

3c Strategic Transport Fund Update

o Purpose of Report

To update Board members on the payments received and agreements made in relation to the Strategic Transport Fund to date and to provide further details on the prioritisation and anticipated phasing of projects.

o Background

The Strategic Development Planning Authority adopted the supplementary guidance 'Delivering Identified Projects through a Strategic Transport Fund' in December 2011. This guidance is non-statutory supplementary guidance in support of the Aberdeen City and Shire Structure Plan 2009 and was adopted with the intention that it would be reviewed and adopted as statutory guidance as part of the new Strategic Development Plan.

o Update on agreements and payments into the fund

Since the last report to the Board in August 2013, contributions for one further site have been agreed and funds received through an upfront payment.

In total, contributions of £10,000,000 have now been agreed in relation to the STF of which £205,000 has already been paid into the STF. A further contribution of £287,835 is currently being processed and will be added to the fund and reported in the totals for the next Board meeting.

Full details of the contributions received into the fund and expenditure on an annual basis are provided in the Nestrans Annual Report.

o Prioritisation of STF interventions

The STF working group which consists of representatives from Nestrans, the Strategic Development Planning Authority, Aberdeen City Council, Aberdeenshire Council and Transport Scotland has identified a draft prioritisation of the STF interventions. This is currently being consulted on with the development industry and other relevant stakeholders to identify their views. The purpose of this exercise is to consult on the most appropriate order of priority for the identified interventions and to provide the opportunity for comment.

The STF interventions remain high level at this stage with more detailed work required to identify the most appropriate improvements in each location (e.g. roundabout, signalled junction, etc). This detailed work will include assessment of a number of high level options, and include initial feasibility and environmental impact.

Although we are consulting on the proposed prioritisation at this stage, it should be recognised that this process cannot be set in stone and will need to remain flexible in order to take account of changing circumstances. Changes to the phasing or timing of developments, as well as potential changes which may emerge from a review of the Cumulative Transport Appraisal (which the SPG states will be undertaken every five years) could all impact on the prioritisation.

Any comments received to this consultation will be given full consideration and fed into the prioritisation process. It is not intended that a final prioritised list will be produced following the

consultation period, but rather the outcomes would inform an evolving programme, complete with indicative timescales for delivery, that would be subject to review throughout the lifetime of the Strategic Transport Fund.

The prioritised list of schemes that is currently being consulted upon is provided in Appendix A.

• **Recommendation**

The Board is recommended to:

- Note the update on payments into the Strategic Transport Fund; and
- Note the prioritised list of interventions and delivery timescales currently being consulted upon.

KC/3 December 2013

CUMULATIVE INFRASTRUCTURE REQUIREMENTS

Please refer to the accompanying programme below for further information on indicative timescales for delivery.

	Cumulative transport intervention and corridor	Comments and reasons for prioritisation
A	River Dee Link (A956/A90)	The lead in time for this project is considerably longer than other interventions due to the size and complexity of the project. For this reason, it is appropriate to start the preliminary design work in the early phases with completion in the mid term. Some of the larger early developments are expected to be in the south of the city, including Loirston and Elsick.
B	A956 junction capacity improvements (A956/A90)	There are local mitigation measures required on the A956 as a result of development in the early phases. Strategic improvements should therefore also be carried out in the early phases in order to minimise disruption. Some of the larger early developments are expected to be in the south of the city, including Loirston and Elsick, meaning this will be required earlier than other interventions.
C	Upgrade A944 Kingswells Roundabout (A944)	The Council already has a number of committed schemes planned for the north corridor and also for the south which will bring benefits in the shorter term. The A944 does not directly benefit from these and therefore becomes more of an immediate priority in comparison. The AWPR will also help take some of the pressure off the river crossings in the short to medium term but does not have such significant benefits for the A944.
		Of the large developments, Maiden Craig, Prime 4 and developments at Countesswells are programmed in the early phases.
		Within the A944 corridor, the Kingswells roundabout will be in greatest need of attention as it is at the centre of a number of these developments and will be required to cope with a significant increase in traffic from an early stage.
D	Upgrade A944 junction with Lang Stracht (A944)	It is anticipated that problems at this junction will occur slightly later than at the Kingswells junction, which is in the middle of a number of development areas expected to come forward in the early phases. Work on this is however programmed to start in the early phases as this corridor does not receive the benefit from other committed interventions, as is the case in the north and to some extent, the south.
E	New station at Kintore (A96)	This will be a contribution rather than fully funded through STF. The timescales are in the control of Transport Scotland, however it is expected that it will be included within Aberdeen to Inverness rail improvements and have therefore scheduled it in the short term around 2014-18
F	Bus Priority measures, bus frequency improvements and additional bus services. (All)	These will all be ongoing throughout the period of the fund but will commence in the short term.
G	Capacity improvements on A96 corridor (A96)	The A96 corridor is prioritised ahead of projects in the north as already committed infrastructure is anticipated to provide more immediate benefits in the north that will provide capacity for the early phases of development. The larger developments in the north are expected to add more significant numbers of new housing and employment units in the medium to long term phases of the plan.

