NES TRANS

Proposal Category	Description		Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
Existing Infrastructure Maintenance	Bridge Assessment and Strengthening	£10,000,000	**Acceptability and Participation**		
			The Strategy will be developed through public participation and be endorsed by the Community	Road maintenance is always high on the agenda for the general public when questioned. Consultation will increase the public's knowledge of the policies behind the decisions and give them a greater appreciation of the importance of maintenance and associated schemes.	+2
	Replace Dangerous Lighting Columns	£10,000,000			
	Planned Maintenance	£14,400,000	**Deliverability**		
			The strategy will be achievable, both practically and financially, and demonstrate best value	Maintenance must be carried out to ensure the future viability of the network. This should be affordable through the Councils S94 Consent and Revenue budgets.	+2
	Public and Political Support				
	Financial Support Campaign		**Environment**		
			To develop a transport system which protects, enhances and promotes the natural, built and cultural heritage of the North East.	There would be little effect on the environment as a result of Maintenance works.	0
	MTS Study	£4,000,000			
	Promote Travel Plans + Awareness		To develop a transport system which protects non-renewable resources, and minimises the impact of transport on air quality, both locally and globally.	Neutral. Travel plans aim to reduce the number of vehicles on the road network to the benefit of the environment.	0
			Safety		
			- Accidents		
			To reduce the number and severity of casualties involved in transport related accidents.	Travel plans lead to decreases in traffic and therefore safer roads. Maintenance of the carriageway surfaces helps to ensure a safe journey particularly pedestrians, motorcyclists and cyclists. Poor quality edge of carriageway results in a increased risk of accidents.	+2
			- Security		
			To provide a practical, healthy, safe and attractive transport system.	The MTS study aims to provide a transport system to meet these criteria.	+1
			To provide a secure travel environment which is safe from (and perceived to be safe from) intimidation and danger for all transport users and the wider community.	Lighting promotes the feeling of security. The MTS study aims to provide a safe travel environment for all users.	+2
			Economy		
			- Activity		
			To deliver a transport system for the North East of Scotland which enhances the competitiveness of the area, its business sectors and constituent communities, and thereby supports the Scottish and UK economy.	Badly maintained roads lead to reduced traffic speeds which in turn compounds congestion. They also cause damage to vehicles which further increase running costs.	+2
			To reduce the impact of peripherality by improving external links to the North East by rail, road, sea and air.	The MTS study is aiming to reduce the peripherality of the North East.	+1
			- Benefits		
			To enhance the efficiency of the transport networks.	The start of the enhancement process is the maintenance of the existing network.	+1
			To ensure whole-life, long-term value of transport networks, in capital and running costs.	Maximising the longevity of the network has a positive benefit.	+2
			Integration		
			- Transportation		
			To enable efficient movements of people or goods, even when more than one mode is used, by integrating different modes of transport to provide seamless interchange and cross-modal synergies.	Travel plans make commuters aware of and in some cases widen the choice of modes of travel and interchanges.	0

NES TRANS

Proposal Category	Description			Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
				To ensure integration of the North East into international transport systems.	One of the aims of the MTS study to ensure better integration with international transport systems.	0
				- Land Use		
				To integrate land use and transportation to ensure that transport networks serve development as efficiently as possible.	No impact.	0
				To create a long-term sustainable framework of settlements in a hierarchy, by locating new homes, jobs and services in scale with each other and with the role and function of each settlement.	No impact.	0
				- Policy		
				To consider transport when developing other policy initiatives, such as social inclusion, health, education and social care objectives.	The Council policies now promote integration of services and provisions through the LTS's. This strategy has public, political and financial support and is integral to the MTS study.	+1
				Accessibility		
				- Base		
				To reduce the impact of peripherality and improve the perception of accessibility of the North East of Scotland nationally and internationally.	No impact. The MTS study has the aim of reducing peripherality issues for the north east of Scotland.	0
				To provide communities with a choice of means of travel.	Travel plans make commuters aware of and in some cases widen the choice of modes of travel and interchanges. The MTS study has the aim of improving access and transport choices for the people of the North East.	+1
				To improve peoples access to jobs and employment.	Travel plans make commuters aware of and in some cases widen the choice of modes of travel and interchanges. The MTS study has the aim of improving access and transport choices for the people of the North East.	+1
				- Change in severance		
				To minimise traffic induced severance on communities.	The maintenance and upgrading of bridges to meet the current national guidelines ensure the use of appropriate routes by HGV traffic.	+1
Existing Infrastructure Maintenance				**Overall impact on objectives**	Failing to carry out maintenance will lead to a deterioration of the transportation network, leading to a reduction in the viability of the North East. It should be noted that maintenance expenditure will only preserve the physical state of the current transport system.	+1

NES TRANS

Proposal Category	Description		Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
Western Peripheral Route	Western Peripheral Route	£80,500,000	**Acceptability and Participation**		
			The Strategy will be developed through public participation and be endorsed by the Community	Existing public and business consultations have shown a positive response to the Western Peripheral Route as part of an integrated transport system, however there will be a minority who perceive loss. The MTS and project STAG's will also include significant public participation.	+1
			Deliverability		
			The strategy will be achievable, both practically and financially, and demonstrate best value	Aberdeen City and Aberdeenshire Councils are aware that they are unable to fund the proposal themselves and as such will be investigating other feasible sources of funding. The Scottish Executive joining as a funding partner and developers contributions are both being looked at as possible funding sources. The possibility of an innovative funding method, perhaps a development company is being investigated. The NESTRANS partners, however believe that this project should be funded by the Scottish Executive as a trunk road.	-1
			Environment		
			To develop a transport system which protects, enhances and promotes the natural, built and cultural heritage of the North East.	The WPR will be located within the designated green belt surrounding Aberdeen and within Aberdeenshire. However the positives for Aberdeen include the reduced severance of communities through the reduced volume of inappropriate traffic using residential areas and the possibility of freeing up areas of Aberdeen for pedestrian use by attracting traffic out of the City Centre. There will therefore be a balance to be struck between loss of natural habitat and benefits to the built environment in order to assess the impacts of the proposal.	0
			To develop a transport system which protects non-renewable resources, and minimises the impact of transport on air quality, both locally and globally.	Some negative impacts will be felt in the areas immediately adjacent to the route but the expected reduction in traffic flows throughout Aberdeen would provide particular assistance to the Air Quality Management Area. Greenhouse gas emissions are related to miles travelled and therefore may worsen global conditions.	-1
			Safety		
			- Accidents		
			To reduce the number and severity of casualties involved in transport related accidents.	The construction of a quality peripheral route with high standard junctions will reduce traffic in Aberdeen City and on Aberdeenshires minor road network improving road traffic safety. The higher the standard of road is in the hierarchy the safer the road.	+1
			- Security		
			To provide a practical, healthy, safe and attractive transport system.	A route which is dual carriageway standard with grade separated junctions is safer and therefore an attractive alternative for those travelling North or South past Aberdeen. It would provide relief for the Aberdeen and Aberdeenshire road network.	+1
			To provide a secure travel environment which is safe from (and perceived to be safe from) intimidation and danger for all transport users and the wider community.	By reducing the traffic volumes in the City intimidation from traffic will be reduced. The traffic using the WPR would not present such a threat.	+2
			Economy		
			- Activity		
			To deliver a transport system for the North East of Scotland which enhances the competitiveness of the area, its business sectors and constituent communities, and thereby supports the Scottish and UK economy.	Existing trips from Peterhead, Fraserburgh, Dyce and even the city centre are delayed considerably through Aberdeen due to congestion and a network near to capacity. By removing the bottleneck at Aberdeen business competitiveness in the North East can improve, thereby boosting the Scottish economy.	+3
			To reduce the impact of peripherality by improving external links to the North East by rail, road, sea and air.	At present the City of Aberdeen is a physical constraint on the road network. WPR would remove the bottleneck thereby reducing to a degree the feeling of peripherality experienced in the North East.	+3
			- Benefits		
			To enhance the efficiency of the transport networks.	By reducing congestion the efficiency of the network will be improved through reduced and more reliable journey times plus reduced fuel costs.	+2
			To ensure whole-life, long-term value of transport networks, in capital and running costs.	The TEE assessment of the proposal will be tested by the Transport Model for Scotland.	+1

NES TRANS

Proposal Category	Description		Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
			Integration		
			- Transportation		
			To enable efficient movements of people or goods, even when more than one mode is used, by integrating different modes of transport to provide seamless interchange and cross-modal synergies.	The WPR will improve links from outside Aberdeen (particularly South) with the airport for business and commuter traffic. A link will also be made between Park and Ride sites leading to increased use of the system. By diverting through traffic from the city centre access to the railway and harbour will be less congested.	+3
			To ensure integration of the North East into international transport systems.	Aberdeen's part in the Trans-European Network is restricted by a high volume of traffic and large numbers of traffic signals and roundabouts, it is also limited by the historical Bridge of Dee where restrictions require large vehicles to divert onto the local network. The WPR would be high speed, low number of junctions all of high quality.	+3
			- Land Use		
			To integrate land use and transportation to ensure that transport networks serve development as efficiently as possible.	The route could enable access to new development sites with enhanced transport connections. It will also have a positive impact for those who currently counter commute. They will be provided with an attractive alternative to cross city routes.	+2
			To create a long-term sustainable framework of settlements in a hierarchy, by locating new homes, jobs and services in scale with each other and with the role and function of each settlement.	The development opportunities arising from the route would create opportunities to improve land use by bringing housing and industrial areas closer together.	+1
			- Policy		
			To consider transport when developing other policy initiatives, such as social inclusion, health, education and social care objectives.	No impact.	0
			Accessibility		
			- Base		
			To reduce the impact of peripherality and improve the perception of accessibility of the North East of Scotland nationally and internationally.	By reducing congestion the North East of Scotland will have increased access to Central Scotland, UK and Europe.	+1
			To provide communities with a choice of means of travel.	Reduced traffic in the city will create opportunities to improve bus priority measures.	+1
			To improve peoples access to jobs and employment.	By providing access to new industrial areas new job opportunities can be created.	+1
			- Change in severance		
			To minimise traffic induced severance on communities.	By removing a percentage of city traffic especially HGV's from the local network, drivers will be encouraged to use network routes rather than rat running through neighbourhoods.	+2
Western Peripheral Route			**Overall impact on objectives**	The WPR is a major road element around the city. Due to its size it has the potential to influence positively the transportation patterns that exist in and around the city. This proposal can also be linked into other proposals, thereby offering further opportunities and benefits.	+2

