STPR

STRATEGIC TRANSPORT PROJECTS REVIEW

PROTECTING OUR CLIMATE AND IMPROVING LIVES

North East Region Option Sifting Update

February 2021

Jacobs **AECOM**

PROJECT NAME

Project No:	B2356701
Document Title:	North East Region Option Sifting Update
Revision:	Final
Date:	03/02/21

Jacobs UK Ltd.

95 Bothwell Street
Glasgow, Scotland G2 7HX
United Kingdom

T +44.(0)141 243 8000
F +44 (0)141 226 3109

www.jacobs.com

Contents

Appendices

1. Introduction

1.1. Background & Report Purpose

Transport Scotland is currently undertaking the second Strategic Transport Projects Review (STPR2) to inform the Scottish Government's transport investment programme over the next 20 years (2022 – 2042). STPR2 takes a national overview of the transport network with a focus on regions and will help deliver the vision, priorities and outcomes that are set out in the new National Transport Strategy (NTS2)[1]. STPR2 is being carried out in accordance with Scottish Transport Appraisal Guidance (STAG)[2] which is an objective-led, evidence-based transport appraisal process. The 4 key phases of STAG are illustrated in **Figure 1.**
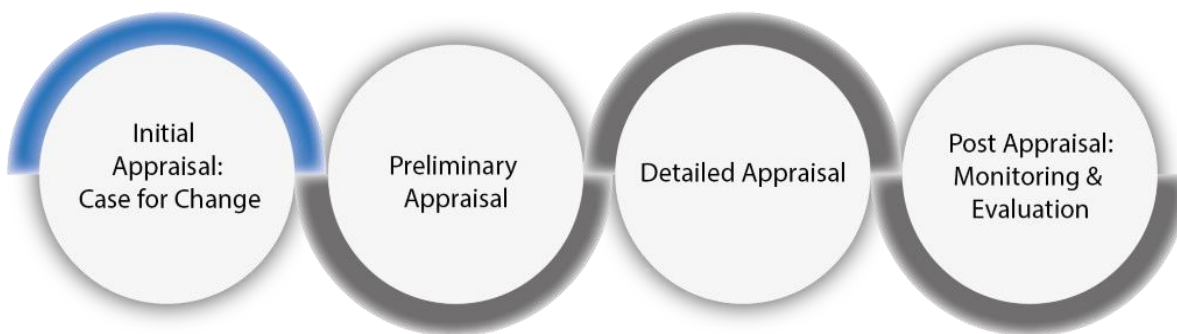

Figure 1 - The 4 Key Phases to the Scottish Transport Appraisal Guidance

The Case for Change constitutes the first phase of STAG, with a Case for Change report having been developed for each of the STPR2 regions (see **Figure 2**). It sets out the evidence base for problems and opportunities linked to the strategic transport network in the region, drawing on relevant data analysis, policy review and stakeholder engagement. These regional reports are supported by a national level Case for Change report which sets out the overarching vision for transport investment in Scotland and the challenges that must be addressed to support delivery of the priorities set out in NTS2. STPR2 specifically focusses on Scotland's key strategic transport assets, which are wide ranging and varied. In the context of STPR2, the strategic transport network is defined as being:

- All transport networks and services owned, operated and funded directly by Transport Scotland;
- Transport Access to Major Ports and Airports; and
- The inter-urban bus and active travel network and principal routes within the City Region areas.

Initial Appraisal - Case for Change reports have already been published for 3 of the 11 regions that now feed into STPR2, and are referred to as the 'Advanced Regions'[3]:

---

[1] Transport Scotland, National Transport Strategy, February 2020, www.transport.gov.scot/media/47052/national-transport-strategy.pdf
[2] Transport Scotland, Scottish Transport Appraisal Guidance (STAG), 2008, www.transport.gov.scot/media/41507/j9760.pdf
[3] During the Advanced Studies, terminology of the STAG appraisal phases was updated whereby 'Pre-Appraisal' was renamed as the 'Initial Appraisal: Case for Change' phase.

- Borders region (Borders Transport Corridors: Pre-Appraisal) – This covers the Scottish Borders Local Authority area;
- North East region (Aberdeen City Region Deal – Strategic Transport Appraisal: Pre-Appraisal) – This covers Aberdeen and Aberdeenshire Local Authority areas; and
- South West region (South West Scotland Transport Study – Initial Appraisal: Case for Change) - This covers the Dumfries and Galloway Council Local Authority area and the southern parts of South and East Ayrshire Local Authority areas.

The purpose of this report is to provide an update on the status of the Aberdeen City Region Deal – Strategic Transport Appraisal: Pre-Appraisal (published 2019) and its alignment with STPR2, which combine to effectively constitute the North East region's Initial Appraisal: Case for Change study.

1.2. Summary of work undertaken to date

For the purposes of taking forward STPR2, analysis of transport-related problems and opportunities has been undertaken at both national and regional levels, with regional level analysis undertaken across 11 regions. Aberdeen City and Aberdeenshire local authority areas form one of these regions, as identified in **Figure 2** (overleaf).

Each STPR2 region has been considered separately in terms of the data analysis, summary of problems and opportunities, region specific Transport Planning Objectives and option generation.

The regional problems and opportunities analysis, objective setting and option generation exercises are outlined for the North East region in the Aberdeen City Region Deal – Strategic Transport Appraisal: Pre-Appraisal (which effectively constitutes the STPR2 Case for Change for the North East region) that was published in late 2020[4]. The North East region, along with the South West and Borders regions, form 3 'advanced' regions that had Case for Change work completed prior to the commencement of STPR2. The recent Case for Change analysis for STPR2 has therefore focussed on the 8 remaining regions of Scotland, and Scotland as a whole, to take these to the same stage as the advanced regions. These 9 Case for Change reports were published in draft in 2020[5] and will be republished alongside this report following previous feedback.

As part of the development of the respective Case for Change documents, a process of option sifting has been undertaken on the STPR2 options long list. Option sifting is recommended in the Scottish Transport Appraisal Guidance (STAG); where a study generates a large number of options, this list should, for appraisal purposes, be reduced to a manageable level through option sifting.

