

Appendix B

Option Appraisal Report

1.0 Aberdeen Local Transport Strategy (2023-2030) STAG Appraisal Process

- 1.0.1 Having identified the main issues for the next LTS to cover, and presented these in the main issues report, the next stage was to identify different overarching approaches for the LTS to take in order to best meet these main issues.
- 1.0.2 In order to do this a Scottish Transport Appraisal Guidance (STAG) based approach was followed. This required a range of options to be identified.

1.1 Initial Option Generation

- 1.1.1 Initially four options were worked up by the Core Team responsible for developing the next LTS
- Do Minimum - Committed projects only with nothing in addition
 - Active and sustainable transport Max – Do minimum plus extra investment in the planning, implementation and promotion of walking, wheeling, cycling, bus and rail infrastructure and supporting measures
 - Low carbon fuels max – Do minimum plus extra investment in the planning, implementation and promotion of low carbon refuelling infrastructure – Including EV and hydrogen – and supporting measures
 - Multi-modal - Investment in the planning, implementation and promotion of walking, wheeling, cycling, public transport, freight, car club, shared vehicle and low carbon refuelling infrastructure and supporting measures.
- 1.1.2 As part of discussion amongst the team, it was decided that the “Active and sustainable transport max” option should be split into two separate options of “Active travel max” and “Public transport max” while the “multi-modal” should be renamed “Active, sustainable and low carbon transport system” and split into two levels of intensity – Essentially a “Do medium” and a “Do maximum”. It was also recommended that, to aid the appraisal, a more detailed specification should be developed for each option too.
- 1.1.3 Following this, the options were reworked into the following final six options
- "Do Minimum" - Committed projects only with nothing in addition, routine management and maintenance.
 - "Active Travel Max" – “Do minimum” plus extra prioritised investment in the planning, implementation and promotion of walking, wheeling and cycling, infrastructure and supporting measures.
 - “Public Transport Max” – “Do minimum” plus extra prioritised investment in the planning, implementation and promotion of bus and rail infrastructure and supporting measures
 - “Low carbon fuels max” – “Do minimum” plus extra investment in the planning, implementation and promotion of low carbon refuelling infrastructure – Including EV and hydrogen – and supporting measures
 - “Active, sustainable and low carbon transport system (positive encouragement/ do medium)” - An integrated option. “Do minimum” plus continuing to improve walking, wheeling, cycling and public transport infrastructure across the city, further

developing plans for Aberdeen Rapid Transit and a Smart Transport App, further rollout of EV charging and hydrogen refuelling infrastructure and further encouragement of car club expansion. Supported by parking and traffic management approaches to demand management and all backed up by comprehensive awareness raising campaigns

- “Active, sustainable and low carbon transport system (Rebuilding the network/ Do maximum)”. – An integrated option. “Do minimum” plus large-scale investment and engineering works to prioritise segregated cycle lanes and bus lanes on all major corridors on approach to the city centre and road space prioritised to active and sustainable modes throughout the city centre with motorised traffic restricted where space constraints exist. Will see delivery of Aberdeen Rapid Transit, evolution of Mobility as a Service and large-scale rollout of electric vehicle charge points, hydrogen refuelling infrastructure and car club vehicles across the city. All supported by major demand management measures – parking restrictions, increased parking tariffs and banning of certain vehicle types – to further encourage use of sustainable transport. All backed up by comprehensive awareness raising and educational campaigns.

1.2 Option Appraisal

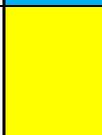
- 1.2.1 These six options were then presented to the Core Team for appraisal. To do this, each option was appraised against the eight Transport Planning Objectives (TPOs), which were developed through the Main Issues process, and the eight STAG criteria. These were as follows in table 1

Table 1 – TPOs and STAG Criteria for Option Appraisal

Transport Planning Objectives (TPOs)	Scottish Transport Appraisal Guidance (STAG) Criteria
TPO1 – Climate and Environment - Reduce the negative impact of transport on the climate and the environment in Aberdeen	S1. Environment
TPO2 – Health – Improve transport opportunities in Aberdeen that help enable and promote healthy lives and give access to healthcare	S2. Climate Change
TPO3 - Safety – Improve the safety of the Aberdeen transport network and reduce safety issues for users.	S3. Health, Safety and Wellbeing
TPO4 - Economy - Ensure more efficient movement of people and goods across, into and from both Aberdeen city and the whole region.	S4. Economy
TPO5 - Accessibility/ inclusivity/ user-friendly – Improve the user-friendliness of the Aberdeen transport network, making it more accessible and inclusive	S5. Equality and Accessibility
TPO6 - Resilience - Ensure the Aberdeen transport network is more resilient and can react to unplanned circumstances and extreme weather	S6. Feasibility
TPO7 – Technology – Ensure Aberdeen has a transport network that can better adapt to changes in technology and capitalises on existing technological opportunities.	S7. Affordability
TPO8 – Modal shift – Reduce the need to travel and reduce dependency on the private car in Aberdeen	S8. Likely public acceptability

