

MTS STAG Analysis
Assessment of proposal categories against the problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------------------------|-------------------------------------|--|--|--|
| Existing Infrastructure Maintenance | Bridge Assessment and Strengthening | £10,000,000 | Acceptability and Participation | |
| | Replace Dangerous Lighting Columns | £10,000,000 | Public lack awareness both local and national of wider transport issues. | +1 |
| | Planned Maintenance | £14,400,000 | | |
| | Public and Political Support | | Public perception is that the strategies are anti-car whilst business perception is that the strategies are anti-lorry. | +1 |
| | Financial Support Campaign | | Public feel that decisions are out of their hands. Lack of participation. | +1 |
| | MTS Study | £4,000,000 | Pro public transport policies are seen as boosting the profits of private companies. | 0 |
| | Promote Travel Plans + Awareness | | | |
| | Extended Controlled Parking (ACC) | £3,300,000 | | |
| | | | Deliverability | |
| | | | Lack of transport investment and funding. | 0 |
| | | | Perceived Central Belt bias. | 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 |
| | | | Environment | |
| | | Impact of pollution from both noise and air quality on peoples health and the environment. | +1 | |
| | | Continued use of non-renewable resources. | 0 | |

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| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|---|--|--|
| | | Localised air quality problems, breaching national standards. | The MTS study, controlled parking and Travel Plans aim to reduce the volume of unnecessary traffic on the road network which will contribute to a reduction in noise and air pollution, reduce the need for the use of non-renewable resources and provide a healthier environment for the people of the North East. | 0 |
| | | Local impact on global problems of greenhouse gases affecting climate change. | The MTS study, controlled parking and Travel Plans aim to reduce the volume of unnecessary traffic on the road network which will contribute to a reduction in noise and air pollution, reduce the need for the use of non-renewable resources and provide a healthier environment for the people of the North East. | 0 |
| | | Safety | | |
| | | - Accidents | | |
| | | Need to build upon successes in reducing accidents. | The road networks must be maintained to a high standard to prevent an increase in the accident rates. Road defects are a contributing factor in some road accidents. Controlled parking extensions would reduce the volume of commuter traffic coming into the city centre. | +1 |
| | | - Security | | |
| | | Traffic management lacking in areas, safer roads required for all users. | No impact. | 0 |
| | | Vulnerable users feel their personal safety is at risk while travelling. Neighbourhoods lack security for walkers or cyclists, also at bus stops and stations. | Well lit and maintained roads and footpaths increase the feeling of security and produce a more attractive environment for travellers. | 0 |
| | | Economy | | |
| | | Peripherality of the North East, both physical and perceived remoteness, from external markets. | No impact. | 0 |
| | | 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. | No impact. | 0 |
| | | Economic expansion in Aberdeen and surrounding area is partly constrained by a lack of accessible land that is suitable for industrial use. | No impact. | 0 |
| | | Tight labour market and skills shortages in key economic sectors. | No impact. | 0 |
| | | Integration | | |
| | | Poor links between dispersed land uses. | No impact. | 0 |

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|-------------------|-------------|--|--|--|
| | | Poor linking of dispersed populated areas and land uses. | No impact. | 0 |
| | | Lack of access to open further development areas. | No impact. | 0 |
| | | Transport's limited integration with other policy areas, particularly land use and social inclusion. | Through the MTS study there will be an increased integration with other policy areas. Both Councils through the development of their LTS have highlighted the intention to consider all areas possible within the strategy. | +1 |
| | | 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. | The MTS study aims to provide alternatives for rural communities. | +1 |
| | | Access to jobs affected by mobility. | The setting up of Travel Plans with local businesses aid the public of the North East with their access to jobs and employment. They highlight the travel alternatives available try to help those disadvantaged by location, mobility options and social standing. The provision of controlled parking zones reduce the levels of commuter parking in these areas. This is to encourage a modal shift in commuter travel modes. | |
| | | Severance, perceived and physical, caused by inappropriate traffic and transport links through residential/ neighbourhood areas. | The deterioration and congested nature of the main routes has lead to the inappropriate use of residential roads. This increases wear and tear on roads which were not designed for such high volumes of traffic. Severance and inconvenience is increased for residents. Controlled parking areas reduce the presence of commuter vehicles in residential areas. | +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. | The roads through and around Aberdeen and the surrounding communities were designed some years ago for much lower traffic flows and demands than are currently in evidence. The rate of growth of North East industry was not matched by the development of the infrastructure resulting in a more rapid deterioration of carriageways and an inadequate provision of network and industrial development land. The MTS study will provide proposals for the infrastructure to 'catch up' with development and to ensure that adequate provision is made for the future development of the Regions potential. | 0 |
| | | 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. | The inadequate nature of the trunk roads leads to greater use of minor roads by HGV's which in turn increases maintenance on these routes. | 0 |
| | | Central location of harbour attracts freight and passenger traffic through Aberdeen City Centre. Rural Isles rely on Aberdeen for transfer of goods and passengers. | No impact. | 0 |

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|--|-------------|---|---|--|
| | | Lack of rail structure in parts of the region. | No impact. | 0 |
| | | The nature of freight from the North East is often high volume minimum value goods leading to high transport costs. | No impact. | 0 |