	Cumulative transport intervention and corridor	Comments and reasons for prioritisation
H	Upgrade AWPR Kingswells North junction (A96)	This intervention is tied to the timescales of the AWPR and therefore is programmed to commence once the AWPR is complete.
I	Upgrade Bucksburn - AWPR Kingswells north junction (A96)	This intervention is tied to the timescales of the intervention to upgrade the Kingswells North junction and the AWPR and therefore is programmed to commence once the AWPR is complete.
J	Upgrade A944 Anderson Drive junction (A944)	It is anticipated that problems at this junction will occur slightly later than at the Kingswells and Lang Stracht junctions.
K	Persley Bridge (North)	The north corridor will receive benefits from council committed schemes. Of the projects in the north corridor, this is the most complex with the longest lead in time. It is therefore proposed that work on this is started in the mid phase, with completion in the later phases.
L	Parkway junction improvements (North)	The north corridor will receive benefits from council committed schemes. This is combined with the fact that it is anticipated that larger developments in the north will reach significant levels of new development in the longer term.
M	Safety / limited capacity improvements on access to A93 (A944/A93)	Anticipated to be required in later phases due to likely phasing of developments and when compared with other required interventions on the A944 corridor, it is not likely to be as immediate a problem.
N	Capacity improvements on the B977 / B997 (North)	The north corridor will receive benefits from council committed schemes. This is combined with the fact that it is anticipated that larger developments in the north will reach significant levels of new development in the longer term.

DRAFT PRIORITISATION AND INDICATIVE TIMESCALES FOR DELIVERY

	Cumulative Transport Intervention	Corridor	Short term (2013 to AWPR Completion)						Medium term (AWPR Completion to mid 2020s)						Long term (Mid 2020s to 2030)					
A	River Dee Link	A956/A90	■	■	■	■	■	■	■	■	■	■	■	■	■	■				
B	A956 junction capacity improvements	A956	■	■	■	■	■	■	■	■										
C	Upgrade A944 Kingswells roundabout	A944	■	■	■	■	■	■	■	■										
D	Upgrade A944 junction with Lang Stracht	A944			■	■	■	■	■	■	■	■	■	■						
E	New station at Kintore	A96	■	■	■	■	■	■												
F	Bus priority measures, bus frequency improvements and additional bus services	All			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
G	Capacity improvements on the A96 corridor	A96					■	■	■	■	■	■	■	■	■					
H	Upgrade AWPR Kingswells north junction	A96					■	■	■	■	■	■	■	■						
I	Upgrade Bucksburn-AWPR Kingswells north junction	A96					■	■	■	■	■	■	■	■						
J	Upgrade A944 Anderson Drive junction	A944										■	■	■	■					
K	Persley Bridge	North										■	■	■	■	■	■	■	■	■
L	Parkway junction improvements	North													■	■	■	■	■	■
M	Safety/limited capacity improvements on access to A93	A944/A93													■	■	■	■	■	■
N	Capacity improvements on the B977/ B997	North													■	■	■	■	■	■

Stage 1a – high level concept and feasibility	Stage 1 - Preliminary design, land survey, site investigation, planning permission, land acquisition, inquiries	Stage 2 – Detailed design, site investigation, utilities, traffic orders, tender preparation	Stage 3 – Construction	Stage 4 – Final account
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