NES TRANS

Proposal Category	Description		Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
Strategic Roads	Anderson Dr/ Gt Western Rd Junction (T)	£1,000,000	**Acceptability and Participation**		
			The Strategy will be developed through public participation and be endorsed by the Community	There is a general view in favour of a good roads system to/from the North East and around Aberdeen. This is seen as essential to the economic well being of the local and national economies. The people of the North East believe that their area contributes significantly to the national economy and as such deserves to have the transport links that do not disadvantage the area from the diversification that will be necessary in its economy. There may be a minority who will perceive loss.	+1
	Anderson Dr Dual - Broomhill to Cromwell (T)	£2,000,000			
	Parkway Dual Ellon Rd - Scotstown (T)	£1,000,000			
			Deliverability		
	Balmedie to Tipperty (T)	£18,000,000	The strategy will be achievable, both practically and financially, and demonstrate best value	All of the schemes are in the Trunk Road network but are not part of the Scottish Executives current programme of works. Both Councils are striving, through the MTS Study to promote their works to the Scottish Executive for their consideration.	-1
	Improvements: Aberdeen to Stonehaven (T)	£10,000,000			
			Environment		
			To develop a transport system which protects, enhances and promotes the natural, built and cultural heritage of the North East.	All of the schemes consist of works which require widening or adjoining the existing trunk roads. There would be minor realignment resulting in minor environmental impact.	-1
			To develop a transport system which protects non-renewable resources, and minimises the impact of transport on air quality, both locally and globally.	All of the schemes will minimise congestion and delays resulting in improvements in overall air quality.	-1
			Safety		
			- Accidents		
			To reduce the number and severity of casualties involved in transport related accidents.	These schemes when implemented would improve the safety of these routes by adding consistency to carriageway conditions, reducing congestion and providing free flowing junctions. Foveran School would experience major benefits from the introduction of the Balmedie to Tipperty scheme.	+1
			- Security		
			To provide a practical, healthy, safe and attractive transport system.	Reducing congestion on these routes will make them more attractive to those who currently divert from the routes through residential areas.	+1
			To provide a secure travel environment which is safe from (and perceived to be safe from) intimidation and danger for all transport users and the wider community.	The City schemes would help reduce some of the intimidation experienced in adjacent residential areas due to rat running.	+1
			Economy		
			- Activity		
			To deliver a transport system for the North East of Scotland which enhances the competitiveness of the area, its business sectors and constituent communities, and thereby supports the Scottish and UK economy.	Reducing congestion will reduce delays currently experienced by road freight enabling business to compete thereby supporting the local, Scottish and UK economy more effectively.	+1
			To reduce the impact of peripherality by improving external links to the North East by rail, road, sea and air.	Road links through Aberdeen and the North East will be improved to a limited degree improving access and therefore reducing the impact of peripherality.	+1
			- Benefits		
			To enhance the efficiency of the transport networks.	The trunk road network will operate more efficiently as a result of the carriageway upgrades and junction improvements.	+2
			To ensure whole-life, long-term value of transport networks, in capital and running costs.	For any of the schemes to be built, each would require to be assessed and show a positive rate of return.	+1
			Integration		
			- Transportation		

NES TRANS

Proposal Category	Description			Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
				To enable efficient movements of people or goods, even when more than one mode is used, by integrating different modes of transport to provide seamless interchange and cross-modal synergies.	Some improvements in efficiency will result but to a limited degree.	+1
				To ensure integration of the North East into international transport systems.	Some improvement in integration will be achieved but the trunk road system in Aberdeen will still act as a bottleneck due to high numbers of junctions with either traffic signals or roundabouts reducing the priority of through traffic. The Balmedie to Tipperty scheme will lead to improved access to air, port, ferry and rail networks.	+1
				- Land Use		
				To integrate land use and transportation to ensure that transport networks serve development as efficiently as possible.	Balmedie to Tipperty will enhance the opportunities for access to employment, education and health facilities.	+1
				To create a long-term sustainable framework of settlements in a hierarchy, by locating new homes, jobs and services in scale with each other and with the role and function of each settlement.	No Impact	0
				- Policy		
				To consider transport when developing other policy initiatives, such as social inclusion, health, education and social care objectives.	Balmedie to Tipperty will assist in the delivery of Structure Plan policies on connecting communities and dispersal of development	+1
				Accessibility		
				- Base		
				To reduce the impact of peripherality and improve the perception of accessibility of the North East of Scotland nationally and internationally.	Some improvement to accessibility will result from these improvements but the trunk road system in Aberdeen will continue as a bottleneck.	+1
				To provide communities with a choice of means of travel.	No Impact	0
				To improve peoples access to jobs and employment.	Good trunk road links will attract business and hence improve peoples access to jobs and employment.	+1
				- Change in severance		
				To minimise traffic induced severance on communities.	These improvements are to existing roads where severance already exists. In some instances the severance will be reduced by making crossing a dual carriageway easier than crossing a single carriageway. In other instances road access across busy trunk roads will be improved by the construction of grade separated junctions. Balmedie to Tipperty will bring significant benefits to communities along the route and in particular Foveran.	+1
Strategic Roads				Overall impact on objectives	Key strategic road corridors to and within the city are experiencing congestion, leading to inefficiency of the transportation network. The current conditions add to the periphery problems identifiable with the North East. Improving these existing links will improve the accessibility and competitiveness of the study area.	+1

NES TRANS

Proposal Category	Description		Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
Urban Road Upgrading	Great Northern Rd Ph4.	£1,000,000	**Acceptability and Participation**		
	Great Northern Rd Ph5.	£1,000,000	The Strategy will be developed through public participation and be endorsed by the Community	Public consultation on the City's Local Transport Strategy showed a majority in favour of the integrated approach to transport adopted in the strategy. There will however be a proportion of the population that will believe that continued road construction and improvement will be necessary.	0
	Berryden to Clifton.	£1,000,000			
	Berryden Rd: Norco to Hutcheon.	£1,000,000			
	Hutcheon/Berryden/ Westburn.	£1,500,000	**Deliverability**		
	Skene Square.	£750,000	The strategy will be achievable, both practically and financially, and demonstrate best value	Urban road construction can increase traffic levels, however, as the local plan justifies it, some of these schemes may help decrease bus journey times, possibly on the parallel routes. As it is against current policies, both local and national, and against the principle of traffic reduction, a legal requirement on, local authorities, it is unlikely that many of these proposals are deliverable.	-2
	Powis Terrace.	£2,000,000			
	College Street.	£1,000,000			
	College St/ Wellington Place.	£500,000			
	Wellington Road: Michelin to Charleston.	£1,500,000	**Environment**		
	Third Don Crossing.	£5,000,000	To develop a transport system which protects, enhances and promotes the natural, built and cultural heritage of the North East.	Some detriment to the natural and built environment will occur as a result of these schemes due to the physical constraints within the area. Schemes which have been in the Works programme of previous Council Administrations will have some areas of land set aside for use in carriageway upgrades/ widenings.	-2
	St Machar Dr duals.	£1,000,000			
	Victoria Br/ Market St.	£500,000			
	King St Improvements Beach to E North St.	£2,000,000	To develop a transport system which protects non-renewable resources, and minimises the impact of transport on air quality, both locally and globally.	The reduction of congestion which will result from these improvements will reduce air pollution along these routes. These upgraded works will attract previously 'rat running' traffic to the benefit of the residential areas. Constructing roads does nothing for minimising emissions.	-1
	Dyce Drive Improvements.	£1,000,000	**Safety**		
			- Accidents		
	Dyce Dr/ A947 junction.	£500,000	To reduce the number and severity of casualties involved in transport related accidents.	Safety will be improved by the upgrading of some of these routes from single to dual carriageway and improved control at junctions.	+1
	Parkhill Junction Aberdeenshire.	£1,000,000	**- Security**		
	A947 Route Action Improvements Aberdeenshire.	£3,000,000	To provide a practical, healthy, safe and attractive transport system.	The improvements could provide further opportunities to integrate bus priority measures and cycling facilities fully into the network.	+1
	B979/B977/B9077 Route Action Improvements Aberdeenshire (within TTW area).	£7,500,000	To provide a secure travel environment which is safe from (and perceived to be safe from) intimidation and danger for all transport users and the wider community.	By encouraging drivers onto network routes, intimidation from traffic is reduced in neighbourhoods which are suffering from 'rat running' traffic.	+1
			Economy		
			- Activity		
			To deliver a transport system for the North East of Scotland which enhances the competitiveness of the area, its business sectors and constituent communities, and thereby supports the Scottish and UK economy.	By reducing congestion at junctions and routes throughout the North East businesses will benefit from speedier delivery times in the region and throughout the UK boosting, to a degree, the local and Scottish economy.	+1
			To reduce the impact of peripherality by improving external links to the North East by rail, road, sea and air.	Reducing the bottleneck in and around Aberdeen will lead to increased efficiency of the external links with access to air and sea links being improved.	+1
			- Benefits		
			To enhance the efficiency of the transport networks.	Road network efficiency will increase with the reduction of congestion.	+1
			To ensure whole-life, long-term value of transport networks, in capital and running costs.	For any scheme to be promoted requires a positive rate of return on any monies invested in its construction.	+1
			Integration		
			- Transportation		