The Borders Transport Corridors and Aberdeen City Region Deal Pre-Appraisals kept the 'Pre-Appraisal' terminology (for reporting consistency), whilst conversely the South West Scotland Transport Study (the last of the 3 to be commissioned) adopted the new Case for Change terminology for reporting purposes.

[4] Aberdeen City Region Deal – Strategic Transport Appraisal & STPR2 North East Case for Change report, https://www.transport.gov.scot/our-approach/strategy/strategic-transport-projects-review-2/

[5] Transport Scotland, Strategic Transport Projects Review 2, 2020: https://www.transport.gov.scot/our-approach/strategy/strategic-transport-projects-review-2/#section-63218
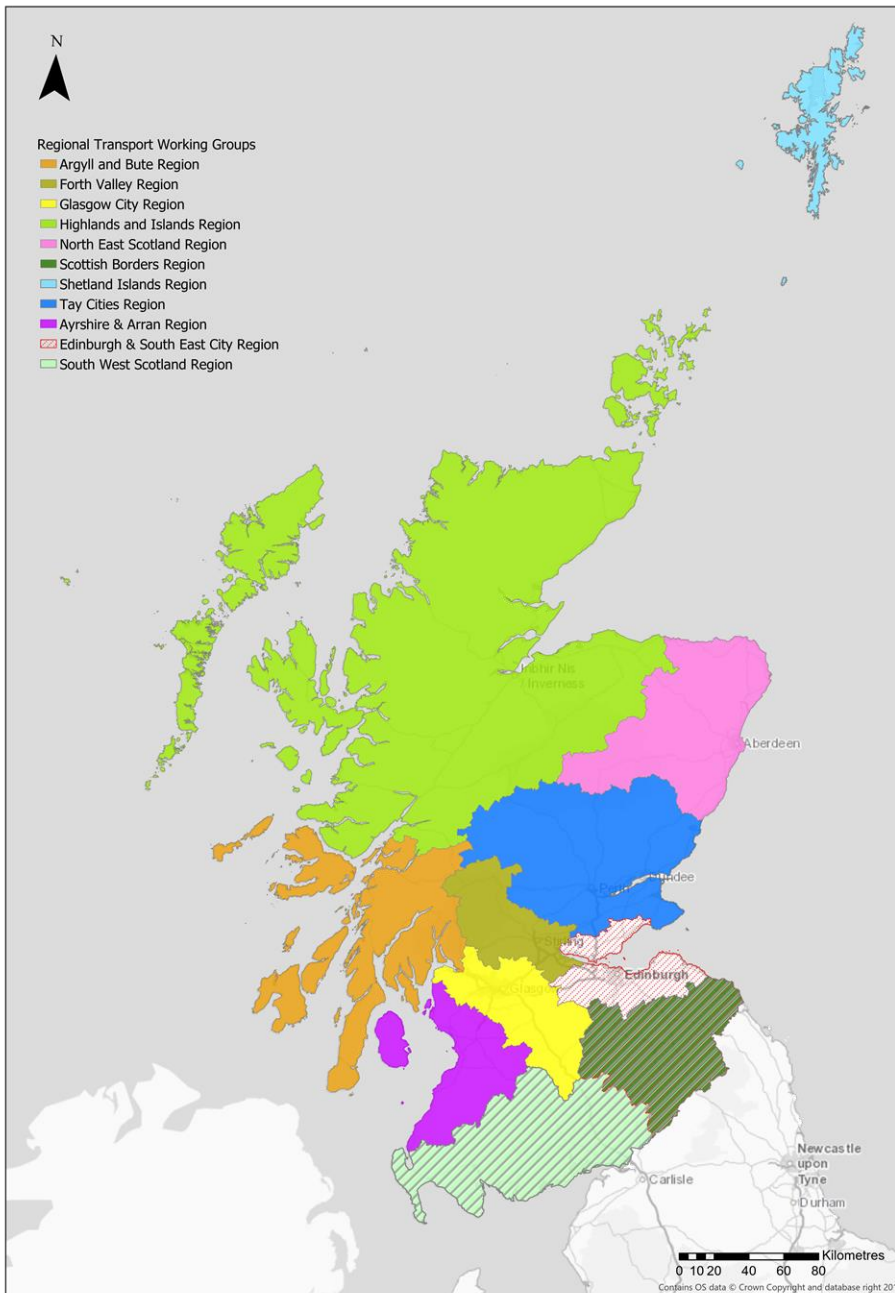
Figure 2 - STPR2 Regions

The STPR2 option sifting methodology was developed to build upon those sifting methodologies adopted for the advanced regions, but adopts specific STPR2 transport planning objectives (TPOs), sifting criteria and the additional scope refinements.

The STPR2 option sifting exercise therefore differs slightly from that undertaken for the advanced regions and so to ensure consistency for the remainder of the STPR2 process, it was decided to review the advanced region option sifting exercises and re-assess their options long lists by applying the STPR2 option sifting methodology. The updated results for the advanced regions will be fed into the subsequent appraisal of options, in parallel with the 8 other regions.

2. Option Sifting

2.1. Overview

The option sifting methodology adopted for the Aberdeen City Region Deal – Strategic Transport Appraisal: Pre-Appraisal was multi-criteria based where each option from an options long list was reviewed and sifted in or out against the following criteria:

- Whether it met the study objectives;
- Whether the option was within the region / regionally focussed;
- Any deliverability issues with regards ownership, operations, packaging and any evidence of the option working elsewhere; and
- Whether there were any showstoppers (i.e. any other factors which would deem the option not appropriate to consider further, meaning it was considered out of scope for the study).