| | | Polarised distribution of wealth throughout the region. | The MTS study will provide proposals aimed at reducing the polarised nature of the region. By providing access of all to job opportunities, development possibilities and leisure facilities a more balanced economy will be achieved to the benefit of the North East and Scotland. | 0 |
| | | Cost of travel in the North East. | No impact. | 0 |
| | | Physical constraints in Aberdeen City. | No impact. | 0 |
| Existing Infrastructure Maintenance | | Overall impact on objectives | Travel plans and extended parking control will encourage modal shift and thus begin to address problems such as congestion and pollution associated with car growth. The general maintenance is a necessity for a safe and secure environment for all modes of travel, but only serves to retain the status quo and does little to address many of the problems. Although funding is allocated for delivery of this proposal, the level available has been declining. | 0 |
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| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative | |
|--|--|-------------|---|---|----|
| Western Peripheral Route | Western Peripheral Route | £80,500,000 | Acceptability and Participation | | |
| | | | Public lack awareness both local and national of wider transport issues. | The Western Peripheral Route has had a high level of consultation over a number of years and the public are becoming more aware of it as an integrated part of a strategy for the North East. Through the MTS study the work carried out to-date will be further developed, thereby informing and improving the public's knowledge of transport issues. | +2 |
| | | | Public perception is that the strategies are anti-car whilst business perception is that the strategies are anti-lorry. | The WPR shows the public and the business community of the North East of the firm intention to improve access to the North for all transport users. Whilst not intended to promote car or lorry use it will provide a safer, more appropriate route around the city. It will also provide the opportunity to link in with the existing and proposed Park & Ride sites which lie on the periphery of the city. This strategy is striving towards an integrated transport system. | +2 |
| | | | Public feel that decisions are out of their hands. Lack of participation. | There has been a large amount of consultation carried out to-date. In accordance with the STAG guidelines there will be further consultation and perception throughout the process. Many road schemes polarise opinion to those who benefit versus those who perceive loss. Through this consultation it is hoped that the public will appreciate that the WPR has a national as well as local significance to the North East. | +2 |
| | | | Pro public transport policies are seen as boosting the profits of private companies. | The construction of the WPR would see the linkage of the Park and Ride sites and would integrate public transport more fully into the travel arrangements of those commuting into Aberdeen. By reducing the congestion through Aberdeen the business community of the North East will benefit. | +2 |
| | | | Deliverability | | |
| | | | Lack of transport investment and funding. | To deliver the WPR, as well part of the MTS study, a variety of funding options will have to be investigated. Funding of the whole of the route by the local authorities is not feasible. Local representatives of the North East are lobbying the Scottish Executive for them to provide the necessary funding or the greater part there of. Only once the study is complete, will everyone be able to view the funding commitments required from each of the controlling bodies. | -1 |
| | | | Perceived Central Belt bias. | The public see schemes progressing in other parts of Scotland (M74, A1, etc). The public see the North East contributing more than it receives in business rates and car taxes (there is high car ownership but low network spend), they see other major urban areas with bypasses and peripheral routes paid for by Central Government and they see lottery spending not coming North. There is no motorway north of Perth and the public believe that all of the above suggests there is no Central belt understanding of the peripherality issues of the North East. Funding of the WPR will go some way to adjusting this perception. | +3 |
| 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. | Partnerships have been created with a number of the organisations responsible for the delivery of transport systems in the North East. Further partnerships will be required to benefit fully from an integrated local transportation network. | 0 | | | |
| Environment | | | | | |

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| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|---|---|--|
| | | Impact of pollution from both noise and air quality on peoples health and the environment. | The reduction of congestion on the Aberdeen road network as a result of the route's construction will improve air and noise quality within the City. Some deterioration of air quality will occur along the route of the WPR but this will not directly affect many residents and there should be no traffic build ups leading to increased build up of pollutants. | +1 |
| | | Continued use of non-renewable resources. | | -1 |
| | | Localised air quality problems, breaching national standards. | The reduction of congestion on the Aberdeen road network as a result of the route's construction will improve air quality within the City, probably creating the most impact of all the proposals on the city's air quality management area. | +2 |
| | | Local impact on global problems of greenhouse gases affecting climate change. | The WPR should lead to an overall reduction in emissions as the traffic currently caught in congested streets will have the option of free running around the City. Free running traffic causes less emissions than stopping/starting traffic. | -1 |
| | | Safety | | |
| | | - Accidents | | |
| | | Need to build upon successes in reducing accidents. | The construction of the route will reduce congestion in the City and the production of a high quality WPR with few junctions all of a high standard will provide a safer environment for the road users. | +2 |
| | | - Security | | |
| | | Traffic management lacking in areas, safer roads required for all users. | The removal of traffic from the congested city road network will improve conditions for those driving in town and should lead to a reduction in rat running traffic, therefore providing more security for communities. There should also be a reduction of heavy traffic from unsuitable rural roads where verge overrunning is a serious safety problem. | +2 |