NES TRANS

Proposal Category	Description			Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
				To enable efficient movements of people or goods, even when more than one mode is used, by integrating different modes of transport to provide seamless interchange and cross-modal synergies.	Improvements will be experienced for freight transfers with improved links to and from the centre of Aberdeen where both the railway station and harbour are located. Opportunities arise throughout the network for further improving the bus priority measures.	+1
				To ensure integration of the North East into international transport systems.	Aberdeen's part in the Trans-European Network is restricted by a high volume of traffic and large numbers of traffic signals and roundabouts, it is also limited by the historical Bridge of Dee where restrictions require large vehicles to divert onto the local network. The urban road improvements would provide appropriate alternatives to this route for HGVs.	+1
				- Land Use		
				To integrate land use and transportation to ensure that transport networks serve development as efficiently as possible.	No impact	0
				To create a long-term sustainable framework of settlements in a hierarchy, by locating new homes, jobs and services in scale with each other and with the role and function of each settlement.	No impact	0
				- Policy		
				To consider transport when developing other policy initiatives, such as social inclusion, health, education and social care objectives.	Improved urban roads do little to aid social inclusion as those without access to a car do not benefit from improved roads.	-1
				Accessibility		
				- Base		
				To reduce the impact of peripherality and improve the perception of accessibility of the North East of Scotland nationally and internationally.	By reducing congestion through the City and its immediate area the North East slightly gains easier access to Central Scotland, other regions of the UK and Europe.	+1
				To provide communities with a choice of means of travel.	The improvements will provide an opportunity to install further bus priority measures into the network but for themselves do little for providing travel choice.	+1
				To improve peoples access to jobs and employment.	Improved links attract business, benefiting jobs but access to those jobs would not be improved.	0
				- Change in severance		
				To minimise traffic induced severance on communities.	By providing high standard routes through Aberdeen City traffic will be attracted back to the network and away from residential areas.	0
Urban Road Upgrading				**Overall impact on objectives**	The primary road corridors within the urban environment are already experiencing congestion. To grow and prosper the city requires its key arterial routes to be of a very high and consistent standard. Due to the location and local conditions of individual routes, some proposals are better than others. However, in general, increasing the available road space along all the key road corridors should allow further gains to be realised.	-1

NES TRANS

Proposal Category	Description		Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
Car Park Construction	Additional car park construction		**Acceptability and Participation**		
	Extended Controlled Parking (ACC)	£3,300,000	The Strategy will be developed through public participation and be endorsed by the Community	Commuter parking in residential areas is a common complaint to Members, whilst commuters feel disadvantaged. There has been little call from the public for additional parking in the city centre, or the towns. Contrary to some perceptions there are generally free spaces available within very short walking distances of the centres of the towns and the city. Aberdeen is due to have a further large car park constructed in the city centre as part of a commercial development.	+1
	Laurencekirk Car Park				
			Deliverability		
			The strategy will be achievable, both practically and financially, and demonstrate best value	Given that there are existing spaces available at all but the most extremely busy periods it is difficult to see how expenditure on further parking could be justified or considered best value.	-2
			Environment		
			To develop a transport system which protects, enhances and promotes the natural, built and cultural heritage of the North East.	The construction of new parking and upgrading of the existing facilities in Central Aberdeen could be accommodated within various sites in the city centre with minor detriment to grassed parkland and the built environment. Parking controls will increase patronage of public transport therefore some positive grading would be achieved.	0
			To develop a transport system which protects non-renewable resources, and minimises the impact of transport on air quality, both locally and globally.	Additional parking facilities will lead to an increase in traffic volumes within the City centre, increasing air pollution levels within a City centre already struggling as an Air Quality Management Area. Controlled parking reduce the number of vehicles on the road network to the benefit of the environment.	-2
			Safety		
			- Accidents		
			To reduce the number and severity of casualties involved in transport related accidents.	The additional provision of car parking facilities in Central Aberdeen would lead to an increase of car usage in the centre increasing the danger to road travellers and pedestrians. Small positive grading due to reduction of commuter parking in residential areas, possible increase in bus patronage,	0
			- Security		
			To provide a practical, healthy, safe and attractive transport system.	Car parks give good access to the business and shopping centre due to their close proximity. Parked vehicles are located within a secure environment.	0
			To provide a secure travel environment which is safe from (and perceived to be safe from) intimidation and danger for all transport users and the wider community.	The additional provision of car parking facilities in Central Aberdeen would lead to an increase of car usage in the centre increasing the danger to road travellers and pedestrians.	0
			Economy		
			- Activity		
			To deliver a transport system for the North East of Scotland which enhances the competitiveness of the area, its business sectors and constituent communities, and thereby supports the Scottish and UK economy.	The economy of the City centre would be improved to an extent by the increase in accessibility however this has to be balanced against any further congestion due to increased volumes of traffic wishing to park in the city centre.	0
			To reduce the impact of peripherality by improving external links to the North East by rail, road, sea and air.	No impact	0
			- Benefits		
			To enhance the efficiency of the transport networks.	No impact	0

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Proposal Category	Description			Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
				To ensure whole-life, long-term value of transport networks, in capital and running costs.	As there is a surfeit of available spaces value could not be shown	-1
				Integration		
				- Transportation		
				To enable efficient movements of people or goods, even when more than one mode is used, by integrating different modes of transport to provide seamless interchange and cross-modal synergies.	Additional car parking provision could be located at strategic locations to facilitate cross modal movements.	+1
				To ensure integration of the North East into international transport systems.	No impact	0
				- Land Use		
				To integrate land use and transportation to ensure that transport networks serve development as efficiently as possible.	To maintain the attractiveness and development of the city centre requires a specific level of parking provision to be made available. NPPG17 requires the use of maximum levels of car parking for development.	+1
				To create a long-term sustainable framework of settlements in a hierarchy, by locating new homes, jobs and services in scale with each other and with the role and function of each settlement.	No impact	0
				- Policy		
				To consider transport when developing other policy initiatives, such as social inclusion, health, education and social care objectives.	Policies on social inclusion and health (air quality) would be contradicted by the construction of further car parking. NPPG17 requires the use of maximum levels of car parking for development.	-1
				Accessibility		
				- Base		
				To reduce the impact of peripherality and improve the perception of accessibility of the North East of Scotland nationally and internationally.	No impact	0
				To provide communities with a choice of means of travel.	No impact	0
				To improve peoples access to jobs and employment.	No impact	0
				- Change in severance		
				To minimise traffic induced severance on communities.	No impact	0
Car Park Construction				**Overall impact on objectives**	Current information indicates that the City of Aberdeen is currently well served with car parking availability. Additional car park provision would only be viable if car user access to the city was encouraged and improved upon. In reality this would only be feasible if the 'urban road grading' category of proposals were implemented. Rather than extending the provision the best option maybe to rationalise and modernise the current allocation.	-2

NES TRANS

Proposal Category	Description		Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
Bus Priorities	Access from the North	£500,000	**Acceptability and Participation**		
	Bus lane - Auchmill Road	£804,000	The Strategy will be developed through public participation and be endorsed by the Community	There has been a wide consultation in the past regarding bus priorities and the general view of the public is favourable. There is a good level of observance of the bus lanes at most locations. Some small level of complaint about using public money to aid private (bus) companies.	+1
	Bus lane - Gt Western Road	£63,000			
	Bus lane - Holburn St (N of Gt S Rd)				
	Bus lane - Holburn St (N of BofDee)				
	Bus lane - Wellington Road (Polwarth to QE Br)		**Deliverability**		
	Bus lane Provost Watt Dr		The strategy will be achievable, both practically and financially, and demonstrate best value	It is anticipated that most of these works will be eligible for Public Transport Funding. (A considerable element of these works have achieved funding)	+3
	Bus lane - Parkway East				
	Bus lane - King St				
	Traffic management - Broomhill Road	£92,000	**Environment**		
	Bus lane - Skene Rd/Queens Road	£198,500	To develop a transport system which protects, enhances and promotes the natural, built and cultural heritage of the North East.	Land take will be necessary to construct many of these works, this will result in some loss of natural and built heritage throughout the North East.	0
	Bus lane - Gt Northern Road	£203,000			
	Signal optimisation - A93	£119,000	To develop a transport system which protects non-renewable resources, and minimises the impact of transport on air quality, both locally and globally.	Public transport priorities will encourage travellers to leave their cars at home or in Park and Ride car parks therefore air quality will improve.	+2
	New signals - Provost Graham Ave	£25,000			
	Bus lanes - George St/Powis/Berryden	£720,000	**Safety**		
			- Accidents		
	Traffic management - Wellington Rd/ Hareness Road	£68,000	To reduce the number and severity of casualties involved in transport related accidents.	A reduction in traffic due to increased patronage of public transport would result in safer streets.	+1
			- Security		
	Bus lane - North Donside Road	£170,000	To provide a practical, healthy, safe and attractive transport system.	By increasing bus priority and reducing journey times, providing increased access to information, bus travel will become a more attractive alternative. This in turn will reduce pollution and increase safety by reducing car usage.	+1
	Bus lane - Scotstown Rd				
	Slip lane extension - Ellon Rd	£195,000			
	Bus lane enforcement cameras	£444,000	To provide a secure travel environment which is safe from (and perceived to be safe from) intimidation and danger for all transport users and the wider community.	By prioritising buses there should be less delay in services and the addition of Real Time Information will result in shorter and more informed waiting times for bus passengers reducing risks to vulnerable users.	+1
	Road network improvements [Berryden,Wellington Rd,Dyce] (ACC)	£572,000			
	Intelligent transport systems	£1,950,000	**Economy**		
			- Activity		
	Bus Lane A90 Ellon (T)		To deliver a transport system for the North East of Scotland which enhances the competitiveness of the area, its business sectors and constituent communities, and thereby supports the Scottish and UK economy.	Increased bus usage due in part to bus priorities will free road space for traffic for which there is no alternative. This should reduce congestion improving business competitiveness.	+1
	Bus Lane A90 Balmedie - Tipperty (T)	£630,000			
	Junction Prioritisation A90 Murcar (T)				
	Junction Prioritisation A90 Newburgh (T)		To reduce the impact of peripherality by improving external links to the North East by rail, road, sea and air.	No impact	0
	Junction Prioritisation A944 Westhill Gateway		**- Benefits**		
	Improving Public Transport Accessibility (AC)		To enhance the efficiency of the transport networks.	Enhancing the efficiency of the road network by providing an alternative to car travel.	+1
	Banchory Interchange (AC)		To ensure whole-life, long-term value of transport networks, in capital and running costs.	Reducing congestion will reduce running costs of the Transport system. Increased bus usage will generate greater income through the farebox, reducing bus running costs.	+2
	Inverurie pedestrian/cycle & bus interchange		**Integration**		
			- Transportation		
	Walking (PTF)		To enable efficient movements of people or goods, even when more than one mode is used, by integrating different modes of transport to provide seamless interchange and cross-modal synergies.	Improved information, reduced waiting times and the provision of good, co-ordinated interchange facilities in the towns, either rail/bus or car/bus or cycle/walk/bus will improve bus patronage.	+2
	Additional P&R related traffic management				
	Aberdeen Transport Interchange (Private)				