The option sifting methodology adopted for STPR2 is also multi-criteria based, following similar steps as the Aberdeen City Region Deal – Strategic Transport Appraisal: Pre-Appraisal, but has a number of additional / different criteria. These criteria are as follows:

- Does the option align with the STPR2 national objectives:
  - A sustainable strategic transport system that contributes significantly to the Scottish Government's Net Zero emissions target
  - An inclusive strategic transport system that improves the affordability and accessibility of public transport
  - A cohesive strategic transport system that enhances communities as places, supporting health and wellbeing
  - An integrated strategic transport system that contributes towards sustainable inclusive growth in Scotland
  - A reliable and resilient strategic transport system that is safe and secure for users
- Is the option strategic – an option is defined as strategic if it materially contributes to Scottish Government/Transport Scotland policies and strategies (see the National Case for Change for further detail on the STPR2 strategic definition);
- Is the option in scope – is it considered specifically in scope for STPR2 (see the National Case for Change for further detail on STPR2 scope); and
- How well does the option align to the National Transport Strategy Sustainable Investment Hierarchy[6] - Options are sifted out if another option addresses the same problem / opportunity and better aligns with the Sustainable Investment Hierarchy.

The assessment of how well an option addresses the regional problems and opportunities is retained, as is the deliverability assessment. An outline of the complete STPR2 option sifting methodology is shown at Figure 3:

---

[6] The Sustainable Investment Hierarchy will be used to inform future investment decisions and ensure transport options that focus on reducing inequalities and the need to travel unsustainably are prioritised, maintaining and safely operating existing assets and making better use of existing capacity. Only following these steps will investment involving targeted infrastructure improvements be considered. Transport Scotland, National Transport Strategy (Pg 43), February 2020, www.transport.gov.scot/media/47052/national-transport-strategy.pdf
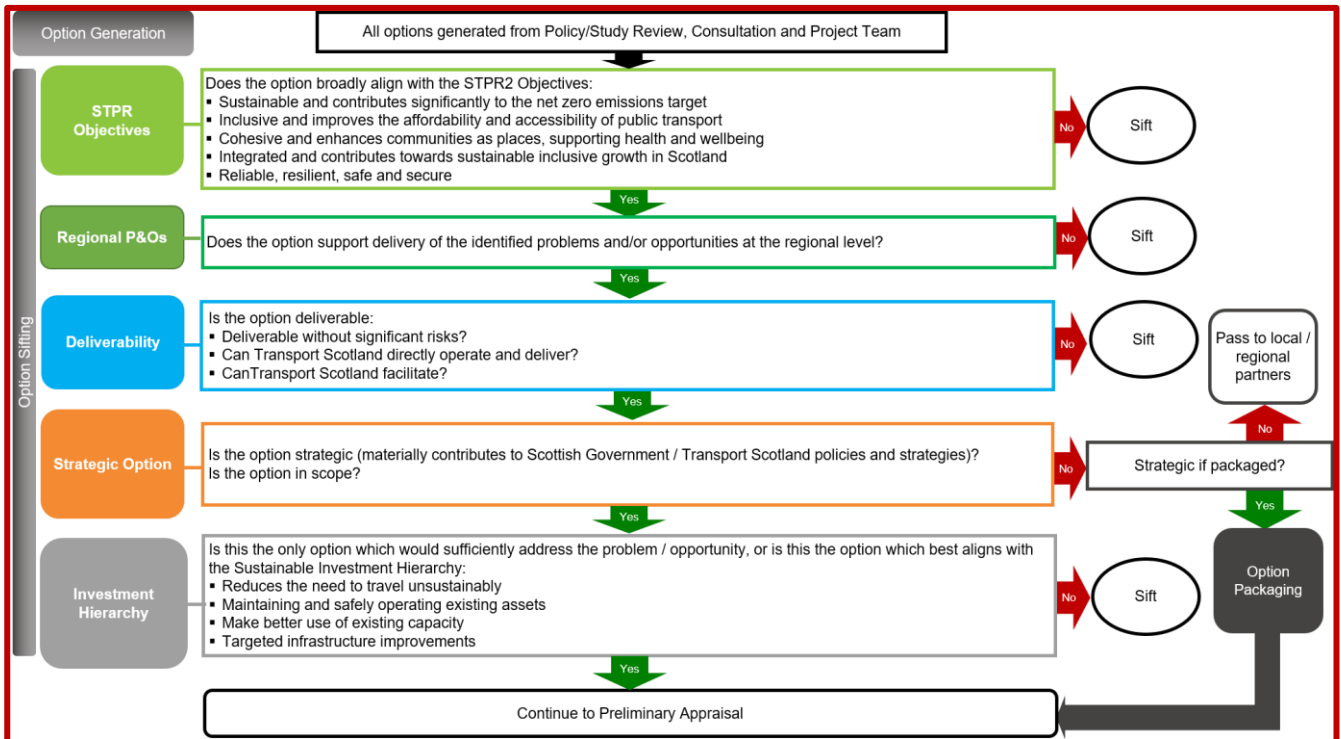
Figure 3 - STPR2 Option Sifting Methodology

2.2. Transport Planning Objectives

Transport Appraisal undertaken in accordance with STAG should be objective led. Objectives should express the outcomes sought by the study and be based on a comprehensive and evidenced understanding of problems and opportunities in the study area. As such the Aberdeen City Region Deal – Strategic Transport Appraisal: Pre-Appraisal developed a set of 6 TPOs which sought to address the key problem and opportunity themes of the region, these were:

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

STPR2 has now formed a set of national objectives that align closely with the 4 priorities, 12 outcomes and 24 policies contained within the current National Transport Strategy (NTS2)[7] plus a fifth objective relating to a reliable and resilient transport network. These overarching national objectives are supported by a series of sub-objectives. These have been developed to apply uniquely to each region, in the case of the North East region to

---

[7] Transport Scotland, National Transport Strategy 2, 2020: https://www.transport.gov.scot/publication/national-transport-strategy-2/

address the problems and opportunities outlined in the Aberdeen City Region Deal – Strategic Transport Appraisal: Pre-Appraisal and taking cognisance of its original objectives. The 5 national STPR2 objectives, and their sub-objectives specific to the North East region, are shown below:

- A sustainable strategic transport system that contributes significantly to the Scottish Government's Net Zero emissions target

    – Reduce the consumption of fossil fuels through managing travel demand and enable a shift to more sustainable modes of transport, alleviating pressure on and improving air quality in the North East region
    – Increase the mode share of active travel, particularly for shorter everyday journeys in the main population centres and between settlements within the North East region
    – Increase the mode share of public transport within the North East region and to key centres in other regions, including Glasgow, Edinburgh, Inverness and Dundee, by providing viable alternatives to single occupancy car use and improving journey quality across the network for all, recognising the specific needs of disadvantages and vulnerable users
    – Reduce emissions generated by the strategic transport system, to reduce its adverse impacts on public health and the natural and built environment in the North East region