| | | Vulnerable users feel their personal safety is at risk while travelling. Neighbourhoods lack security for walkers or cyclists, also at bus stops and stations. | The reduction of traffic will lead to improved neighbourhoods with less rat running and reduced risk for cyclists and pedestrians. | +1 |
| | | Economy | | |
| | | Peripherality of the North East, both physical and perceived remoteness, from external markets. | The WPR proposal will provide a free flowing route around Aberdeen, this will increase the competitiveness of the North East and make it more accessible to the 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. | The WPR will improve the accessibility of the North East, which will increase its attractiveness as a location for business. The WPR will also provide relief to the existing local road network, thereby improving the competitiveness of existing businesses. | +1 |
| | | Economic expansion in Aberdeen and surrounding area is partly constrained by a lack of accessible land that is suitable for industrial use. | Constructing the WPR will provide new access to suitable land for development thereby providing the opportunity for further economic expansion. | +2 |
| | | Tight labour market and skills shortages in key economic sectors. | The WPR will improve the competitiveness of the North East. This improved transport link can attract the labour and skills through shorter 'travel to work' journey times. New business will also be attracted that will provide new jobs, which can offer diversification in job opportunities for the local population. | +1 |



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|-------------------|-------------|--|---|--|
| | | Integration | | |
| | | Poor links between dispersed land uses. | The WPR will provide better links between areas of dispersed land uses by providing fast free flowing links between peripheral industrial estates. Currently this traffic has to use city streets. | +2 |
| | | Poor linking of dispersed populated areas and land uses. | The WPR will provide links between areas of housing, e.g. Cults, Kingswells to Industrial areas e.g. Altens, Dyce. | +1 |
| | | Lack of access to open further development areas. | The WPR would release land, which is currently inaccessible, for development providing good links with the national and European transport network. | +2 |
| | | Transport's limited integration with other policy areas, particularly land use and social inclusion. | By opening up areas for development the WPR could provide job opportunities | +1 |
| | | 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. | The WPR would provide direct links between Park and Ride sites on the periphery of Aberdeen providing Public Transport access into Aberdeen from the rural areas for car users, pedestrians and cyclists. | +1 |
| | | Access to jobs affected by mobility. | The WPR proposal will provide a free flowing route around Aberdeen, removing vehicles from routes in the city, thereby reducing delays caused by congestion. This will provide opportunities to increase public transport links and will provide more predictable journey times, improving access to jobs for all. | |
| | | Severance, perceived and physical, caused by inappropriate traffic and transport links through residential/ neighbourhood areas. | The WPR would reduce the levels of inappropriate traffic through residential areas and along rural roads reducing severance within communities and would be designed to minimise severance caused by the construction of a new link. | +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. | The construction of the WPR is a way of redressing the balance. It will provide relief to the current road system which is near capacity at peak times leading to a bottleneck in the Trans European Network, it will provide businesses in the North East with a practical, effective route by which to connect to suppliers, customers and the European market. The routes construction will provide access to areas of land which have development potential but are currently inaccessible. | +2 |
| | | 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. | The WPR will provide a high quality route round Aberdeen reducing through traffic along the existing trunk road network, it will also link the Park and Ride sites leading to greater choice for commuters wanting access into Aberdeen. This will encourage HGV's and commuter traffic to use the road network more appropriately. | +2 |
| | | Central location of harbour attracts freight and passenger traffic through Aberdeen City Centre. Rural Isles rely on Aberdeen for transfer of goods and passengers. | The reduction in congestion on the city's road network will make journeys to the harbour easier, quicker and more reliable. | +2 |

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|---------------------------------|-------------|---|--|--|
| | | Lack of rail structure in parts of the region. | The lack of rail structure within the region makes it necessary to compensate in a number of different ways. The WPR would contribute by providing a vital link for the rail freight transfer sites proposed at Raiths Farm and Cairnrobin, it would provide links between the Park and Ride sites and would reduce congestion in the city by providing a more appropriate alternative to through and peripheral traffic. | +1 |
| | | The nature of freight from the North East is often high volume minimum value goods leading to high transport costs. | The WPR will reduce congestion throughout the road network allowing low value goods to be transported with less delays therefore at lower cost. | +2 |
| | | Polarised distribution of wealth throughout the region. | The WPR will increase opportunities to access a wider area for those with a car, but will not necessarily help those without. | 0 |
| | | Cost of travel in the North East. | The reduction in congestion on the city's road network will reduce journey times, reducing the cost of travel. | +1 |
| | | Physical constraints in Aberdeen City. | The effect of the city's constraints such as the Bridge of Dee, Anderson Drive and the rivers will be minimised by the reduction of through traffic and a percentage of the commuter traffic onto the WPR. | +2 |