NES TRANS

Proposal Category	Description	Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
		To ensure integration of the North East into international transport systems.	Improved interchange facilities at the airport, harbour and, to a limited degree, the railway station should help to improve links to the international arena.	+1
		- Land Use		
		To integrate land use and transportation to ensure that transport networks serve development as efficiently as possible.	Bus priority measures will have a positive impact on this as it enables modal shift which then contributes to the sustainable framework of settlements.	+1
		To create a long-term sustainable framework of settlements in a hierarchy, by locating new homes, jobs and services in scale with each other and with the role and function of each settlement.	Bus priority measures will have a positive impact on this as it enables modal shift which then contributes to the sustainable framework of settlements.	+1
		- Policy		
		To consider transport when developing other policy initiatives, such as social inclusion, health, education and social care objectives.	Improved bus priorities benefit those without access to a car. Those who have to use a car will benefit if increased numbers of passengers are achieved due to release of road space. Social inclusion objectives will be met.	+1
		Accessibility		
		- Base		
		To reduce the impact of peripherality and improve the perception of accessibility of the North East of Scotland nationally and internationally.	Improved bus priority on the approaches to the city should reduce journeys times for other vehicles by releasing road space for those who can't make use of the bus.	+1
		To provide communities with a choice of means of travel.	Improving the bus priority network by making them more reliable, accessible and faster and will provide communities with an attractive choice of means of travel.	+2
		To improve peoples access to jobs and employment.	A reliable, fast public transport service will provide communities with improved access to jobs and employment.	+2
		- Change in severance		
		To minimise traffic induced severance on communities.	By removing cars from neighbourhood roads, communities would be safer for residents.	+2
Bus Priorities		Overall impact on objectives	Implementation of the bus priority measures should make the bus a more attractive form of transport. By reducing the journey times the patronage should increase thereby encouraging a modal shift from car user to public transport which in turn would generate many other gains. Operational benefits would be possible by co-ordination with the 'park and ride' and extra road space provided by 'urban road upgrading'.	+2

NES TRANS

Proposal Category	Description		Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
Bus Park And Ride	A944 Kingswells A96 Bucksburn A956(S) Charleston A90 Ellon A952 Mintlaw A947 Parkhill A93 Banchory	£7,300,000 £2,500,000 £2,500,000	**Acceptability and Participation** The Strategy will be developed through public participation and be endorsed by the Community	There has been a wide and varied amount of consultation over the last few years regarding the transportation strategy which is being embraced by the City. The existing P&R at Bridge of Don is running at near capacity and has shown strong growth throughout its life.	+1
			Deliverability The strategy will be achievable, both practically and financially, and demonstrate best value	These projects are liable for public transport fund assistance.	+3
			Environment To develop a transport system which protects, enhances and promotes the natural, built and cultural heritage of the North East.	Whilst areas of natural heritage are used for the sites of Park and Ride car parks, there is a reduction of traffic volume into the City centre which is to the benefit of the built environment. Quality of the land used for the Park and Ride sites is generally of low value.	0
			To develop a transport system which protects non-renewable resources, and minimises the impact of transport on air quality, both locally and globally.	By increasing the use of Park and Ride car parks fewer cars are entering the centre of towns and cities therefore reducing air pollution.	+2
			Safety - Accidents To reduce the number and severity of casualties involved in transport related accidents.	Reducing car journeys into the City reduces the occurrence of accidents.	+1
			- Security To provide a practical, healthy, safe and attractive transport system.	P&R car parks provide a safe drop off and pick up environment for travellers. Reduced traffic volumes = reduced emissions.	+2
			To provide a secure travel environment which is safe from (and perceived to be safe from) intimidation and danger for all transport users and the wider community.	Park and Ride sites are constructed with safety in mind. The sites are manned during operating hours, well lit and have 24 hr CCTV surveillance. On a wider scale rat running is reduced as the volume of traffic on the transportation network routes decreases.	+2
			Economy - Activity To deliver a transport system for the North East of Scotland which enhances the competitiveness of the area, its business sectors and constituent communities, and thereby supports the Scottish and UK economy.	Increased bus usage due in part to P&R will free road space for traffic for which there is no alternative. This should reduce congestion improving business competitiveness.	+2
			To reduce the impact of peripherality by improving external links to the North East by rail, road, sea and air.	No impact	0
			- Benefits To enhance the efficiency of the transport networks.	Removing car traffic from the transportation network improves freight and bus journey times.	+1
			To ensure whole-life, long-term value of transport networks, in capital and running costs.	Reducing congestion will reduce running costs of the Transport system. Increased bus usage will generate greater income through the farebox, reducing running costs.	+2
			Integration - Transportation		

NES TRANS

Proposal Category	Description	Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
		To enable efficient movements of people or goods, even when more than one mode is used, by integrating different modes of transport to provide seamless interchange and cross-modal synergies.	Park and Ride car parks provide interchange points between cars, cycles and buses, allowing customers a comfortable and safe movement from their own vehicle to public transport and back.	+3
		To ensure integration of the North East into international transport systems.	No impact	0
		- Land Use		
		To integrate land use and transportation to ensure that transport networks serve development as efficiently as possible.	Park and Ride measures will have a positive impact on this as it enables modal shift for those accessing Aberdeen.	+1
		To create a long-term sustainable framework of settlements in a hierarchy, by locating new homes, jobs and services in scale with each other and with the role and function of each settlement.	Park and Ride measures will have a positive impact on this as it enables modal shift for those accessing Aberdeen.	+1
		- Policy		
		To consider transport when developing other policy initiatives, such as social inclusion, health, education and social care objectives.	No impact	0
		Accessibility		
		- Base		
		To reduce the impact of peripherality and improve the perception of accessibility of the North East of Scotland nationally and internationally.	By helping to reduce the commuter apprehension of the congestion within the city the Park and Ride car parks will improve the perception of accessibility in the North East particularly at peak times.	0
		To provide communities with a choice of means of travel.	Park and Ride provides those living outwith the City a choice of means of travel to the City.	+1
		To improve peoples access to jobs and employment.	No impact	0
		- Change in severance		
		To minimise traffic induced severance on communities.	Removing cars from the roads communities will be safer for residents.	+1
Bus Park And Ride		Overall impact on objectives	'Park and ride' schemes that are already constructed are showing good growth. The switch from car user to public transport impacts favourably over many of the objectives. Operational benefits would be possible by co-ordination with the 'bus priority measures' and extra road space provided by 'urban road upgrading'.	+2

NES TRANS

Proposal Category	Description		Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
Cycling	Aberdeen to Inverness	£200,000	**Acceptability and Participation**		
			The Strategy will be developed through public participation and be endorsed by the Community	Despite some scepticism towards cycling, due mainly to topography and weather in the North East, there is a strong view that improving cycling safety is a priority issue (witness planning for real exercises in Bridge of Don and Cove).	+2
	North Sea Cycle circuit	£10,000			
	Cove/Kincorth/ Altens	£120,000	**Deliverability**		
			The strategy will be achievable, both practically and financially, and demonstrate best value	Cycling improvements can often be relatively low cost solutions. These measures have proved to be good at attracting partner funding to reduce costs.	+2
	Bridge of Don	£30,000			
	City network improvements (PTF)	£1,000,000	**Environment**		
			To develop a transport system which protects, enhances and promotes the natural, built and cultural heritage of the North East.	Cycle routes will require little new land take and little disruption should befall the local heritage.	+2
	Cycle storage/parking				
	Deeside Cycle and Pedestrian Route Links from F & B Way to Key Settlements		To develop a transport system which protects non-renewable resources, and minimises the impact of transport on air quality, both locally and globally.	Cycling is an environmentally friendly way of travelling resulting in no detriment to air quality or noise pollution.	+2
			Safety		
			- Accidents		
			To reduce the number and severity of casualties involved in transport related accidents.	Producing well designed cycle networks, where cyclists are safely integrated with other road users or using dedicated road space, improving the safety of cyclists, minimising the risk and, hopefully, the severity of cycle accidents.	+1
	Urban Cycle Routes and Cycle Lanes (AC)		- Security		
			To provide a practical, healthy, safe and attractive transport system.	Cycling is a healthy form of transport and when a cycle network is in operation cyclists can travel safely and easily making it a more attractive alternative.	+1
	Motor cycle parking		To provide a secure travel environment which is safe from (and perceived to be safe from) intimidation and danger for all transport users and the wider community.	Cycle routes provide a degree of separation from motorised traffic making cyclists feel more safe and secure.	0
			Economy		
			- Activity		
			To deliver a transport system for the North East of Scotland which enhances the competitiveness of the area, its business sectors and constituent communities, and thereby supports the Scottish and UK economy.	Little impact although any measures which reduce congestion will improve marginally competitiveness.	0
			To reduce the impact of peripherality by improving external links to the North East by rail, road, sea and air.	No impact.	0
			- Benefits		
			To enhance the efficiency of the transport networks.	By encouraging the mode of cycling, more cars would be left at home, therefore in a limited way freeing space on the road network.	+1
			To ensure whole-life, long-term value of transport networks, in capital and running costs.	Requires little capital and modest maintenance.	+2
			Integration		
			- Transportation		
			To enable efficient movements of people or goods, even when more than one mode is used, by integrating different modes of transport to provide seamless interchange and cross-modal synergies.	The improvements for cyclists of route and storage facilities will increase the integration with pedestrian and public transport networks.	+1

NES TRANS

Proposal Category	Description	Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
		To ensure integration of the North East into international transport systems.	The extension of the North Sea Cycle Networks continues the integration with international cycle systems.	+2
		- Land Use		
		To integrate land use and transportation to ensure that transport networks serve development as efficiently as possible.	Good cycle links built into developments could assist in placing housing close to employment, reducing the requirement for car travel	+2
		To create a long-term sustainable framework of settlements in a hierarchy, by locating new homes, jobs and services in scale with each other and with the role and function of each settlement.	Good cycle links built into developments could assist in placing housing close to employment, reducing the requirement for car travel	+2
		- Policy		
		To consider transport when developing other policy initiatives, such as social inclusion, health, education and social care objectives.	By encouraging cycling and increasing the network social inclusion is increased for non drivers. Additional benefits would be alternative links to key settlements and schools with health improvements through the habit of regular exercise.	+2
		Accessibility		
		- Base		
		To reduce the impact of peripherality and improve the perception of accessibility of the North East of Scotland nationally and internationally.	No impact.	0
		To provide communities with a choice of means of travel.	Safe cycle networks provide communities with an attractive alternative means of travel.	+2
		To improve peoples access to jobs and employment.	May improve access for non drivers to jobs and employment.	+1
		- Change in severance		
		To minimise traffic induced severance on communities.	Little impact although any measures which reduce congestion will reduce severance.	0
Cycling			**Overall impact on objectives**	Cycling is a mode of transport that is greatly underused. Realistically there is a limit to what can be achieved. Nevertheless, for a modest investment this category provides the travelling public with the choice of a more attractive mode of transport.	+2