- An inclusive strategic transport system that improves the affordability and accessibility of public transport

    – Increase public transport mode share by connecting sustainable modes of transport, with a focus on key interchanges in the North East region
    – Improve mobility and inclusion, recognising the needs of rural communities and disadvantaged and vulnerable groups in the North East region
    – Reduce transport poverty by increasing travel choice, with particular focus on areas out with the main centres and in communities in the North East region with high levels of deprivation
    – Reduce the reliance on private car for access to key centres for healthcare, employment, education and cultural sites by improving public transport and active travel connectivity in the North East region

- A cohesive strategic transport system that enhances communities as places, supporting health and wellbeing

    – Reduce the adverse impacts of the strategic transport system on public health and the natural and built environment by embedding the place principle in the changes to the strategic transport system in the North East region
    – Increase the mode share of active travel, particularly for shorter everyday journeys in the main population centres and for visitors travelling within the North East region
    – Reduce demand for unsustainable travel arising from nationally significant growth areas, taking cognisance of the emerging NPF4.

- An integrated strategic transport system that contributes towards sustainable inclusive

growth in Scotland

- – Increase sustainable access between labour markets and key centres for employment, education and training across the North East region
- – Increase competitiveness of key domestic and international markets, by reducing the business costs of transport for all sectors of the economy and improving the relative competitiveness of public transport compared to the private car in the North East region
- – Increase resilience of access to key domestic and international markets to encourage people to live, work, study, visit and invest in the North East region
- – Increase the mode share of freight by sustainable modes in the North East region

- ▪ A reliable and resilient strategic transport system that is safe and secure for users .
  - – Increase resilience from disruption through adaption on the North East region's road, rail and port infrastructure
  - – Reduce transport related casualties in line with reduction targets - in particular accident rates and the severity of accidents on the trunk road network in the North East region
  - – Improve resilience in the North East region through climate change adaptation within the management and maintenance of the region's trunk road, rail and ferry infrastructure
  - – Improve perceived and actual security of the strategic transport system across the North East region

A mapping exercise was undertaken to ensure that the STPR2 regional sub-objectives for the North East region aligned with the Aberdeen City Region Deal – Strategic Transport Appraisal: Pre-Appraisal objectives, and to ensure that no gaps were identified.

The mapping exercise, as detailed in Appendix A, confirmed that all of the Aberdeen City Region Deal – Strategic Transport Appraisal: Pre-Appraisal objectives map to at least 1 STPR2 overarching objective and its sub-objectives, whilst several map to 2 or 3 STPR2 overarching objectives and their sub-objectives. This exercise provides confidence in the alignment of STPR2 and Aberdeen City Region Deal – Strategic Transport Appraisal: Pre-Appraisal objectives and so can be taken forward for use in the next stage of STPR2 appraisal for the North East region.

2.3. Option Sifting

Following completion of the original Aberdeen City Region Deal – Strategic Transport Appraisal: Pre-Appraisal option sifting exercise, a total of 42 options were retained for further consideration.

The updated option sifting exercise for the North East region, using the current STPR2 sifting methodology, considered the 42 options from the Aberdeen City Region Deal – Strategic Transport Appraisal: Pre-Appraisal.

Ultimately the updated option sifting exercise for the region using the STPR2 sifting methodology identified a total of 35 options that should be taken forward for more detailed

development and appraisal through the next stage of the STPR2 process, with several others retained but some with elements of options examples sitting under them removed as they do not align with the scope of STPR2. The 7 options from the Aberdeen City Region Deal – Strategic Transport Appraisal: Pre-Appraisal which are not now considered appropriate to take forward within STPR2 are as follows:

▪ Two options were identified during the Aberdeen City Region Deal – Strategic Transport Appraisal: Pre-Appraisal to be taken forward by the next North East Scotland Regional Transport Partnership (Nestrans) Regional Transport Strategy, which has since been confirmed following the application of the STPR2 option sifting methodology:

  – NE-28: North/North West Radial Route Action Plans, including A947 Route Action Plan
  – NE-29: Western Radial Routes Action Plans (A944, A93)

▪ Four options have been sifted out as they are now considered to be out of scope of STPR2, as follows:

  – NE-06: Consider future ownership/regulation/partnership models for buses - working with North East Bus Alliance
    ○ Changes to the way in which transport is regulated is out of scope; and
    ○ Changes to the governance framework within which transport delivery and operation takes place is out of scope.

  – NE-12: Revised Approach to Development Planning Policy
    ○ Planning led initiatives (e.g. changes to the statutory planning process) are out of scope.

  – NE-13: Maintain and expand routes and destinations (domestic and international) served by Aberdeen International Airport
    ○ Options related to air services are out of scope. Note – Access to major airports (Edinburgh, Glasgow, Aberdeen, Inverness and Prestwick (Freight only)) are in scope.

  – NE-37: Policy support for a digital working strategy (including Broadband Connectivity Improvements) for the region to reduce peak-time travel, and encourage communities to develop potential working hubs
    ○ The delivery of digital connectivity / 5G is out of scope.

  – NE-42: Local Transport Funding
    ○ Revenue funding is out of scope.

The headline description of 3 further options will be considered further as currently they may not fully be considered within the scope of STPR2:

▪ NE-10: Improve road access to all regional ports

  – Local roads are out of scope, unless they provide access to major ports or airports. As such, the option has been re-titled to 'Improved road access to major ports'.

▪ NE-14: Maintain and enhance maritime services serving Aberdeen, and connections to Orkney and Shetland

- – Northern Isles Ferry Services (NIFS) are in the scope of STPR2 but no other ferry services applicable to the North East are. As such the option title may require revision to be taken forward to focus just on NIFS.

- ▪ NE-30: Route Action Plan on former A90/newly designated A92 between Blackdog and Stonehaven following AWPR completion

  - – To be re-worded as 'Route Action Plan on A92 between Stonehaven and A956 Wellington Road junction', as the A92 between the A956 junction and Blackdog does not have trunk road designation following completion of the AWPR and is therefore considered a local road. Local roads are deemed out of scope of STPR2.