| Western Peripheral Route | | Overall impact on problems | The Western Peripheral Route provides benefit against the majority of problems, through providing a high standard, safer route around the City which gives access to Park & Ride and rail freight transfer, links dispersed land uses and with National and European transport networks and releases development land. WPR would also reduce congestion, pollution and delay across the existing City network and relieve pressure on physical constraint points on the Trunk road network. The delivery of a WPR will require additional funding from outwith the local councils and this continues to be explored. | +2 |

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| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|---|--|--|---|--|
| Strategic Roads | Anderson Dr/ Gt Western Rd Junction (T) Anderson Dr Dual - Broomhill to Cromwell (T) Parkway Dual Ellon Rd - Scotstown (T) Balmedie to Tippetty (T) Improvements: Aberdeen to Stonehaven (T) | Acceptability and Participation | | |
| | | Public lack awareness both local and national of wider transport issues. | These proposals have been consulted on and highlighted in the past, due to the safety and congestion issues associated with the areas. | +1 |
| | | Public perception is that the strategies are anti-car whilst business perception is that the strategies are anti-lorry. | These proposals would benefit road users both car and lorry by reducing congestion and improving journey times. | +2 |
| | | Public feel that decisions are out of their hands. Lack of participation. | Many road schemes polarise opinion to those who benefit versus those who perceive loss. The public are, in general, in support of these measures but have seen no improvement on these routes despite their concerns. | +2 |
| | | Pro public transport policies are seen as boosting the profits of private companies. | Whilst these proposals will benefit existing road users it may also be possible to incorporate bus priority or cycle measures with the construction, not necessarily to the detriment of other road users. Some help to motorists may help the perception imbalance created through PTF award schemes construction. | +2 |
| | | Deliverability | | |
| | | Lack of transport investment and funding. | These schemes have been proposed in the previous Regional programmes but funding has yet to be made available. They are now part of the trunk road network and outwith the control of NESTRANS. | -2 |
| | | Perceived Central Belt bias. | These proposals will assist in redressing the balance. | +1 |
| | | 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. | These routes are not under the control of the local authorities. | 0 |
| | | Environment | | |
| | | Impact of pollution from both noise and air quality on peoples health and the environment. | The Aberdeen sections of the network are in a residential area. These areas have recorded high levels of air pollution and considerable noise pollution, due to the congestion experienced. These improvements to the network may reduce congestion but they may also increase flows along these routes. | 0 |
| | | Continued use of non-renewable resources. | These proposals are likely to exacerbate this problem. | -1 |
| | | Localised air quality problems, breaching national standards. | The Aberdeen sections of the routes have recorded high levels of air pollution, due to the congestion experienced. | +1 |
| | | Local impact on global problems of greenhouse gases affecting climate change. | The reduction of congestion around Aberdeen city centre, due to the improved through routes, should help reduce the air pollution problems. However the increase in traffic on these routes may lead to increased noise and air pollution, this traffic will have come from nearby less appropriate routes. Greenhouse gas emissions are directly related to miles travelled and therefore such road improvements could worsen global conditions. | -1 |
| | | Safety | | |
| - Accidents | | | | |
| Need to build upon successes in reducing accidents. | The safety records of these routes in particular the Balmedie to Tippetty section could be greatly improved. The proposals will reduce driver frustration due to congestion and poor conditions. | +2 | | |
| - Security | | | | |

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| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|---|--|--|
| | | Traffic management lacking in areas, safer roads required for all users. | The improvement of the strategic road network will lead to a reduction of inappropriate traffic on adjacent routes, improving safety for all. Inappropriate traffic could be removed from Aberdeenshires minor road network. | +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. | No Impact. | 0 |
| | | Economy | | |
| | | Peripherality of the North East, both physical and perceived remoteness, from external markets. | Improving the strategic roads in and around the City of Aberdeen will increase the competitiveness of the North East and make it more accessible to the 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. | Improving the strategic roads in and around the City of Aberdeen will increase the attractiveness of the North East as a location for business. Unfortunately these road improvements will do very little for the already constrained transport infrastructure within the City of Aberdeen. | 0 |
| | | Economic expansion in Aberdeen and surrounding area is partly constrained by a lack of accessible land that is suitable for industrial use. | Improving the strategic roads will provide better access to suitable land for development thereby providing the opportunity for further economic expansion. The downside to this is it will be constrained to the existing road corridors. | +1 |
| | | Tight labour market and skills shortages in key economic sectors. | Improving three strategic roads will enhance the competitiveness of the North East. The improved transport links can attract the labour and skills that are in demand through shorter 'travel to work' journey times. New business will also be attracted that will provide new jobs, which can offer diversification in job opportunities for the local population. | +1 |
| | | Integration | | |
| | | Poor links between dispersed land uses. | Could reduce inappropriate HGV traffic on Aberdeenshires minor road network, by freeing up space on the trunk road network. | +1 |
| | | Poor linking of dispersed populated areas and land uses. | The proposals would provide improved links between Ellon, Stonehaven and industrial areas in Aberdeen | +2 |
| | | Lack of rail structure in parts of the region. | As there is no rail system in many parts of the region other alternatives are required. | 0 |