NES TRANS

Proposal Category	Description		Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
Pedestrian priorities	Urban Realm	£6,000,000	**Acceptability and Participation**		
	Cycling, Walking, Safer Streets Fund	£554,000	The Strategy will be developed through public participation and be endorsed by the Community	The nature of these works make them popular with the public. Consultation is currently underway on Urban Realm (Aberdeen Futures - Urban Fabric). Pedestrian priorities have proved very popular in other cities.	+2
	Traffic Calming	£2,000,000			
	Accident Reduction	£2,000,000	**Deliverability**		
	Safe to School Routes	£100,000	The strategy will be achievable, both practically and financially, and demonstrate best value	These types of works have proved successful in attracting additional funding. On a practical level the achievability of all Urban Realm proposals is unfeasible, the most effective schemes will be implemented.	+3
	Home Zones (AC)				
	Inverurie Path Study		**Environment**		
			To develop a transport system which protects, enhances and promotes the natural, built and cultural heritage of the North East.	The strategy will protect and enhance the built and cultural heritage of Aberdeen and the North East by reducing traffic levels and removing traffic from some routes.	+2
	Facilities for Walkers and Pedestrians				
			To develop a transport system which protects non-renewable resources, and minimises the impact of transport on air quality, both locally and globally.	The use of cycling and walking initiatives will reduce air pollution. This will be particularly important in the city's AQMA. Potential positive and negative impacts on the AQMA by transfer of traffic through the implementation of Urban Realm.	+2
			Safety		
			- Accidents		
			To reduce the number and severity of casualties involved in transport related accidents.	Traffic calming, pedestrian priority, safety measures and safe routes to school are all targeted at accident reduction.	+2
			- Security		
			To provide a practical, healthy, safe and attractive transport system.	The combination of schemes will improve conditions for travellers providing increased safety, attractive alternatives and healthy options for travel.	+2
			To provide a secure travel environment which is safe from (and perceived to be safe from) intimidation and danger for all transport users and the wider community.	The proposals will all increase the security of transport users and encourage a reduction in vehicular traffic allowing the reclamation of some areas for pedestrian use.	+2
			Economy		
			- Activity		
			To deliver a transport system for the North East of Scotland which enhances the competitiveness of the area, its business sectors and constituent communities, and thereby supports the Scottish and UK economy.	Urban Realm has the intention of enhancing the centre of Aberdeen making it more attractive and competitive for both the local population and tourists. Aberdeenshire has a similar initiative with its Towns Partnership programme.	+2
			To reduce the impact of peripherality by improving external links to the North East by rail, road, sea and air.	No impact.	0
			- Benefits		
			To enhance the efficiency of the transport networks.	A small increase in efficiency may result from increased pedestrian and cycle traffic.	+1
			To ensure whole-life, long-term value of transport networks, in capital and running costs.	The potential for public transport improvements related to the pedestrian improvements both in the towns and city will provide good value and reduced running costs.	+1
			Integration		
			- Transportation		
			To enable efficient movements of people or goods, even when more than one mode is used, by integrating different modes of transport to provide seamless interchange and cross-modal synergies.	Pedestrian priorities within the main shopping areas will encourage modal shift to public transport as the opportunities for improved public transport related to the measures will make public transport more reliable and attractive.	+2

NES TRANS

Proposal Category	Description			Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
				To ensure integration of the North East into international transport systems.	No impact.	0
				- Land Use		
				To integrate land use and transportation to ensure that transport networks serve development as efficiently as possible.	No impact.	0
				To create a long-term sustainable framework of settlements in a hierarchy, by locating new homes, jobs and services in scale with each other and with the role and function of each settlement.	Improved walking facilities between main housing areas to employment areas could reduce the desire for car travel.	+1
				- Policy		
				To consider transport when developing other policy initiatives, such as social inclusion, health, education and social care objectives.	These schemes are being developed in conjunction with the Education Authorities and business communities.	+2
				Accessibility		
				- Base		
				To reduce the impact of peripherality and improve the perception of accessibility of the North East of Scotland nationally and internationally.	No impact.	0
				To provide communities with a choice of means of travel.	By improving safety and security for pedestrians and cyclists these choices will become more attractive within the community.	+2
				To improve peoples access to jobs and employment.	Improved pedestrian priorities will increase access to jobs for those without access to a car.	+1
				- Change in severance		
				To minimise traffic induced severance on communities.	Traffic calming measures can control speeds along routes which brings about severance.	+2
Pedestrian priorities				Overall impact on objectives	Improving 'pedestrian priorities' seems to be popular with the public. The greatest opportunity lies with the 'Urban Realm' project that could re-vitalise the heart of the city. If these priorities could be developed in conjunction with other categories, then greater benefits could be attained, for example, improving public transport reliability.	+2

NES TRANS

Proposal Category	Description		Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
Crossrail	Inverurie to Stonehaven by extending Edinburgh trains to "Edinburgh to Inverness via Aberdeen" and extending Glasgow trains to "Glasgow to Inverurie".	£10,000,000	**Acceptability and Participation**		
			The Strategy will be developed through public participation and be endorsed by the Community	This project has proved, through previous consultation, to be generally popular with the public.	+3
			Deliverability		
			The strategy will be achievable, both practically and financially, and demonstrate best value	The capital outlay for local rail improvements may preclude its development within the timescales of the current MTS. Fundraising outwith the control of the MTS as needs the support of both the SRA and ScotRail. (Scotrail franchise due for renewal within the next few years, limiting investment) Scottish Executive appear keen to help discussions with SRA. Although public transport fund support may be available especially if revenue support becomes part of PTF.	-1
			Environment		
			To develop a transport system which protects, enhances and promotes the natural, built and cultural heritage of the North East.	The upgrading of the railway network in the North East of Scotland would reduce the volume of commuters using the road network therefore protecting the heritage around the road network.	+1
			To develop a transport system which protects non-renewable resources, and minimises the impact of transport on air quality, both locally and globally.	By reducing congestion on the road network, air quality will be improved. Improved services from Dyce station would reduce the need for travel from the airport to Aberdeen station.	+2
			Safety		
			- Accidents		
			To reduce the number and severity of casualties involved in transport related accidents.	By reducing the number of vehicles on the road network, traffic safety would be improved.	+1
			- Security		
			To provide a practical, healthy, safe and attractive transport system.	Upgrading the rail network in the North East will provide a healthy, safe and attractive transport alternative to commuters from the outlying areas.	+2
			To provide a secure travel environment which is safe from (and perceived to be safe from) intimidation and danger for all transport users and the wider community.	It should be noted that the country's rolling stock is currently being upgraded and modernised. This offers the commuter a clean, quality and more attractive mode of travel.	+2
			Economy		
			- Activity		
			To deliver a transport system for the North East of Scotland which enhances the competitiveness of the area, its business sectors and constituent communities, and thereby supports the Scottish and UK economy.	By improving the rail network for local users the delays currently experienced on the long distance network by both people and freight will be reduced allowing business sectors of the North east to achieve improved competitiveness and thereby help support the Scottish and UK economy.	+1
			To reduce the impact of peripherality by improving external links to the North East by rail, road, sea and air.	No impact, unless additional track provision is provided between Aberdeen and the South - see Strategic Rail category	+2
			- Benefits		
			To enhance the efficiency of the transport networks.	By encouraging people to use rail services, space will be freed up on the road network increasing the efficiency of the network throughout the Aberdeen area.	+2
			To ensure whole-life, long-term value of transport networks, in capital and running costs.	A study is underway to determine construction and running costs and return on that investment.	+1
			Integration		
			- Transportation		

NES TRANS

Proposal Category	Description	Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
		To enable efficient movements of people or goods, even when more than one mode is used, by integrating different modes of transport to provide seamless interchange and cross-modal synergies.	By increasing the availability of local rail links a better integration can be achieved with existing cycling, pedestrian and public transport routes. (Park and Ride/towns interchanges)	+2
		To ensure integration of the North East into international transport systems.	No impact, unless additional track provision is provided between Aberdeen and the South - see Strategic Rail category	0
		- Land Use		
		To integrate land use and transportation to ensure that transport networks serve development as efficiently as possible.	By providing a better rail service to the outlying residential and industrial areas better integration can be achieved between land use and transportation.	+1
		To create a long-term sustainable framework of settlements in a hierarchy, by locating new homes, jobs and services in scale with each other and with the role and function of each settlement.	Little impact for new development: The rail corridor is already well built upon although development opportunities do increase at Kintore/Portlethen for example if stations are built at Altens, Dyce, Inverurie and Stonehaven links to employment are provided.	+2
		- Policy		
		To consider transport when developing other policy initiatives, such as social inclusion, health, education and social care objectives.	Public transport improvements help in the social inclusion and health policies as they provide more opportunities for people to gain access to employment as well as leisure and retail facilities. In terms of health, public transport improvements help to cut down the number of cars on the road, thus reducing pollution.	+1
		Accessibility		
		- Base		
		To reduce the impact of peripherality and improve the perception of accessibility of the North East of Scotland nationally and internationally.	No impact.	0
		To provide communities with a choice of means of travel.	Commuter rail links would provide an attractive alternative to road travel, particularly in rural areas where many of the bus links are infrequent and time consuming particularly in relation to the towns interchanges proposals.	+2
		To improve peoples access to jobs and employment.	Improved rail links would have a positive impact on jobs and employment by increasing accessibility to/from the outlying areas. A better rail link would make the commuter towns a more attractive option to reside in, cheaper than the city. A link to Altens would provide good access to jobs as would a Dyce link.	+2
		- Change in severance		
		To minimise traffic induced severance on communities.	Rail improvements would reduce road traffic thereby clearing space on the network and reducing rat running a cause of severance in communities.	+1
Crossrail		Overall impact on objectives	A more regular train service will enhance the viability of the North East. The improved rail links offer further development opportunities for communities in Aberdeenshire which lie in or are near to the rail corridor. Better accessibility by rail will offer the opportunity of a modal shift from road to rail network, which in turn will lead to other benefits.	+2