As identified previously, the remaining option descriptions and examples that sit underneath them have also been reviewed for consistency with STPR2 scope.

- ▪ Those descriptions which are now deemed out of scope for STPR2 have been highlighted with a revised description marked and a footnote reference providing more information.
- ▪ Those option examples deemed out of scope have been identified with strike through text and footnote information provided.

Table 1 outlines this information:

Table 1: Final List of Aberdeen City Region Deal – Strategic Transport Appraisal: Pre-Appraisal Options for consideration through STPR2

REF	ABERDEEN CITY REGION DEAL – STRATEGIC TRANSPORT APPRAISAL: PRE-APPRAISAL OPTIONS RETAINED OR MODIFIED FOLLOWING STPR2 SIFTING EXERCISE
NE-01	**Upgrade existing routes and develop a network of high quality and safe active travel routes across the region** - Orbital, Radial and Leisure/Tourist Routes - Routes within and connecting to the City Centre - Direct active travel links between NE communities - Deeside Way; Buchan and Formantine Way - Roll out 'Cycle Demonstration Town' measures (like in Peterhead) to other NE towns - City Centre and Towns Pedestrian Provision - Safety Measures (e.g. Cycle Priority, Safer Underpasses, resolving shared space conflicts) - Segregated Cycle Lanes - Improved provision at junctions and crossing points - Requirement for new/upgraded roads to include better walking, wheeling and cycling provision - Use significant public sector capital investments as catalysts for building cycle infrastructure in towns - e.g. Peterhead Community Campus, Inverurie Health Centre
NE-02	**Increase the provision and quality of active travel facilities across the Region** - e.g. Signage, parking/storage (on and off public transport) and tourist/leisure-friendly facilities.

REF	ABERDEEN CITY REGION DEAL – STRATEGIC TRANSPORT APPRAISAL: PRE-APPRAISAL OPTIONS RETAINED OR MODIFIED FOLLOWING STPR2 SIFTING EXERCISE
	- Improve quality of walking surfaces - Improved lighting, safety and security measures for all active travel users[8].
NE-03	**Implement a regional cycle hire scheme** - Bike Hire, eBike Hire, Cycle Share Scheme etc.
NE-04	**Continue development and roll out of Regional Active Travel Promotion Strategy with innovative awareness campaigns and incentives to encourage people to travel by active modes** - NHS Healthcare Partnerships working with and through the HTAP partnership (Heath & Transport Action Plan) - Road User Safety Courses (e.g. continued support of Bikeability Scheme; walking, wheeling and cycling -safety courses for Drivers)[9] - Walking/Cycle App Reward Scheme - Working with employers - Increase political engagement and commitment from local & regional politicians, councillors
NE-05	**Implement Bus Rapid Transit (BRT)/Bus Priority schemes which improve bus service journey times and reliability on key corridors in the City and Towns in the Region** - Reallocation of road space to benefit public transport; - BRT/Bus Priority schemes on Orbital and Radial Routes; - BRT/Bus Priority on key commuting corridors & service routes in City and Towns - Upgrading Bus Stops to have laybys to reduce traffic congestion
NE-07	**Demand Responsive Transport (DRT)Services (<u>excluding revenue funding)</u>[10]** - Rural DRT services to replace existing traditional bus service model - Introduce a public-run DRT 'Uber-style' service in the region - High capacity Demand Responsive Services - Facilitate further resourcing and funding for Community & Volunteer Transport Services

---

[8] This example is in scope, however aspects relating specifically to enhanced security / safety on public transport and at bus stops / rail halts are out of scope.

[9] Options related to training, including cycle training and eco-driving training are out of scope.

[10] The reference to revenue funding has been subsequently added to this recommendation as revenue funding for public transport is out with the scope of the Review.

Jacobs **AECOM**

REF	ABERDEEN CITY REGION DEAL – STRATEGIC TRANSPORT APPRAISAL: PRE-APPRAISAL OPTIONS RETAINED OR MODIFIED FOLLOWING STPR2 SIFTING EXERCISE
NE-08	**Development of an integrated, multimodal network of freight hubs across the Region** - Construction of freight hubs in strategic locations - including consideration of existing PT road/rail interchanges - to facilitate 'bulk breaking' between freight modes (lorries, rail, LGVs etc.)
NE-09	**Review provision of Rest Stops on trunk roads and key freight routes for Heavy Goods Vehicles** - The purpose of this option is to review existing provision of rest stops in the region and determine where improvements could be made in order to increase road safety on these routes.
NE-10	**Improve road access to major ports[11]** - Develop access strategy - Introduce route improvements, including road safety measures
NE-11	**Use price mechanisms to manage demand** - ~~Workplace Parking Levy~~[12] - Road User Charging
NE-14	**Maintain and enhance maritime services serving Aberdeen, and connections to Orkney and Shetland[13]** - This option involves continued support of Northern Isles Ferry Service and supporting infrastructure at Aberdeen Harbour.
NE-15	**Provision of high quality Park and Ride and multimodal interchange facilities, and supporting services** - Enhance service provision of Park and Ride sites both P&R infrastructure and quality of services including ~~service frequency~~[14] information provision and P&R marketing campaigns - Take into account varying functions of local and regional Bus and Rail P&R sites, serving a variety of journey purposes - Increase the number of parking spaces at P&R sites - Construct more P&R sites in towns and at interchanges/stations throughout the region. - Link bus priority measures to routes serving park and ride services to ensure park and ride provides a competitive alternative to car. Link to city centre parking policy.