| | | Transport's limited integration with other policy areas, particularly land use and social inclusion. | No Impact. | 0 |
| | | 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. | There will be improvements to car access following these works, and there is an opportunity to construct bus and cycle priority measures within the schemes. | +1 |
| | | Access to jobs affected by mobility. | The improvements should result in reduced and more predictable journey times leading to improved access to employment. | +1 |

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| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|------------------------|-------------|--|--|--|
| | | Severance, perceived and physical, caused by inappropriate traffic and transport links through residential/ neighbourhood areas. | The improvement of the strategic road network will lead to a reduction of inappropriate traffic on adjacent routes, reducing neighbourhood severance. | +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. | Improvements to the strategic road network will lead to a reduction of congestion and a more consistent quality of route through the North East. | +2 |
| | | 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. | These proposals will improve some parts of the trunk road network in the area. | +2 |
| | | Central location of harbour attracts freight and passenger traffic through Aberdeen City Centre. Rural Isles rely on Aberdeen for transfer of goods and passengers. | No Impact. | 0 |
| | | Lack of rail structure in parts of the region. | As there is no rail system in many parts of the region other alternatives are required. | +1 |
| | | The nature of freight from the North East is often high volume minimum value goods leading to high transport costs. | The reduction in congestion on the strategic road network will lead to reduced journey times and therefore reduced transport costs. | +2 |
| | | Polarised distribution of wealth throughout the region. | No Impact. | 0 |
| | | Cost of travel in the North East. | The reduction in congestion on the strategic road network will lead to a reduction in journey times and therefore reduction in transport costs. | +1 |
| | | Physical constraints in Aberdeen City. | The upgrading of the trunk roads may lead to increased pressure on the Bridge of Dee and Haudigan roundabout for example. | 0 |
| Strategic Roads | | Overall impact on problems | Upgrading of strategic roads would improve some parts of the Trunk Road network and is popular with the public. It would provide a more consistent quality of route through the North East, improving safety and access and reducing congestion, journey times and transport costs thus reducing the peripherality of the area. It would reduce inappropriate traffic on adjacent routes, but may lead to traffic growth and increased pressure on physical constraint points on the Trunk Road network within Aberdeen. The funding for this proposal is outwith the control of NESTRANS. | +1 |

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|--|--|---|--|--|----|
| Urban Road Upgrading | Great Northern Rd Ph4. | Public lack awareness both local and national of wider transport issues. | Continued road construction would do little to reinforce the message of the problems of transport in relation to environmental and sustainability issues. | -1 | |
| | Great Northern Rd Ph5. | | | | |
| | Berryden to Clifton. | Public perception is that the strategies are anti-car whilst business perception is that the strategies are anti-lorry. | These proposals would improve driving conditions for both car and lorry traffic and would also allow the integration of public transport measures, providing benefits for all. | +2 | |
| | Berryden Rd: Norco to Hutcheon. | | | | |
| | Hutcheon/Berryden/Westburn. | Public feel that decisions are out of their hands. Lack of participation. | Many road schemes polarise opinion to those who benefit versus those who perceive loss. These schemes would undoubtedly cause much public debate and be difficult to introduce. | +1 | |
| | Skene Square. | £750,000 | | | |
| | Powis Terrace. | £2,000,000 | | | |
| | College Street. | £1,000,000 | Pro public transport policies are seen as boosting the profits of private companies. | There would be an opportunity for improved public transport measures along the route. These measures would alleviate the perception of only constructing bus improvements. | +1 |
| | College St/ Wellington Place. | £500,000 | | | |
| | Wellington Road: Michelin to Charleston. | £1,500,000 | Deliverability Lack of transport investment and funding. | The current local council budgets cannot accommodate these proposals. Alternative sources of funding would have to be found if these projects were to progress. The construction of additional roads is against policy locally and nationally and therefore investment would be difficult to find. | -2 |
| | Third Don Crossing. | £5,000,000 | | | |
| | St Machar Dr duals. | £1,000,000 | | | |
| | Victoria Br/ Market St. | £500,000 | Perceived Central Belt bias. | Construction of these schemes would help reduce this perception | +2 |
| | King St | £2,000,000 | 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. | These other possible funding partners would be unwilling to commit resources if the Councils were seen to be promoting roads based solutions. | 0 |
| | Improvements Beach to E North St. | | | | |
| | Dyce Drive Improvements. | £1,000,000 | Environment | | |
| | Dyce Dr/ A947 junction. | £500,000 | Impact of pollution from both noise and air quality on peoples health and the environment. | The improvement of these routes will lead to reduced congestion, though there would possibly be higher traffic flows, the impact on pollution levels is not known at this time. There would likely be land and property loss with these proposals. | -1 |
| Parkhill Junction Aberdeenshire. | £1,000,000 | | | | |
| A947 Route Action Improvements Aberdeenshire. | £3,000,000 | Continued use of non-renewable resources. | These projects are likely to exacerbate this problem. | -2 | |
| B979/B977/B9077 | | Localised air quality problems, breaching national standards. | The reduction of congestion around Aberdeen city centre, due to the improved through routes, should help reduce the air pollution problems. However the increase in traffic on these routes may lead to increased noise and air pollution, this traffic will have come from nearby less appropriate routes. | 0 | |