NES TRANS

Proposal Category	Description		Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
Mass Transit	Guided bus ways (North Deeside/ A947/ Ellon)	£150,000,000	**Acceptability and Participation**		
			The Strategy will be developed through public participation and be endorsed by the Community	Public attitudes to these schemes tend to be favourable, but others are sometimes sceptical as they are perceived to be "grandiose" and perhaps something for the future. Current priorities would tend to lie with more achievable and more instant solutions. There is a general doubt about the fundability and running costs of these proposals	+1
	Light rail	£150,000,000			
	Heavy rail extensions	£200,000,000			
			Deliverability		
			The strategy will be achievable, both practically and financially, and demonstrate best value	Mass Transit is being developed and proposed in a number of cities throughout Britain. The nearest to Aberdeen is the City of Edinburgh located in the central belt of Scotland. Edinburgh is twice the size of Aberdeen, has an airport that deals with 3 times the number of domestic passengers, is one of the major conurbations in the central belt, yet is still compelled to introduce 'road charging' to fund its mass transit proposals. Edinburghs' first phase of mass transit has been costed at £200m. Assuming the Aberdeen proposal is of a similar size and is estimated to cost £150m. This is a very rough global estimate using figures available from similar sized proposals located elsewhere in the country. When considering Edinburghs situation as compared to Aberdeens, and other schemes within the UK, and given the Aberdeen City Council stance on **not** to introduce 'road charging' there is little chance of much of this category of proposals can be achieved financially. To-date the proposals have very little detail, such that no route or destination has been properly considered, and again comparing the work already done in Edinburgh it is very unlikely (even if it was financially possible) that major proposals for Aberdeen could be implemented by the year 2015. The funding for such a proposal is outwith the control of the NESTRANS Partners but given the costing work already carried out on local rail, it is highly that this proposal would be pursued by the Strategic Rail Authority. Although specific route corridors for the 'Guided Bus Ways' have been indicated there has been no clear definition on how the 'Guided Bus Ways' will be accommodated within the existing road space. It is understood that the Edinburgh proposals make use of redundant rail routes. Related to this fact, no specific costing of the proposal has been carried out. Bearing in mind the argument about funding the 'mass transit' it is clear that this proposal is not viable for a city of Aberdeens size at this time. As the proposal is not viable in the period under consideration it has to score a high negative grading.	-3
			Environment		
			To develop a transport system which protects, enhances and promotes the natural, built and cultural heritage of the North East.	The reopening of the railway or providing of guided bus ways on routes throughout the North East would result in the loss of flora and wildlife routes which have developed since the removal of the previous railway links. Cycle, equestrian and pedestrian routes would be lost and in some instances recent housing development would be compromised.	-2
			To develop a transport system which protects non-renewable resources, and minimises the impact of transport on air quality, both locally and globally.	By reducing commuter traffic on the road network, congestion will be reduced and air quality will be improved. However localised congestion may be worsened by taking roadspace away from other vehicles (including buses).	+1
			Safety		
			- Accidents		
			To reduce the number and severity of casualties involved in transport related accidents.	By reducing the number of vehicles on the road network, particularly at peaktimes, road traffic accidents will be reduced.	+1
			- Security		

NES TRANS

Proposal Category	Description			Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
				To provide a practical, healthy, safe and attractive transport system.	Mass Transit will provide the North East with a healthy, safe and attractive transport alternative, allowing residents of larger communities easier access to Aberdeen and the South. The area is disadvantaged by the lack of a rail infrastructure over large parts of the region.	+2
				To provide a secure travel environment which is safe from (and perceived to be safe from) intimidation and danger for all transport users and the wider community.	Residents along the proposed routes will have an increase in noise and disruption however the reduction of traffic on the road network will ease inappropriate traffic levels in communities.	+1
				Economy		
				- Activity		
				To deliver a transport system for the North East of Scotland which enhances the competitiveness of the area, its business sectors and constituent communities, and thereby supports the Scottish and UK economy.	Freeing up space on the road network will speed up delivery times by road through Aberdeen and providing rail freight links to the North of the region allows businesses to reach their markets more quickly increasing competitiveness to a limited degree thereby further supporting the Scottish and UK economy.	+1
				To reduce the impact of peripherality by improving external links to the North East by rail, road, sea and air.	Rail links particularly those to Peterhead would reduce the peripherality of important oil and fishing businesses, improving business opportunities for the North East as a part of the European Market.	+2
				- Benefits		
				To enhance the efficiency of the transport networks.	By encouraging commuters to use passenger Mass Transit services, and transferring freight to rail, space will be freed up on the road network increasing the efficiency of the network throughout the area particularly in Aberdeen.	+2
				To ensure whole-life, long-term value of transport networks, in capital and running costs.	Large capital costs and likely need for substantial revenue support for mass transit schemes would make it very difficult to achieve a positive rate of return.	-3
				Integration		
				- Transportation		
				To enable efficient movements of people or goods, even when more than one mode is used, by integrating different modes of transport to provide seamless interchange and cross-modal synergies.	Mass transit system will encourage the use of public transport and will provide links to other modes of transport allowing people to travel freely through the area if it is situated close to where people live, work and recreate.	+2
				To ensure integration of the North East into international transport systems.	The completion of heavy rail extensions, particularly to Peterhead would provide rail freight transfer links from the North of the Region to Mossend and the international transport network.	+2
				- Land Use		
				To integrate land use and transportation to ensure that transport networks serve development as efficiently as possible.	Increased rail provision would create development opportunity otherwise limited by poor transport links.	+1
				To create a long-term sustainable framework of settlements in a hierarchy, by locating new homes, jobs and services in scale with each other and with the role and function of each settlement.	The provision of mass transit options in the MTS allows the structure plan policy of connecting communities and facilitating development to be implemented. The location of new homes, jobs and services will be enhanced by the provision of mass transit opportunities.	+2
				- Policy		
				To consider transport when developing other policy initiatives, such as social inclusion, health, education and social care objectives.	No impact in the medium to longer term.	0

NES TRANS

Proposal Category	Description		Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
			Accessibility		
			- Base		
			To reduce the impact of peripherality and improve the perception of accessibility of the North East of Scotland nationally and internationally.	Improving the rail links throughout the North East would provide greater freight transfer opportunities to Central Scotland, the UK and Europe via Mossend.	+1
			To provide communities with a choice of means of travel.	Commuter Mass Transit links would provide an attractive alternative to road travel, particularly in rural areas where many of the bus links are infrequent and time consuming.	+2
			To improve peoples access to jobs and employment.	Improved transport links would have a positive impact on jobs and employment by increasing accessibility to/from the outlying areas.	+1
			- Change in severance		
			To minimise traffic induced severance on communities.	Rail improvements would reduce road traffic. This would clear space on the network and reducing rat running which is a cause of severance in communities. However some severance may be perceived due to the transferring of pedestrian/ cycle/ nature routes to light rail, guided bus ways and railway lines.	+1
Mass Transit			**Overall impact on objectives**	Although scoring favourably with a large number of the objectives it is reasonable to assume that it would be difficult to prove the funding viability of 'mass transit'. In essence, the majority of the proposals are unlikely to be implemented in this study time period and therefore the benefits cannot be delivered. It is fair then to conclude that this category should score negatively, since the deliverability and value difficulties outweigh the benefits.	-2

NES TRANS

Proposal Category	Description			Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
Strategic rail	North - Improvements to Inverness line to track and signalling to improve journey times South - Improvements to Usan loop (Montrose) and electrification to improve journey times and increase opportunity and capacity for freight			**Acceptability and Participation**		
				The Strategy will be developed through public participation and be endorsed by the Community	The public perception is that it is as quick to drive to Edinburgh, Glasgow or Inverness as it is to take the train. This is generally pretty close to the truth. Rail travel is also considered to be expensive. Whilst the prices may (or may not) reflect the distance of the journey there is no doubt that the costs involved add to the sense of peripherality. The perceptions tend towards car use. It is important for this peripherality issue that the London trains are through trains. Considering the Edinburgh to Aberdeen section of the route as part of the East Coast Main Line is necessary.	+2
				Deliverability		
				The strategy will be achievable, both practically and financially, and demonstrate best value	Major network funding is required with the involvement of organisations outwith the control of NESTRANS. SRA, Railtrack (or its successors), EWS, other local authorities and the Scottish Executive would need to be involved in progressing this issue as well as major freight users on the railways.	-2
				Environment		
				To develop a transport system which protects, enhances and promotes the natural, built and cultural heritage of the North East.	This upgrading development is unlikely to have any significant detrimental effect on the environment.	+1
				To develop a transport system which protects non-renewable resources, and minimises the impact of transport on air quality, both locally and globally.	Providing an attractive alternative to road travel will reduce the use of the road network, leading to an improvement in air quality.	+2
				Safety		
				- Accidents		
				To reduce the number and severity of casualties involved in transport related accidents.	By reducing the number of vehicles on the road network, traffic safety would be improved.	+1
				- Security		
				To provide a practical, healthy, safe and attractive transport system.	Linking together the strategic rail network in the North East will provide a healthy, safe and attractive transport alternative.	+1
				To provide a secure travel environment which is safe from (and perceived to be safe from) intimidation and danger for all transport users and the wider community.	It should be noted that the country's rolling stock is currently being upgraded and modernised. This offers the passenger a clean, quality and more attractive mode of travel.	+1
				Economy		
				- Activity		
				To deliver a transport system for the North East of Scotland which enhances the competitiveness of the area, its business sectors and constituent communities, and thereby supports the Scottish and UK economy.	By improving the rail network for distance travelling, there will be an increase in transport alternatives which provide better links within the Region and to other areas of Scotland, the UK and Europe, thereby improving competitiveness.	+2
				To reduce the impact of peripherality by improving external links to the North East by rail, road, sea and air.	Peripherality would be improved to a degree by an upgrade to the rail network. Linking the North East with Central Scotland, London and Europe increases the potential and viability of its public transport sea and air links. As a general rule, the more remote an area the more effort should be put in to reduce the effects of that remoteness to ensure areas of the country aren't disadvantaged by the remoteness. In this respect good rail links between the North East and the rest of Scotland, the UK and Europe are essential.	+3
				- Benefits		