---

[11] Local roads are out of scope, unless they provide access to major ports or airports.
[12] Workplace Parking Levies are out of scope (Note - there is already provision for local authorities to undertake this in the Transport Act).
[13] Northern Isles Ferry Services (NIFS) are in the scope of STPR2 but no other ferry services applicable to the North East are.
[14] Improvements to service frequency would likely require revenue support, which is out of scope

REF	ABERDEEN CITY REGION DEAL – STRATEGIC TRANSPORT APPRAISAL: PRE-APPRAISAL OPTIONS RETAINED OR MODIFIED FOLLOWING STPR2 SIFTING EXERCISE
NE-16	**Improved marketing, information and digital connectivity (on and off) Public Transport services** - RTI systems with accurate journey time information - Secure and reliable WiFi on passenger services and at stations (incl. bus and rail) - Increased provision of tourist-focussed information.
NE-17	**Introduce new ~~fares~~[15] model for public transport (potentially linked to MaaS)** - SMART tickets - ~~Simpler fare structures~~[16] - Integrated tickets across modes and multi operator tickets - Expand existing systems such the Grasshopper tickets scheme and multipurpose ticket options, such "Gig&Go" tickets for events - ~~Reduce fares on TaxiCard scheme~~[17]
NE-18	**Development of fully integrated public transport services across the region, including timetabling and multimodal interchanges/attractors (excluding revenue funding[18])** - More effective timetable integration between all modes, particularly at interchanges (incl. air, rail and ferry) - Introduce more orbital/radial routes, with orbital services not going through City Centre - Clearer distinction between Express and Local services - Dial-a-Bus Services - City Centre Shuttle Buses
NE-19	**Timetable and capacity enhancements to deliver faster/more frequent bus services on core corridors (excluding revenue funding[19])** - Introduce higher frequency and faster bus services (e.g. between Aberdeen, Peterhead and Fraserburgh) - Improved urban to rural connections
NE-20	**Light Rail/Tram** - Introduction of light rail/trams connecting Aberdeen City Centre with the key business/leisure/commercial areas in the city, and key radial routes - Link to Aberdeen Airport and Ferry Terminal - Light Rail/Trams on Union Street connecting local areas and towns (aimed at reducing people driving into the City Centre)

---

[15] Public transport fares specifically are out of scope

[16] Concessionary travel, including free public transport, reduced public transport fares or changes to existing concessionary travel schemes are out of scope.

[17] Concessionary travel, including free public transport, reduced public transport fares or changes to existing concessionary travel schemes are out of scope.

[18] See previous footnote on review funding

[19] See previous footnote

REF	ABERDEEN CITY REGION DEAL – STRATEGIC TRANSPORT APPRAISAL: PRE-APPRAISAL OPTIONS RETAINED OR MODIFIED FOLLOWING STPR2 SIFTING EXERCISE
NE-21	**Improve City Centre connections between Bus and Rail Stations** - e.g. Enhance the quality of the existing connection/multi-modal interchange in Aberdeen City Centre between the Bus and Rail stations, with improved active travel hub.
NE-22	**Public Transport Connections to Airport (to progress without revenue funding)** - Continue development of high quality, dedicated public transport links between City centre and airport - Introduce branded airport links from Regional centres to/from airport
NE-23	**Expand the rail network in the North East (to the benefit of both Passenger and Freight users) via new and/or reinstated railway lines** - New Rail Lines with passenger stations - More passing loops - Rail connections to freight hubs (including those proposed in Freight Options)
NE-24	**New Local Rail Stations on existing local routes** - New stations between Aberdeen & Inverurie - New stations between Aberdeen and Stonehaven (e.g. Newtonhill)
NE-25	**Improve Strategic Inter-City Rail Connections** - Physical and operational improvements to reduce journey times between Aberdeen and central Belt; and Aberdeen to Inverness (building on STPR recommendations) - ~~Make Aberdeen-London (sleeper) train fares more competitive with air fares~~[20] - ~~Measures to improve quality of on-board journey experience~~[21] - Increased capacity and frequency for rail services on North-East routes - Improve journey times and timetabling of services on Aberdeen-Central Belt rail services, including consideration of intermediate stations Improved station car parking, and sustainable station travel plan arrangements
NE-26	**A90 Upgrade Ellon to Peterhead and Fraserburgh** - Improvements to junction provision, consistency of standard and overall function - Targeted improvements/upgrades with sections of 2+1 provision - Implement measures to increase road safety along the route

---

[20] Concessionary travel, including free public transport, reduced public transport fares or changes to existing concessionary travel schemes are out of scope.

[21] Options relating to the design of public transport vehicles and rolling stock are out of scope.

REF	ABERDEEN CITY REGION DEAL – STRATEGIC TRANSPORT APPRAISAL: PRE-APPRAISAL OPTIONS RETAINED OR MODIFIED FOLLOWING STPR2 SIFTING EXERCISE
NE-27	**A90 Upgrade south of Aberdeen to Dundee (including the Kingsway)** - Improvements to junction provision, consistency of standard and overall function - Implement measures to increase road safety along the route.
NE-30	**Route Action Plan on former A90/newly designated A92 between Blackdog and Stonehaven following AWPR completion** *(will be re-worded to 'Route Action Plan on A92 between Stonehaven and A956 Wellington Road junction')* - ~~Including new bridge at River Dee~~[22] - Implementation of road safety measures along the route where trunked.
NE-31	**Consolidated Asset Management and Prioritisation System**[23] - Increased investment in existing road network - Identify and implement road safety measures or upgrades when reviewing assets and carrying out maintenance work - Review of structure lifecycles - Address weight & height restricted bridges - Improved adaptability to climate change - Increased consideration for maintenance of Active Travel infrastructure included
NE-32	**Introduce 20mph zones** - Network of 20mph zones, focusing on areas with road safety concerns
NE-33	**Intelligent Transport Systems to manage vehicle entry to lanes and zones based on vehicle types, time of day, real-time emissions and congestion levels** *Dynamic Vehicle Lanes by vehicle type / time of entry / emissions levels, e.g.:* - Bus only / High Occupancy Vehicle lanes - Freight vehicle restrictions / priority - Emissions Controlled Lanes *Dynamic Controlled/Low Emissions Zone, using a congestion or emission based system plus Policy Instruments, e.g.:* - Congestion Charge Zone - Low Emission Zone
NE-34	**Wayfinding App for Tourists** - Develop an App providing leisure and tourist travellers with wayfinding information, and routes ('trails') which direct tourists to visitor attractions and amenities (e.g. resting, food and fuel/charging stops) across the region

---

[22] Option example relates to a local road measure, as such is not in STPR2 scope.