| Route Action Improvements Aberdeenshire (within TTW area). | £7,500,000 | Local impact on global problems of greenhouse gases affecting climate change. | The reduction of congestion around Aberdeen city centre, due to the improved through routes, should help reduce the air pollution problems. However the increase in traffic on these routes may lead to increased noise and air pollution, this traffic will have come from nearby less appropriate routes. Greenhouse gas emissions are directly related to miles travelled and therefore new roads could worsen global conditions. | -1 | |
| | | Safety | | | |
| | | - Accidents | | | |
| | | Need to build upon successes in reducing accidents. | The road improvements will further reduce accident levels by providing appropriate routes for traffic transfer and removing vehicles from residential and high volume pedestrian routes. | +2 | |
| | | - Security | | | |
| | | Traffic management lacking in areas, safer roads required for all users. | Encouraging traffic onto more appropriate routes will improve safety on residential and high volume pedestrian routes. | +1 | |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|---|---|--|
| | | Vulnerable users feel their personal safety is at risk while travelling. Neighbourhoods lack security for walkers or cyclists, | New roads could make travel to bus stops more hazardous. | 0 |
| | | Economy | | |
| | | Peripherality of the North East, both physical and perceived remoteness, from external markets. | Improving the urban roads in and around the City of Aberdeen will increase the competitiveness of the local market in and around the city. These improvements will achieve very little when considering the peripherality of the North East. | 0 |
| | | 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. | Improving the urban roads will improve the competitiveness of industry by the provision of better links in and around the City of Aberdeen. | +1 |
| | | Economic expansion in Aberdeen and surrounding area is partly constrained by a lack of accessible land that is suitable for industrial use. | Upgrading the urban roads will provide better access to land for development within the city environment. Unfortunately there is only a finite amount of land available within the city and therefore the urban road improvements do not offer much opportunity for further economic expansion in the surrounding area. | +1 |
| | | Tight labour market and skills shortages in key economic sectors. | Improving the urban roads will enhance the competitiveness of the local economy. The improved transport links can assist with attracting the labour and skills that are in demand through shorter 'travel to work' journey times. | +1 |
| | | Integration | | |
| | | Poor links between dispersed land uses. | These upgrades will improve links between land uses by reducing journey times and increasing direct routes. | +1 |
| | | Poor linking of dispersed populated areas and land uses. | These upgrades will improve links between rural communities and land uses by reducing journey times and increasing direct routes. | +1 |
| | | Lack of access to open further development areas. | No Impact. | 0 |
| | | Transport's limited integration with other policy areas, particularly land use and social inclusion. | Negative impact as will increase severance and air pollution. | -1 |
| | | 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. | Negative impact as encourages car use. | -2 |
| | | Access to jobs affected by mobility. | The improvements would increase the mobility by road to the urban jobs market. | +1 |
| | | Severance, perceived and physical, caused by inappropriate traffic and transport links through residential/ neighbourhood areas. | Upgrading the road network will encourage traffic back onto the main roads and away from the residential and high volume pedestrian routes. Severance caused by these main routes would however increase. | -1 |
| | | North East Specific | | |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-----------------------------|-------------|--|---|--|
| | | 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. | While these proposals will provide no access to new industrial areas the existing sites would have better linkage with the external road network and congestion would be reduced, decreasing travel times. This may encourage more traffic through the city. | +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. | Improvements to the urban road network would reduce the need for improvements to the trunk roads. | +1 |
| | | Central location of harbour attracts freight and passenger traffic through Aberdeen City Centre. Rural Isles rely on Aberdeen for transfer of goods and passengers. | The proposals would improve links to the harbour for transfers and access. On the other hand they could also generate traffic on routes to the harbour. | +1 |
| | | Lack of rail structure in parts of the region. | Because there is no rail alternative in many areas other options are required. | +1 |
| | | The nature of freight from the North East is often high volume minimum value goods leading to high transport costs. | Upgrading the road network may reduce journey times through the city thereby reducing travel costs. | +1 |
| | | Polarised distribution of wealth throughout the region. | New road capacity might encourage car use increasing social polarisation. | -1 |
| | | Cost of travel in the North East. | Upgrading the road network may reduce journey times through the city thereby reducing travel costs. | +1 |
| | | Physical constraints in Aberdeen City. | Traffic route options through the city will be improved though they will still be limited by the number of river crossings. | 0 |
| Urban Road Upgrading | | Overall impact on problems | Upgrading urban routes would be popular with some for reducing congestion, journey times and transport costs, improving safety and removing traffic from less appropriate routes. There would however be land and possible property loss, traffic growth and areas of increased severance that would be opposed. Current Local Council budgets can not accommodate all the proposals, which taken together as a Strategy do little to reinforce the message of providing environmental and sustainable transport. There may however be benefit in considering selected individual schemes that provide value for money. | 0 |



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|--|---|--|--|--|
| Car Park Construction | Additional car park construction Laurencekirk Car Park | Acceptability and Participation | | |
