will be highlighted to the TPB.
Customer	The final outcomes / recommendations do not reflect the needs of transport users. Certain customer groups feel excluded from the decision-making process.	L	The participatory nature of STAG means that public and stakeholder engagement has taken, and will continue to take, place throughout the process and via a range of means to be as inclusive as possible. Groups representing those with protected characteristics are statutory consultees. The multimodal nature of the study means that the needs of all transport users are considered and efforts will be made to avoid disproportionately disadvantaging any particular group of users.
Environment	None identified at this stage although it is recognised that parts of Wellington Road are designated an Air Quality Management	L	Environment is a key STAG criterion against which all options are appraised. Likewise, air quality is one of

	Area (AQMA), and some of the options under consideration may impact on the River Dee Special Area of Conservation.		the objectives against which options will be appraised.
Technology	None identified.		
Reputational	If the study does not proceed, there could be reputational damage to the Council, specifically perceptions that the Council is not taking action to address air quality and congestion issues on this key corridor; to lock in the benefits of the AWPR; or to improve conditions for active travel and sustainable transport users, in accordance with the adopted Air Quality Action Plan, Local Transport Strategy and Active Travel Action Plan.	M	Proceeding with the study and communicating progress will demonstrate the Council's commitment to tackling these issues and that action is being taken.

7. OUTCOMES

Local Outcome Improvement Plan Themes	
	Impact of Report
Prosperous Economy	The study recognises the importance of Wellington Road as a key freight corridor for traffic travelling to and from both the current and future harbours and a key link to employment areas in the south of the city. It therefore aims to identify measures that allow for a more efficient movement of people and goods along the route to contribute towards achieving further economic growth. Economy is one of the STAG criteria against which options are appraised.
Prosperous People	The study aims to improve the travelling experience for all users of Wellington Road and to improve access to jobs and services, especially for those using sustainable modes of transport. At present Wellington Road is perceived as an unsafe and unpleasant environment, particularly for pedestrians and cyclists, and this is exacerbated by its designation as an AQMA. The study looks at measures to

	improve safety for all users and reduce public health risks posed by harmful emissions.
Prosperous Place	Any measures to improve safety, reduce emissions and improve air quality will benefit communities located along the corridor through the development of a safer, healthier and more welcoming environment.

Design Principles of Target Operating Model	
	Impact of Report
Customer Service Design	The appraisal is being undertaken for the benefit of all residents and businesses of, and visitors to, Aberdeen.
Governance	The project will comply with all internal governance procedures.
Partnerships and Alliances	Although led by Aberdeen City Council, the project benefits from the input of a wider client group, including representatives of Nestrans and Aberdeenshire Council. The appraisal will continue to benefit from public and stakeholder input at appropriate intervals.

8. IMPACT ASSESSMENTS

Assessment	Outcome
Equality & Human Rights Impact Assessment	Not required
Privacy Impact Assessment	Not required
Duty of Due Regard / Fairer Scotland Duty	Not applicable

9. BACKGROUND PAPERS

None.

10. APPENDICES (if applicable)

Appendix 1 Wellington Road Multimodal Corridor Study STAG Part 1 Appraisal Executive Summary

11. REPORT AUTHOR CONTACT DETAILS

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Appendix 1: Wellington Road Multi-Modal Corridor Study STAG Part 1 Appraisal
Executive Summary