1.2.2 Each of the six options was then scored by core team members against each of the sixteen criteria (the eight TPOs and the eight STAG criteria) using the following scale shown in table 2.

Table 2 – Scoring Key

Score	Criteria	Colour Code
Major benefit - these are benefits or positive impacts which, depending on the scale of benefit or severity of impact, the practitioner feels should be a principal consideration when assessing a option's eligibility for funding;	√√√	
Moderate benefit - the option is anticipated to have only a moderate benefit or positive impact. Moderate benefits and impacts are those which taken in isolation may not determine an option's eligibility for funding, but taken together do so;	√√	
Minor benefit - the option is anticipated to have only a small benefit or positive impact. Small benefits or impacts are those which are worth noting, but the practitioner believes are not likely to contribute materially to determining whether an option is funded or otherwise.	√	
No benefit or impact - the option is anticipated to have no or negligible benefit or negative impact.	0	
Small minor cost or negative impact - the option is anticipated to have only a moderate cost or negative impact. Moderate costs/negative impacts are those which taken in isolation may not determine an option's eligibility for funding, but taken together could do so.	X	
Moderate cost or negative impact - the option is anticipated to have only a moderate cost or negative impact. Moderate costs/negative impacts are those which taken in isolation may not determine an option's eligibility for funding, but taken together could do so;	XX	
Major cost or negative impacts - these are costs or negative impacts which, depending on the scale of cost or severity of impact, the practitioner should take into consideration when assessing an option's eligibility for funding.	XXX	

1.2.3 All Core team members were asked to score the options individually with all scores then collated. The results were then presented to the whole team at a meeting so finalised scores could be agreed and any major differences in scoring could be identified. The main differences were;

- Some officers marked most areas of the "Do minimum" as negative impact apart from feasibility and affordability while others have still believed it to have a benefit in most areas as committed projects will still be delivered.
- Differences of opinion for the feasibility, affordability and likely public acceptance criteria in the "Do medium multi-modal" option – mixture of positive and negative.
- Differences of opinion for health, accessibility, modal shift, health safety and wellbeing, equity and accessibility and affordability criteria in the low carbon fuels option – mixture of positive and negative.
- Differences of opinion for affordability in the public transport option
- Differences of opinion for economy, accessibility, feasibility, affordability and likely public acceptability in the Do Maximum option.

1.2.4 Following discussion, the following agreements were reached

- It was agreed that the “Do-minimum” option scoring should reflect that it offers no real benefit over and above the already committed projects, so scores largely neutral, apart from the last three criteria
- The areas of major difference highlighted above for the other options were agreed upon.
- It was agreed that when considering feasibility, this should not just reflect what could actually be delivered but whether it fits with national, regional and local policies, plans, strategies as being a feasible option that does not run contrary to them.
- The two best scoring options, prior to discussion, remained so

1.2.5 The final appraisal of the six options is shown in the tables overleaf.

Table 3 – Appraisal of options against the TPOs

1.3 Appraisal Findings

- 1.3.1 Based on the final appraisal scores, the “Active, sustainable and low carbon transport system (Positive Encouragement/ Do medium)” and “Active, sustainable and low carbon transport system (Rebuilding the network/ Do maximum)” were the two highest scoring options.
- 1.3.2 The “Do maximum” option scored better against the TPOs but not so strongly against the “Feasibility” and “Affordability” STAG criteria. However, given the nature of the “Key Drivers” and the timescales within which they need to be achieved, it is clear that considerable intervention is required in the transport network to achieve this and that greater aspiration than the “Do medium” is needed.
- 1.3.3 Therefore, it is proposed that the LTS aims for and enables a “Do maximum” approach but acknowledges, from the outset, that this may be constrained by funding, resource, time constraints and the ability of external partners to deliver.