NES TRANS

Proposal Category	Description	Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
		To enhance the efficiency of the transport networks.	By encouraging commuters and freight to use rail services, space will be freed up on the road network increasing the efficiency of the network throughout the area particularly in Aberdeen.	+2
		To ensure whole-life, long-term value of transport networks, in capital and running costs.	Detailed costings and benefits are required.	0
		Integration		
		- Transportation		
		To enable efficient movements of people or goods, even when more than one mode is used, by integrating different modes of transport to provide seamless interchange and cross-modal synergies.	By increasing rail links and freeing up road space the interchange between rail, road, sea and air can be improved. The location of Aberdeen Railway station adjacent to Guild Street Bus Station and near to Aberdeen Harbour provides an excellent opportunity for easy transfer between major transport modes in a very central location.	+1
		To ensure integration of the North East into international transport systems.	Rail improvements would increase links from the North East to international transport systems which are lacking at present due to the lack of availability of space on the rail network north of Central Scotland.	+2
		- Land Use		
		To integrate land use and transportation to ensure that transport networks serve development as efficiently as possible.	No impact.	0
		To create a long-term sustainable framework of settlements in a hierarchy, by locating new homes, jobs and services in scale with each other and with the role and function of each settlement.	No impact.	0
		- Policy		
		To consider transport when developing other policy initiatives, such as social inclusion, health, education and social care objectives.	No impact.	0
		Accessibility		
		- Base		
		To reduce the impact of peripherality and improve the perception of accessibility of the North East of Scotland nationally and internationally.	Accessibility to and from the North East of Scotland would be increased by improving the rail network. Faster links with fewer 'commuter stops' en route through Scotland would improve the image of rail travel to and through the North East.	+2
		To provide communities with a choice of means of travel.	Currently rail is not seen as an adequate alternative. This view could be changed.	+1
		To improve peoples access to jobs and employment.	Improved rail links would have a positive impact on jobs and employment by increasing accessibility to and from the areas outside the Region.	+1
		- Change in severance		
		To minimise traffic induced severance on communities.	Rail improvements would reduce road traffic, clearing space on the network and reducing rat running a cause of severance in communities.	+1
Strategic rail		**Overall impact on objectives**	The 'Strategic Rail' category, while important to the North East at a national level would have a limited impact on the local transportation objectives.	+1

NES TRANS

Proposal Category	Description			Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
Harbours	Aberdeen Harbour Ro Ro Facility Aberdeen Northern Isles Links Northern Europe Links Peterhead Harbour Improvements Peterhead Ro Ro Aberdeen Harbour container Port			**Acceptability and Participation**		
				The Strategy will be developed through public participation and be endorsed by the Community	Consultation will increase the general public's appreciation of the importance of the harbours in the North East on the economy and employment levels and will show the benefit in improving them to increase future prosperity.	+1
				Deliverability		
				The strategy will be achievable, both practically and financially, and demonstrate best value	None of the development costs have been included in the MTS study. Outwith our control.	+1
				Environment		
				To develop a transport system which protects, enhances and promotes the natural, built and cultural heritage of the North East.	Further development of the harbour/ links would have a positive impact on the heritage of the North East given its history.	+1
				To develop a transport system which protects non-renewable resources, and minimises the impact of transport on air quality, both locally and globally.	The use of sea freight routes would greatly reduce the number of HGV vehicles transporting low value, high bulk goods, thereby reducing air pollution.	+2
				Safety		
				- Accidents		
				To reduce the number and severity of casualties involved in transport related accidents.	The reduction of the numbers of HGV vehicles on the network will improve the safety of the roads.	+1
				- Security		
				To provide a practical, healthy, safe and attractive transport system.	No impact.	0
				To provide a secure travel environment which is safe from (and perceived to be safe from) intimidation and danger for all transport users and the wider community.	Reducing the quantity of large vehicles on the network will help reduce congestion leading to a reduction of inappropriate traffic through residential areas.	+1
				Economy		
				- Activity		
				To deliver a transport system for the North East of Scotland which enhances the competitiveness of the area, its business sectors and constituent communities, and thereby supports the Scottish and UK economy.	Upgrading the main harbours in the North East will increase their usage and enhance options for freight transfers throughout Europe and the UK, thereby supporting the local and national economies. Harbour development could cater for longer ships which could offer new opportunities for the North East.	+2
				To reduce the impact of peripherality by improving external links to the North East by rail, road, sea and air.	The increase in facilities in these harbours will improve external links to the North East from the Northern Isles and Northern Europe reducing the impact of peripherality.	+3
				- Benefits		
				To enhance the efficiency of the transport networks.	Improving the harbours will increase the efficiency of the transport network.	+1
				To ensure whole-life, long-term value of transport networks, in capital and running costs.	Unknown at the present time, only a very rough estimate has been done for MTS.	+1
				Integration		
				- Transportation		
				To enable efficient movements of people or goods, even when more than one mode is used, by integrating different modes of transport to provide seamless interchange and cross-modal synergies.	Improving the harbours will attract greater usage, by larger ships, and should improve the efficiency of the network as a whole.	+1

NES TRANS

Proposal Category	Description	Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
		To ensure integration of the North East into international transport systems.	The improvements to the harbours will increase their integration into the international network leading to a more balanced footing in the European market.	+2
		- Land Use		
		To integrate land use and transportation to ensure that transport networks serve development as efficiently as possible.	Improvement to the harbours will make them a more attractive option and efficient attracting further development to the North East.	+1
		To create a long-term sustainable framework of settlements in a hierarchy, by locating new homes, jobs and services in scale with each other and with the role and function of each settlement.	No impact.	0
		- Policy		
		To consider transport when developing other policy initiatives, such as social inclusion, health, education and social care objectives.	No impact.	0
		Accessibility		
		- Base		
		To reduce the impact of peripherality and improve the perception of accessibility of the North East of Scotland nationally and internationally.	Upgrading the harbour facilities will improve the accessibility of the North East, therefore decreasing the feeling of peripherality. Using the road and rail links from Aberdeen Harbour may be preferable to transporting through the busier areas of Europe.	+2
		To provide communities with a choice of means of travel.	Improved passenger provisions to the Northern Isles and Northern Europe will provide a greater choice of means of travel for the residents of the North East.	+1
		To improve peoples access to jobs and employment.	Harbour development should provide additional employment to the area.	+1
		- Change in severance		
		To minimise traffic induced severance on communities.	No impact.	0
Harbours		**Overall impact on objectives**	The 'Harbours' category, while important to the North East at a national level would have a limited impact on the local transportation objectives.	+1

NES TRANS

Proposal Category	Description			Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
Airport	Surface Access strategy to encourage modal shift			**Acceptability and Participation**		
				The Strategy will be developed through public participation and be endorsed by the Community	Various campaigns have been run in the past for the development of the airport and, generally the views of the public are positive. Further consultation required.	+1
	Route Expansion/ Direct Flights			**Deliverability**		
				The strategy will be achievable, both practically and financially, and demonstrate best value	None of the development costs have been included in the MTS study, it is outwith our control.	+1
	Infrastructure			**Environment**		
				To develop a transport system which protects, enhances and promotes the natural, built and cultural heritage of the North East.	The airport is surrounded by industrial estates and further development (extended runways) would require further land take.	-1
				To develop a transport system which protects non-renewable resources, and minimises the impact of transport on air quality, both locally and globally.	Aeroplanes are very inefficient users of fuel and increased use of the airport will have a negative impact on the use of non-renewable resources. Expansion of the airport in conjunction with direct connections to new destinations will reduce the number of car journeys nationally.	-1
				Safety		
				- Accidents		
				To reduce the number and severity of casualties involved in transport related accidents.	Surface access should reduce the number of car journeys.	+1
				- Security		
				To provide a practical, healthy, safe and attractive transport system.	Direct connections from a local airport are an attractive option allowing more people to leave their car at home resulting in an increased feeling of security.	+1
				To provide a secure travel environment which is safe from (and perceived to be safe from) intimidation and danger for all transport users and the wider community.	No impact.	0
				Economy		
				- Activity		
				To deliver a transport system for the North East of Scotland which enhances the competitiveness of the area, its business sectors and constituent communities, and thereby supports the Scottish and UK economy.	By improving access to Aberdeen and the North East by air, business competitiveness will be enhanced to a degree , therefore increasing support to the local and national economy. Offshore links to the heliport can also be improved allowing more flexibility for the industry.	+3
				To reduce the impact of peripherality by improving external links to the North East by rail, road, sea and air.	The feeling of peripherality will be reduced by increased access to national and international business markets by improved air links.	+3
				- Benefits		
				To enhance the efficiency of the transport networks.	Providing an increase in services will reduce the necessity for air passengers and freight to travel to Edinburgh, Glasgow or further south, prior to travelling to their final destination therefore increasing the efficiency of the network. More flexibility will be available to offshore industry.	+2
				To ensure whole-life, long-term value of transport networks, in capital and running costs.	None of the development costs have been included in the MTS study.	0
				Integration		
				- Transportation		

NES TRANS

Proposal Category	Description	Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
		To enable efficient movements of people or goods, even when more than one mode is used, by integrating different modes of transport to provide seamless interchange and cross-modal synergies.	Improved links to the railway station and possible links to the proposed Park and Ride site, Raiths Farm development and WPR will provide air passengers and freight with improved interchange points increasing journey efficiency.	+2
		To ensure integration of the North East into international transport systems.	International access will be vastly improved with route expansion, integrating Aberdeen and the North East with the European transport network.	+2
		- Land Use		
		To integrate land use and transportation to ensure that transport networks serve development as efficiently as possible.	The improved linkage of the airport with the rail, cycle and road networks will improve its integration with the surrounding developments.	+1
		To create a long-term sustainable framework of settlements in a hierarchy, by locating new homes, jobs and services in scale with each other and with the role and function of each settlement.	No impact.	0
		- Policy		
		To consider transport when developing other policy initiatives, such as social inclusion, health, education and social care objectives.	No impact.	0
		Accessibility		
		- Base		
		To reduce the impact of peripherality and improve the perception of accessibility of the North East of Scotland nationally and internationally.	The improved accessibility to the North East due to the route expansions will decrease the impact of peripherality nationally and internationally.	+2
		To provide communities with a choice of means of travel.	Route expansions will provide the North East with an increased choice of means of travel, by reducing the need to travel to more southern airports to make the required connections.	+2
		To improve peoples access to jobs and employment.	Improved air links will have a positive effect on access to jobs and employment, particularly within the oil industry, by providing greater links with the other oil producing centres and markets and providing easier access for offshore workers to the heliport.	+2
		- Change in severance		
		To minimise traffic induced severance on communities.	Internal links from the airport to the railway station will reduce the need for taxi runs through the surrounding area or into the City Centre thereby reducing some traffic induced severance locally.	0
Airports		Overall impact on objectives	Developments of the airport and its associated infrastructure are key elements in prolonging the long-term vibrancy of the North East. Further improvements would be felt both locally and nationally. Greater gains at a local level could be made if the 'Airports' proposals were integrated with other transportation network measures.	+2

