

SUMMARY OF GRADINGS -PROPOSAL CATEGORY AGAINST PROBLEMS



Problem	Existing infrastructure maintenance	WPR	Strategic Routes	Urban Roads	Car Park Construction	Bus Priorities	Park and Ride	Cycling	Pedestrian Priorities	Crossrail	Mass Transit	Strategic Rail	Harbours	Airports	Freight	Public Transport Enhancements
Environment																
Impact of pollution from both noise and air quality on peoples health and the environment.	+1	+1	0	-1	-2	+2	+2	+1	+2	+2	+1	+2	+1	-1	+1	+2
Continued use of non-renewable resources.	0	-1	-1	-2	-1	+2	-1	+2	+2	+2	+1	+1	+1	-1	0	+1
Localised air quality problems, breaching national standards.	0	+2	+1	0	-1	+2	+2	+2	+2	+2	+1	+1	0	0	+1	+2
Local impact on global problems of greenhouse gases affecting climate change.	0	-1	-1	-1	-2	+2	+1	+2	+2	+2	+2	+2	+1	-1	+2	+1
Safety																
- Accidents																
Need to build upon successes in reducing accidents.	+1	+2	+2	+2	-2	+1	+1	+2	+2	+1	+1	+1	+1	+1	+1	+1
- Security																
Traffic management lacking in areas, safer roads required for all users.	0	+2	+1	+1	-2	+1	+1	+2	+2	0	+1	+1	+1	+1	+1	+1
Vulnerable users feel their personal safety is at risk while travelling. Neighbourhoods lack security for walkers or cyclists, also at bus stops and stations.	0	+1	0	0	-2	+1	+2	+2	+2	+1	+1	+1	0	+1	0	+1
Economy																
Peripherality of the North East, both physical and perceived remoteness, from external markets.											+1					
Current transport network is constraining the economic development potential in the North East, the inadequate transport infrastructure is likely to adversely affect the future competitiveness of industry.											+1					
Economic expansion in Aberdeen and surrounding area is											+1					
Tight labour market and skills shortages in key economic sectors.											+1					
Integration																
Poor links between dispersed land uses.	0	+2	+1	+1	0	+1	0	+1	0	+1	+2	+1	0	0	0	+2
Poor linking of dispersed populated areas and land uses.	0	+1	+2	+1	0	+1	+2	+1	0	+1	+1	+1	0	0	0	+2
Lack of access to open further development areas.	0	+2	0	0	0	0	0	0	0	+1	+1	+1	0	+2	0	0
Transport's limited integration with other policy areas, particularly land use and social inclusion.	+1	+1	0	-1	0	+1	+1	+2	+2	+1	+1	+1	+1	0	0	+2
Accessibility																
Few transport alternatives for rural areas and towns, increasing dependence on cars. Infrequent transport services for rural areas and towns, leading to over use of cars.	+1	+1	+1	-2	-1	+2	+2	+1	+1	+2	+2	+1	0	0	0	+2
Access to jobs affected by mobility.			+1	+1	0	+2	0	+1	+1	+2	+1	+1	0	+1	0	+2
Severance, perceived and physical, caused by inappropriate traffic and transport links through residential/ neighbourhood areas.	+1	+1	+1	-1	-1	+1	+1	0	+2	+1	+1	+1	+1	+1	0	+1
North East Specific																
Infrastructure has failed to keep up with the rapid growth of industry leading to restricted availability of commercially viable industrial development sites and congestion on the existing road network.	0	+2	+2	+1	-1	+1	+1	0	0	+2	+1	+2	+2	+2	+2	+1
Existing trunk road network in north east is inadequate, particularly for HGV's leading to use of inappropriate routes including the city centre, residential areas and country roads.	0	+2	+2	+1	0	+1	+1	+1	0	+1	+1	+1	+2	0	+2	+1
Central location of harbour attracts freight and passenger	0	+2	0	+1	-1	+1	+1	0	-1	+1	+1	+1	+2	0	+1	+1
Lack of rail structure in parts of the region.	0	+1	+1	+1	0	+1	+2	0	0	0	+3	0	0	0	+1	+2
The nature of freight from the North East is often high volume minimum value goods leading to high transport costs.	0	+2	+2	+1	0	+1	+1	0	-1	0	+2	+1	+3	+1	+2	0
Polarised distribution of wealth throughout the region.	0	0	0	-1	-1	+2	-1	+1	0	+1	+1	0	0	+1	0	+2
Cost of travel in the North East.	0	+1	+1	+1	-1	+1	+2	+1	+2	+1	+1	+1	0	+1	+1	+2
Physical constraints in Aberdeen City.	0	+2	0	0	0	0	0	0	0	0	+1	0	0	0	0	0
Overall impact on Government criteria	0	+2	+1	0	-1	+2	+1	+1	+2	+2	+1	+1	+1	+1	+1	+2
Acceptability and Participation																
Public lack awareness both local and national of wider transport issues.	+1	+2	+1	-1	0	+1	0	+1	+2	+1	-1	+1	0	+1	+1	+1
Public perception is that the strategies are anti-car whilst business perception is that the strategies are anti-lorry.	+1	+2	+2	+2	+1	-2	-1	+1	-1	0	-1	0	0	+1	+1	-1
Public feel that decisions are out of their hands. Lack of participation.	+1	+2	+2	+1	0	0	0	+1	+1	+1	0	0	-1	+1	+2	+1
Pro public transport policies are seen as boosting the profits of private companies.	0	+2	+2	+1	0	-1	-1	0	0	-1	-1	-2	0	-1	0	-2
Deliverability																
Lack of transport investment and funding.	0	-1	-2	-2	-2	+2	+2	+1	+1	+1	-3	-2	0	0	+1	+1
Perceived Central Belt bias.	0	+3	+1	+2	0	+2	+2	0	+1	+3	+2	+2	0	+1	+2	0
Delivery of the MTS is not wholly within the powers of the local authorities. SRA and Railtrack for example need to be involved in delivery.	+1	0	0	0	0	+2	+2	+1	0	-1	-3	-2	-1	-1	-1	+1
Overall impact on Problems	0	+2	+1	0	-1	+2	+1	+1	+2	+1	-2	0	+1	+1	+1	+2