[23] Note that only strategic maintenance and safety options are within STPR2 scope, and routine and cyclic maintenance measures for all modes are out of scope.

REF	ABERDEEN CITY REGION DEAL – STRATEGIC TRANSPORT APPRAISAL: PRE-APPRAISAL OPTIONS RETAINED OR MODIFIED FOLLOWING STPR2 SIFTING EXERCISE
NE-35	**Implement new technologies strategy for the region, across modes[24]** - Electric charging/hydrogen fuelling stations - Hydrogen Trains - Autonomous Vehicles (including Autonomous Buses & pods) - Digital Infrastructure for Connected (Autonomous) Vehicles - Greener Fuel Generation, such as Solar Panels - Further ~~Funding and Grants for~~ promotion of[25] electric and hydrogen vehicles (Cars, Vans/Freight, Buses etc.) for both private and public use - Battery Exchange Hubs for Electric Vehicles - Strategy for facilitating Low Carbon Economy in 20 years' time
NE-36	**Enhance network monitoring capability to collect real-time user information across all modes, to input to journey planning tools and real-time network management** - e.g. Sensor upgrades to provide PT priority and Real Time Information to Road Users - Journey Planning Tool/App to inform travel choices
NE-38	**Promotion of shared mobility services, including car clubs and facilitation of MaaS (mobility-as-a-service) providers (excluding revenue funding)** - Demand Responsive Services, as an alternative to traditional bus model - MaaS services, apps - Introduce localised MaaS system to operate within towns (car-share/demand responsive travel/PT, active mode incentives)
NE-39	**Infrastructure measures to complement City centre Masterplan proposals** - Active travel routes - Roads hierarchy recommendations - Further pedestrianisation (e.g. Schoolhill) with consideration for delivery vehicles and mobility issues - Monetary contributions and pro-active cooperation from Private Sector to improve connections between Aberdeen Station and Union St with specific consideration for pedestrians with mobility issues - ~~Implement restrictions to or banning right-turn movements in city centre, to improve traffic flow[26]~~ - ~~Implement a Regional Parking Management Strategy[27]~~

---

[24] Alternative Fuels and Decarbonisation options: The low carbon energy or alternative fuel delivery pathways for Scotland will be led by the energy sector and are therefore not in scope for STPR2. (Decarbonisation of the transport system is however in scope).

[25] Funding and Grants removed from descriptions as out of scope, replaced with promotion of

[26] Options relating to local roads are out of scope.

[27] Car parking (not including Strategic Park and Ride) is out of scope.

REF	ABERDEEN CITY REGION DEAL – STRATEGIC TRANSPORT APPRAISAL: PRE-APPRAISAL OPTIONS RETAINED OR MODIFIED FOLLOWING STPR2 SIFTING EXERCISE
	- Review of bus routes network and bus stops within City Centre area, including Union Street
NE-40	**Improved access to healthcare strategy (<u>excluding revenue funding</u>)** - Including collaboration with HTAP (Health & Transport Action Plan)
NE-41	**Programme of access for all improvements at all key public transport points, and within urban areas, to benefit those who may have mobility impairment** - Aberdeen Station / Union Street connection for people with mobility issues - Improve accessibility to rural bus stops served by longer-distance services - Improved information provision for people with mobility issues/passes (e.g. Blue Badge holders) - Ensure all public and shared transport provision (bus, taxi, train, ferry etc.) are accessible by all users

The following options will not be progressed further in STPR2, along with those already identified by the Aberdeen City Region Deal – Strategic Transport Appraisal: Pre-Appraisal as being sifted out (as these remain sifted out):

REF	ABERDEEN CITY REGION DEAL – STRATEGIC TRANSPORT APPRAISAL: PRE-APPRAISAL OPTIONS REMOVED FOLLOWING STPR2 SIFTING EXERCISE
NE-06	**Consider future ownership/regulation/partnership models for buses - working with North East Bus Alliance** - Regulated bus services - Public Ownership model - Bus Franchising, including 'packing' of profitable and non-profitable bus routes - Quality Contract Mechanism - Statutory Quality Partnership / Bus Improvement Partnerships - Revenue support for bus services
NE-12	**Revised approach to Development Planning Policy** - Stricter enforcement and implementation of existing Planning Guidance - Reallocation of on-street and off-street parking supply - Alter junction analysis requirements to assess by per person - Build transport infrastructure in advance of infrastructure/housing supply - Update planning policy to ensure suitable active travel infrastructure is provided

REF	ABERDEEN CITY REGION DEAL – STRATEGIC TRANSPORT APPRAISAL: PRE-APPRAISAL OPTIONS REMOVED FOLLOWING STPR2 SIFTING EXERCISE
NE-13	**Maintain and expand routes and destinations (domestic and international) served by Aberdeen International Airport** - This option involves continued support of commercial services and supporting infrastructure at Aberdeen International Airport, for both regional, national and international routes.
NE-28	**North/North West Radial Route Action Plans, including A947 Route Action Plan** - A947 Aberdeen-Banff - A96: consideration of road links to new sections of A96 - Implement measures to increase road safety on key North/North West routes, such as the A947 and connections to the A96 - Improvements to and increase safety and resilience at A947/A98 junction and Banff Bridge, linking Banff and MacDuff.
NE-29	**Western Radial Routes Action Plans (A944, A93)** - A944: including implementation of road safety measures, assessing impact of AWPR and future planned/proposed/possible development on corridor, and in Westhill - A93, including road safety measures
NE-37	**Policy support for a digital working strategy (including Broadband Connectivity Improvements) for the region to reduce peak-time travel, and encourage communities to develop potential working hubs** - e.g. Promote/incentivise flexible working approaches; Remote Working; Work Hubs; - Improve broadband infrastructure
NE-42	**Local Transport Funding** - Investigate additional measures for raising revenue for funding transport - Seek further private sector Investment for transport schemes - Alternative to Strategic Transport Fund which can be passed through Planning Bill - Philanthropy-funded transport schemes - Pension Funds / Bond issue - Scottish Futures Trust and Scottish National Investment Bank - Create regional investment "bank" as a financial vehicle for investment