NES TRANS

Proposal Category	Description		Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
Freight		£21,000,000	**Acceptability and Participation**		
	Mossend - Aberdeen (25% cont)		The Strategy will be developed through public participation and be endorsed by the Community	The strategies have been developed with the Freight Industry through the North East of Scotland Rail Freight Development Group.	+1
	Mains of Cairnrobin Access (Private)		**Deliverability**		
			The strategy will be achievable, both practically and financially, and demonstrate best value	Raiths Farm and Cairnrobin have both received planning approval and are awaiting construction. Piggyback is not however approved and SRA do not have projects programmed.	-1
	Raiths (Private)				
	Freight Intermodal Terminal Waterloo Quay, Aberdeen Harbour		**Environment**		
			To develop a transport system which protects, enhances and promotes the natural, built and cultural heritage of the North East.	The sites suggested, though currently green field sites, are zoned for industrial use in the Aberdeen Structure Plan. Some environmental detriment will occur but neither are classed as Sites of Scientific Interest.	-1
	Inverurie Station yard upgrade and enlargement		To develop a transport system which protects non-renewable resources, and minimises the impact of transport on air quality, both locally and globally.	By increasing rail freight capacity in the North East road freight will decrease leading to reduced congestion and improved air quality.	+1
			Safety		
			- Accidents		
	Rail bridge heights (Piggyback)		To reduce the number and severity of casualties involved in transport related accidents.	Removing road freight from the networks will improve transport safety.	+1
			- Security		
			To provide a practical, healthy, safe and attractive transport system.	Moving freight by rail would result in improved export abilities by adopting a more environmentally friendly, safer and more attractive choice of transport system.	+1
			To provide a secure travel environment which is safe from (and perceived to be safe from) intimidation and danger for all transport users and the wider community.	Some improvements may occur through residential areas as space is freed on the road network reducing the occurrence of HGV rat running.	+1
			Economy		
			- Activity		
			To deliver a transport system for the North East of Scotland which enhances the competitiveness of the area, its business sectors and constituent communities, and thereby supports the Scottish and UK economy.	The economic implications of the freight transport depots are positive with a speedier transfer of goods between modes and direct links to the European markets through Mossend. This helps ensure that the North East competes fully on the national and international marketplaces.	+2
			To reduce the impact of peripherality by improving external links to the North East by rail, road, sea and air.	The increase in freight transfer depots would enhance links to and from the North East by rail, road, sea and air.	+2
			- Benefits		
			To enhance the efficiency of the transport networks.	The reduction of HGV traffic on the trunk roads (which stood at 11% in 1995) would reduce congestion and have a positive effect on the road network.	+2
			To ensure whole-life, long-term value of transport networks, in capital and running costs.	Still to be costed at the present time to prove a cost benefit.	0
			Integration		
			- Transportation		
			To enable efficient movements of people or goods, even when more than one mode is used, by integrating different modes of transport to provide seamless interchange and cross-modal synergies.	The depots will provide a speedy interchange point between rail, road, air and sea for goods.	+3

NES TRANS

Proposal Category	Description	Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
		To ensure integration of the North East into international transport systems.	These improvements will provide the North East with the vital rail freight link to Europe through Mossend.	+2
		- Land Use		
		To integrate land use and transportation to ensure that transport networks serve development as efficiently as possible.	The siting of these depots North and South of Aberdeen in industrial areas adjacent to the trunk road network and in the case of Raiths, the airport provides a necessary link between land use and transportation.	+1
		To create a long-term sustainable framework of settlements in a hierarchy, by locating new homes, jobs and services in scale with each other and with the role and function of each settlement.	No impact.	0
		- Policy		
		To consider transport when developing other policy initiatives, such as social inclusion, health, education and social care objectives.	No impact.	0
		Accessibility		
		- Base		
		To reduce the impact of peripherality and improve the perception of accessibility of the North East of Scotland nationally and internationally.	This option reduces the impact of peripherality with the improved and vital link to the Mossend site and therefore the international market.	+2
		To provide communities with a choice of means of travel.	No impact.	0
		To improve peoples access to jobs and employment.	No impact.	0
		- Change in severance		
		To minimise traffic induced severance on communities.	Some reduction of inappropriate HGV traffic in residential areas maybe experienced as congestion is reduced on the road network.	+1
Freight		**Overall impact on objectives**	Improving rail freight links, connection centres and constructing new ones can only make it a more attractive mode of transport for the movement and distribution of goods both locally and nationally. Reducing the reliance on road freight can only lead to less congestion, which in turn will provide further benefits.	+1

NES TRANS

Proposal Category	Description		Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
Public transport service enhancements	Service enhancements - Service Improvements - Frequency - New and additional services - Fare subsidies - Bus Quality	11200000	**Acceptability and Participation**		
			The Strategy will be developed through public participation and be endorsed by the Community	The general view is that public transport needs to improve. Service frequencies, orbital routing and fares are commonly described as inadequate. Public Transport subsides, by increasing access and reducing costs to the user is always popular with the public. Car club and environmental vehicles are new ideas and will require consultation to gain the publics confidence.	+2
			Deliverability		
			The strategy will be achievable, both practically and financially, and demonstrate best value	There is a Bus Quality Partnership in the North East. Considerable improvements have been secured and more are planned. Good working relationships exist between the Councils and the main bus operators. Despite this, the Councils would find it extremely difficult to supply funding for continued extended revenue subsidy.	-2
	Real Time Information	£750,000			
			Environment		
	Smartcard Ticketing	£300,000	To develop a transport system which protects, enhances and promotes the natural, built and cultural heritage of the North East.	Public transport service enhancements will require little new construction therefore there will be minimal damage to the heritage of the North East. Public Transport subsidies increase patronage reducing unnecessary car travel.	+1
	New shelters/raised kerbs	£300,000			
	Existing Public Transport subsidies	£25,500,000	To develop a transport system which protects non-renewable resources, and minimises the impact of transport on air quality, both locally and globally.	Encouraging the use of public transport by making it more frequent, affordable and attractive to new users will reduce the number of car users thereby reducing the number of vehicles on the network. As well as improving air quality, bus development is improving, leading to reduced emissions. Public transport subsidies, car club and environmental vehicles reduce the number of vehicles on the road network to the benefit of the environment.	+2
	Car Club				
	Environmental vehicles		**Safety** - Accidents		
			To reduce the number and severity of casualties involved in transport related accidents.	Reducing the number of individual vehicles on the network will reduce the likelihood of accidents.	+1
			- Security		
			To provide a practical, healthy, safe and attractive transport system.	Enhancements to the service including more direct routes, increased frequency and real time information, will create a more attractive service, reducing pollution and providing security for users. Public transport subsidies and car club ensure a choice, and in some case the only option, for travel from rural areas to services.	+1
			To provide a secure travel environment which is safe from (and perceived to be safe from) intimidation and danger for all transport users and the wider community.	By increasing frequency of buses and providing direct routes, bus users will experience shorter waiting times, fewer split journeys, reducing risks to vulnerable users.	+2
			Economy - Activity		
			To deliver a transport system for the North East of Scotland which enhances the competitiveness of the area, its business sectors and constituent communities, and thereby supports the Scottish and UK economy.	Improved bus services should help reduce traffic congestion thereby directly helping to meet this objective.	+1
			To reduce the impact of peripherality by improving external links to the North East by rail, road, sea and air.	No impact.	0
			- Benefits		
			To enhance the efficiency of the transport networks.	Encouraging bus use will reduce the volume of traffic on the road network, freeing up junctions and increasing efficiency.	+2

NES TRANS

Proposal Category	Description	Objective	Comment	Grading +3 Positive 0 Neutral -3 Negative
		To ensure whole-life, long-term value of transport networks, in capital and running costs.	Increasing passenger numbers should create greater funding for further improvements.	+1
		Integration		
		- Transportation		
		To enable efficient movements of people or goods, even when more than one mode is used, by integrating different modes of transport to provide seamless interchange and cross-modal synergies.	The addition of new routes or improvements to existing routes throughout the bus network may increase the efficiency of travel. Public transport subsidies ensure a choice for travel from rural areas to services and interchange points.	+2
		To ensure integration of the North East into international transport systems.	The reduction of traffic at peak times through Aberdeen may reduce the bottleneck to some degree but overall there would be little improvement in international terms. Smartcard ticketing technology will be to national standards.	0
		- Land Use		
		To integrate land use and transportation to ensure that transport networks serve development as efficiently as possible.	Additional public transport connections between settlements and industrial areas will provide a more efficient service.	+2
		To create a long-term sustainable framework of settlements in a hierarchy, by locating new homes, jobs and services in scale with each other and with the role and function of each settlement.	Public transport enhancements allows the structure plan policy of connecting communities and facilitating development to be implemented. The location of new homes, jobs and services will be enhanced by the provision of public transport enhancements.	+1
		- Policy		
		To consider transport when developing other policy initiatives, such as social inclusion, health, education and social care objectives.	Bus service improvements will be beneficial to social inclusion and health policies. Car club will provide vehicles for non car owners improving freedom of movement.	+2
		Accessibility		
		- Base		
		To reduce the impact of peripherality and improve the perception of accessibility of the North East of Scotland nationally and internationally.	No impact.	0
		To provide communities with a choice of means of travel.	A positive impact will be felt in communities as the increased frequency and provision of routes will increase freedom of movement for residents. Public transport subsidies ensure a choice for travel from rural areas to services and interchange points. Car club will provide an additional choice of means of travel.	+3
		To improve peoples access to jobs and employment.	Peoples access will be improved for jobs and employment by increasing the frequency of services and the provision of additional routes. Public transport subsidies ensure a choice for travel from rural areas to services and interchange points.	+2
		- Change in severance		
		To minimise traffic induced severance on communities.	The reduction of road traffic at peak times through Aberdeen will reduce the strain on the road network, thereby reducing rat running through inappropriate residential streets.	+1
Public transport service enhancements		**Overall impact on objectives**	Additional public transport enhancements will lead to greater efficiency of the services. This will increase its attractiveness as a mode of transport, which will hopefully result in an increased patronage. Better results might be produced if these enhancements are co-ordinated with other improvement measures.	+1