| | | Public lack awareness both local and national of wider transport issues. | There is a belief in Aberdeen that there is a lack of parking and a discrimination against those taking their cars into the city centre although car park usage indicates there is a surfeit of spaces. Construction of additional spaces will do nothing to enhance understanding of the issues of transport. | 0 |
| | | Public perception is that the strategies are anti-car whilst business perception is that the strategies are anti-lorry. | The increase in city centre parking would provide for car users, using an improved urban road network. Neutral impact on lorry traffic. | +1 |
| | | Public feel that decisions are out of their hands. Lack of participation. | No impact. | 0 |
| | | Pro public transport policies are seen as boosting the profits of private companies. | No impact. | 0 |
| | | Deliverability | | |
| | | Lack of transport investment and funding. | There is no funding currently available for this strategy. Returns on multi storey car parks are difficult to achieve due to high construction costs. | -2 |
| | | Perceived Central Belt bias. | No impact. | 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. | No impact. | 0 |
| | | Environment | | |
| | | Impact of pollution from both noise and air quality on peoples health and the environment. | The increase in parking provisions would lead to an increase in car traffic into town. It could therefore be expected that air and noise pollution would increase within the city centre. | -2 |
| | | Continued use of non-renewable resources. | Slight negative effect due to further construction. | -1 |
| | | Localised air quality problems, breaching national standards. | The increase in parking provisions would lead to an increase in car traffic into town. It could therefore be expected that air pollution would increase within the city centre, currently an Air Quality Management Area. | -1 |
| | | Local impact on global problems of greenhouse gases affecting climate change. | The increase in parking provisions would lead to an increase in car traffic into town. It could therefore be expected that air pollution would increase within the city centre, currently an Air Quality Management Area. | -2 |
| | | Safety | | |
| | | - Accidents | | |
| | | Need to build upon successes in reducing accidents. | The introduction of more vehicles into the city centre would decrease safety for pedestrians and road users. | -2 |
| - Security | | | | |
| Traffic management lacking in areas, safer roads required for all users. | The increase in vehicular traffic into the city centre without additional measures to improve the existing network would result in increased use of inappropriate residential or high volume pedestrian routes. | -2 | | |
| Vulnerable users feel their personal safety is at risk while travelling. Neighbourhoods lack security for walkers or cyclists, also at bus stops and stations. | The increase in vehicular traffic into the city centre without additional measures to improve the existing network would result in increased use of inappropriate residential or high volume pedestrian routes increasing the feeling of vulnerability in other travellers. | -2 | | |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|---|---|--|
| | | Economy | | |
| | | Peripherality of the North East, both physical and perceived remoteness, from external markets. | No impact. | 0 |
| | | 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. | No impact. | 0 |
| | | Economic expansion in Aberdeen and surrounding area is partly constrained by a lack of accessible land that is suitable for industrial use. | No impact. | 0 |
| | | Tight labour market and skills shortages in key economic sectors. | No impact. | 0 |
| | | Integration | | |
| | | Poor links between dispersed land uses. | No impact. | 0 |
| | | Poor linking of dispersed populated areas and land uses. | No impact. | 0 |
| | | Lack of access to open further development areas. | No impact. | 0 |
| | | Transport's limited integration with other policy areas, particularly land use and social inclusion. | No impact. | 0 |
| | | 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. | The provision of further car parks will further discourage the use of alternative travel modes, which will result in a status quo, if not a reduction in the public transport provision for rural areas. | -1 |
| | | Access to jobs affected by mobility. | The provision of further car parks will further discourage the use of alternative travel modes, which will result in a status quo, if not a reduction in the public transport provision for rural areas. This will lead in a reduction of access to jobs. | 0 |
| | | Severance, perceived and physical, caused by inappropriate traffic and transport links through residential/ neighbourhood areas. | The increase in vehicular traffic into the city centre without additional measures to improve the existing network would result in increased use of inappropriate residential or high volume pedestrian routes, further compounding the feeling of severance. | -1 |
| | | North East Specific | | |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|------------------------------|-------------|--|---|--|
| | | 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. | The construction of additional car parks might lead to an increase in traffic levels through the city centre and without further improvements to the road network congestion will increase. | -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. | No impact. | 0 |
| | | Central location of harbour attracts freight and passenger traffic through Aberdeen City Centre. Rural Isles rely on Aberdeen for transfer of goods and passengers. | Additional car parks might increase the level of traffic near the harbour. | -1 |
| | | Lack of rail structure in parts of the region. | No impact. | 0 |
| | | The nature of freight from the North East is often high volume minimum value goods leading to high transport costs. | No impact. | 0 |
| | | Polarised distribution of wealth throughout the region. | The provision of car parks will further discourage the use of alternative travel modes, which will result in a status quo, if not a reduction in the public transport provision. This will further segregate those with and without. | -1 |
| | | Cost of travel in the North East. | The increase in congestion will lengthen journey times resulting in increased journey costs. | -1 |
| | | Physical constraints in Aberdeen City. | No impact. | 0 |