APPENDICES

Appendix A: Mapping of Aberdeen City Region Deal - Strategic Transport Appraisal: Pre-Appraisal Study Objectives to STPR2 North East Regional Sub-objectives

NATIONAL OBJECTIVE	NATIONAL SUB-OBJECTIVES	NORTH EAST REGIONAL SUB-OBJECTIVES	ABERDEEN CRD STA: PRE-APPRAISAL TPOs
A sustainable strategic transport system that contributes significantly to the Scottish Government's net-zero emissions target	Reduce the consumption of fossil fuels through a shift to more sustainable modes of transport.	Reduce the consumption of fossil fuels through managing travel demand and enable a shift to more sustainable modes of transport, alleviating pressure on and improving air quality in the North East region	Increase access to a sustainable transport system for all, recognising specific needs of disadvantaged and vulnerable users.
	Increase the mode share of active travel for shorter everyday journeys.	Increase the mode share of active travel, particularly for shorter everyday journeys in the main population centres and between settlements within the North East region	
	Increase the mode share of public transport by providing viable alternatives to single occupancy private car use.	Increase the mode share of public transport within the North East region and to key centres in other regions, including Glasgow, Edinburgh, Inverness and Dundee, by providing viable alternatives to single occupancy car use and improving journey quality across the network for all, recognising the specific needs of disadvantages and vulnerable users	Reduce the adverse impacts of transport on public health and the natural and built environment.
	Reduce emissions generated by the strategic transport system.	Reduce emissions generated by the strategic transport system, to reduce its adverse impacts on public health and the natural and built environment in the North East region	

NATIONAL OBJECTIVE	NATIONAL SUB-OBJECTIVES	NORTH EAST REGIONAL SUB-OBJECTIVES	ABERDEEN CRD STA: PRE-APPRAISAL TPOs
An inclusive strategic transport system that improves the affordability and accessibility of public transport	Increase public transport mode share by connecting sustainable modes of transport to facilitate integrated journeys.	Increase public transport mode share by connecting sustainable modes of transport, with a focus on key interchanges in the North East region	Increase access to a sustainable transport system for all, recognising specific needs of disadvantaged and vulnerable users.
	Improve mobility and inclusion, recognising the specific needs of disadvantaged and vulnerable users.	Improve mobility and inclusion, recognising the needs of rural communities and disadvantaged and vulnerable groups in the North East region	
	Reduce transport poverty by increasing travel choice.	Reduce transport poverty by increasing travel choice, with particular focus on areas out with the main centres and in communities in the North East region with high levels of deprivation	
	Reduce the reliance on private car for access to key centres for healthcare, employment and education.	Reduce the reliance on private car for access to key centres for healthcare, employment, education and cultural sites by improving public transport and active travel connectivity in the North East region	

NATIONAL OBJECTIVE	NATIONAL SUB-OBJECTIVES	NORTH EAST REGIONAL SUB-OBJECTIVES	ABERDEEN CRD STA: PRE-APPRAISAL TPOs
A cohesive strategic transport system that enhances communities as places, supporting health and wellbeing	Reduce demand for unsustainable travel by embedding the place principle in the changes to the strategic transport system.	Reduce the adverse impacts of the strategic transport system on public health and the natural and built environment by embedding the place principle in the changes to the strategic transport system in the North East region	Improve the integration of transport and land use to reduce the need to travel by private car.
	Increase the mode share of active travel for shorter everyday journeys.	Increase the mode share of active travel, particularly for shorter everyday journeys in the main population centres and for visitors travelling within the North East region	
	Reduce demand for unsustainable travel arising from nationally significant growth areas, taking cognisance the emerging NPF4.	Reduce demand for unsustainable travel arising from nationally significant growth areas, taking cognisance of the emerging NPF4	Reduce the adverse impacts of transport on public health and the natural and built environment.

NATIONAL OBJECTIVE	NATIONAL SUB-OBJECTIVES	NORTH EAST REGIONAL SUB-OBJECTIVES	ABERDEEN CRD STA: PRE-APPRAISAL TPOs
An integrated strategic transport system that contributes towards sustainable inclusive growth in Scotland.	Increase sustainable access to labour markets and key centres for employment, education and training.	Increase sustainable access between labour markets and key centres for employment, education and training across the North East region	Improve the relative competitiveness of public transport compared to the private car
	Increase competitiveness of key domestic and international markets, by reducing costs and improving journey time reliability for commercial transport.	Increase competitiveness of key domestic and international markets, by reducing the business costs of transport for all sectors of the economy and improving the relative competitiveness of public transport compared to the private car in the North East region	Reduce the business costs of transport for all sectors of the economy to realise the aspirations of the Regional Economic Strategy.
	Increase resilience of accesses to key domestic and international markets to encourage people to live, work, study, visit and invest in Scotland.	Increase resilience of access to key domestic and international markets to encourage people to live, work, study, visit and invest in the North East region	
	Increase the mode share of freight by sustainable modes.	Increase the mode share of freight by sustainable modes in the North East region	Increase access to a sustainable transport system for all, recognising specific needs of disadvantaged and vulnerable users

NATIONAL OBJECTIVE	NATIONAL SUB-OBJECTIVES	NORTH EAST REGIONAL SUB-OBJECTIVES	ABERDEEN CRD STA: PRE-APPRAISAL TPOs
A reliable and resilient strategic transport system that is safe and secure for users	Improve resilience from disruption through adaption of Scotland's trunk road, rail and strategic ferry infrastructure.	Increase resilience from disruption through adaption on the North East region's road, rail and port infrastructure	Maintain and enhance a safe, resilient and reliable transport network.
	Reduce transport related casualties in line with reduction targets.	Reduce transport related casualties in line with reduction targets - in particular accident rates and the severity of accidents on the trunk road network in the North East region	
	Improve resilience through climate change adaptation within the management and maintenance of trunk road, rail and ferry infrastructure.	Improve resilience in the North East region through climate change adaptation within the management and maintenance of the region's trunk road, rail and ferry infrastructure	Reduce the adverse impacts of transport on public health and the natural and built environment.
	Improve perceived and actual security of the strategic transport system.	Improve perceived and actual security of the strategic transport system across the North East region	