

MTS STAG

Option Generation, Sifting and Development

MTS – STAG Analysis

Option Generation, Sifting and Development

This document develops the options that the MTS will comprise of. The document should be read in conjunction with the other STAG analysis documents covering Objectives, Problems and Opportunities and the Appraisal Process.

A significant amount of work has already taken place to identify and select options within previous Consultant studies, namely the Scottish Office Central Research Unit's Sustainable Transport Study and the Nestran's commissioned Halcrow report. The content of these reports, along with both Councils Transportation Strategies were used as a basis for discussion and further developed by the large sounding board group that formed the MTS Options team. The group sought to identify a full range of options that could meet the defined objectives.

The possible individual proposals identified for inclusion in the Modern Transport System were grouped under common category headings for clarity in the subsequent analysis. This resulted in the following 16 different individual categories being created:

Existing Infrastructure Maintenance	Pedestrian Priorities
Western Peripheral Route	Crossrail
Strategic Routes	Mass Transit
Urban Roads	Strategic Rail
Car Park Construction	Harbours
Bus Priorities	Airports
Park & Ride	Freight
Cycling	Public Transport Enhancements

The statement of purpose for each category is listed overleaf. This describes the individual functions of each potential category within the MTS and any interactions between the categories.

STATEMENT OF PURPOSE FOR INDIVIDUAL MTS CATEGORIES

EXISTING INFRASTRUCTURE MAINTENANCE

General maintenance is required to safely retain the current infrastructure for all modes of travel.

WESTERN PERIPHERAL ROUTE

The route is required to act both as a bypass and a distributor around the City between the A90 (T) to the north and south. It will provide access to the Park & Ride and rail freight transfer sites around the periphery of the City and improve access to National and European transport networks, reducing the peripherality of the area. It will remove traffic from unsuitable roads in and around Aberdeen. It is required to facilitate the implementation of other projects within the MTS and allow the most effective use of roadspace throughout the City.

STRATEGIC ROADS

Trunk Road improvements are required to provide a more consistent quality of route throughout the North East and, in conjunction with the Western Peripheral Route, to reduce the peripherality of the North East by improving access to National and European transport networks.

URBAN ROADS

Urban road upgrading is required to complete missing sections of dual carriageway and upgrade junctions to provide a more consistent quality of route and increase capacity. This would improve vehicular access and safety.

CAR PARK CONSTRUCTION

Car park construction is required to provide parking facilities for vehicles, to accommodate increased demand should access be improved as a result of road network improvements.

BUS PRIORITIES

Bus priority measures are required to improve service reliability and journey times thus increasing accessibility and social inclusion and encouraging modal shift.

PARK & RIDE

Park and Ride is required to improve access into and across the city centre and to provide a choice of travel mode and encourage an element of modal shift for those living on the periphery of the city and beyond who can not all be served by scheduled buses due to dispersed population patterns.

CYCLING

Cycling measures are required to increase accessibility and encourage travel in a safe environment by this sustainable mode.

PEDESTRIAN PRIORITIES

Pedestrian measures are required to increase accessibility and encourage travel in a safe environment by this sustainable mode. Safer street initiatives are required to improve safety of all road users, particularly the most vulnerable and to safeguard residential amenity.

CROSSRAIL

Crossrail is required to increase passenger rail services to/from and within the North East and provide further stations. This would improve access and make rail a more viable alternative, thus promoting passenger levels and encouraging modal shift.

MASS TRANSIT

Mass transit is required to provide light rail and guided bus way services and re-introduce former rail routes. This would provide access alternatives and encourage modal shift.

STRATEGIC RAIL

The strategic rail proposals are required to ensure the best possible railway infrastructure and train services by unblocking existing constraints on the North East rail network. This would increase accessibility and could encourage modal shift resulting in greater passenger numbers and freight transferral opportunities.

HARBOURS

Improvement of harbour and shipping facilities is required to improve accessibility to/from the North East, reducing the peripherality of the area. This could increase passenger and freight transport options, employment opportunities and attract customers, companies and visitors to the area.

AIRPORTS

Development of airport facilities is required to try and expand route options for all in the North East, reducing the peripherality of the area. This could boost business links and job accessibility and reduce the need and cost in travelling via other airports. Improved surface access opportunities would provide greater modal choice for travel to the airport.

FREIGHT

Development of freight links is required to reduce the peripherality of the area by allowing access from the North East to national and international market places, which is currently limited by lack of infrastructure. The increased capacity for rail freight will allow more economic transferral of products and help minimise the adverse impact from Heavy Goods Vehicle through movements.

PUBLIC TRANSPORT ENHANCEMENTS

Public transport enhancements are required to enhance the quality and attractiveness of travelling by public transport, with fare subsidies and new and additional frequency services provided to ensure an element of travel mode choice for those living on uncommercial routes. All elements are aimed at increasing social inclusion and encouraging modal shift.

The component schemes within each of the categories are listed in full with an indication of scheme cost and time period for implementation within the attached spreadsheet.

The individual categories were then combined in various groupings to give possible options for testing. The MTS STAG will assess these options rather than detailed analysis of individual proposals. In combining the categories to derive a range of options for testing, it was found that some of the individual categories naturally grouped with others to give a larger category of similar schemes that could be considered as a whole during the option formation process. The categories that were thought to form mutual groupings were:

Group Title	Individual Categories being combined	Reason for consideration as a group
Roads	Urban Roads Car Park Construction	Would require to be funded by local authorities. No longer in line with current Gov. policies
Local Transport Issues	Bus Priorities Park & Ride Cycling Pedestrian Priorities Crossrail	All promote modal choice on a local scale. Public Transport Funding is available or has already been awarded towards several of these
External Links	Strategic Rail Harbours Airport	All aimed at reducing the peripherality of the North East. Funding and delivery of all are outwith control of Nestrans

In accordance with the Sustainability Study then any option including all of the “Local Transport Issues” and/or “External Links” is likely to be better than one including only part of each grouping. These grouped and the remaining individual categories, were then combined to give all possible options for testing. This resulted in the 12 different options as shown on the following page. The Existing Infrastructure Maintenance is seen as the Do Minimum scenario and has therefore been included in all 12 tests.