| Car Park Construction | | Overall impact on problems | An increase in parking provision would lead to an increase in car traffic in town, decreasing pedestrian safety and increasing congestion, journey times, costs and potentially increasing air pollution in the City's Air Quality Management Area. Further provision will also discourage use of alternative travel modes. There is spare capacity in the existing City Centre car parks, resulting in insufficient demand to meet the construction costs of new sites and give value for money. | -1 |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative | |
|--|---|--|---|--|----|
| Bus Priorities | Access from the North | £500,000 | Acceptability and Participation Public lack awareness both local and national of wider transport issues. | | |
| | Bus lane - Auchmill Road | £804,000 | | | |
| | Bus lane - Gt Western Road | £63,000 | Public perception is that the strategies are anti-car whilst business perception is that the strategies are anti-lorry. | The public are aware of the bus priority strategy in the North East due to previous consultation, publicity and the implementation of a number of bus priority schemes. | +1 |
| | Bus lane - Holburn St (N of Gt S Rd) | | | | |
| | Bus lane - Holburn St (N of BofDee) | | | The implementation of bus priority measures due to funding awards has lead the way for the implementation of a Modern Transport System for the North East therefore the public do not yet see the strategy as balanced. This issue needs to be redressed through further consultation. | -2 |
| | Bus lane - Wellington Road (Polwarth to QE Br) | | | | |
| | Bus lane Provost Watt Dr | | Public feel that decisions are out of their hands. Lack of participation. | These schemes are consulted on through traffic regulation orders as well as the local transport strategies. | 0 |
| | Bus lane - Parkway East | | | | |
| | Bus lane - King St | | | | |
| | Traffic management - Broomhill Road | £92,000 | Pro public transport policies are seen as boosting the profits of private companies. | The public transport initiatives should benefit the community rather than boost private company profits but these measures are financed in part or in conjunction with these companies are for the benefit of the travelling public, increasing accessibility, safety and reducing pollution for the general public, particularly non car users. Bus companies have responded with helping to pay for infrastructure improvements and improving the bus fleet. | -1 |
| | Bus lane - Skene Rd/Queens Road | £198,500 | | | |
| | Bus lane - Gt Northern Road | £203,000 | | | |
| | Signal optimisation - A93 | £119,000 | | | |
| | New signals - Provost Graham Ave | £25,000 | | | |
| | Bus lanes - George St/Powis/Berryden | £720,000 | Deliverability Lack of transport investment and funding. | The Councils have both been successful in securing funding for many of the public transport initiatives and would hope this continues. | +2 |
| | Traffic management - Wellington Rd/ Hareness Road | £68,000 | Perceived Central Belt bias. | The Councils have both been successful in securing funding for many of the public transport initiatives and would hope this continues. | +2 |
| | Bus lane - North Donside Road | £170,000 | 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. | Partnerships have been formed between the companies and councils involved with the delivery of public transport and the delivery to date has been a joint initiative from the partners. | +2 |
| | Bus lane - Scotstown Rd | £195,000 | | | |
| | Slip lane extension - Ellon Rd | £444,000 | | | |
| | Bus lane enforcement cameras | £572,000 | Environment | | |
| Road network improvements [Berryden,Wellingtn Rd,Dyce] (ACC) | £1,950,000 | Impact of pollution from both noise and air quality on peoples health and the environment. | The provision of an attractive, reliable and quick public transport system will reduce car usage, reducing pollution related damage. | +2 | |
| Intelligent transport systems | | | | | |
| Bus Lane A90 Ellon (T) | | Continued use of non-renewable resources. | The provision of an attractive, reliable and quick public transport system will reduce car usage, reducing the use of non-renewable resources. | +2 | |
| Bus Lane A90 Balmedie - Tippetty (T) | £630,000 | | | | |
| Junction Prioritisation A90 Murcar (T) | | Localised air quality problems, breaching national standards. | The provision of an attractive, reliable and quick public transport system will reduce car usage, reducing air pollution within the city centre and along other routes currently causing concern. | +2 | |
| Junction Prioritisation A90 Newburgh (T) | | | | | |
| Junction Prioritisation A944 Westhill Gateway | | Local impact on global problems of greenhouse gases affecting climate change. | The provision of an attractive, reliable and quick public transport system will reduce car usage, reducing pollution related damage. | +2 | |
| Improving Public Transport Accessibility (AC) | | Safety | | | |
| Banchory Interchange (AC) | | - Accidents | | | |
| Inverurie pedestrian/cycle & bus interchange | | Need to build upon successes in reducing accidents. | The reduction of car traffic and the construction of purpose built bus routes will result in safer roads for all users, thereby reducing accidents. | +1 | |
| Walking (PTF) | | - Security | | | |
| Additional P&R related traffic management | | Traffic management lacking in areas, safer roads required for all users. | The reduction of car traffic and the construction of purpose built bus routes will result in safer roads for all users. The reduction in congestion will encourage rat running traffic back to more appropriate routes. | +1 | |
| Aberdeen Transport | | | | | |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-----------------------|---|--|--|
| | Interchange (Private) | Vulnerable users feel their personal safety is at risk while travelling. Neighbourhoods lack security for walkers or cyclists, also at bus stops and stations. | The provision of a more reliable and attractive service will increase the feeling of security for the passenger, particularly if bus stop waits are minimised. | +1 |
| | | Economy | | |
| | | Peripherality of the North East, both physical and perceived remoteness, from external markets. | No impact. | 0 |
| | | 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. | Providing bus priority measures will hopefully encourage a modal shift from car usage to public transport by the provision of an attractive reliable and quick alternative. If this is successful it will free up some of the network, hence improving the competitiveness of the business community. This may then lead towards further economic development. | +1 |
| | | Economic expansion in Aberdeen and surrounding area is partly constrained by a lack of accessible land that is suitable for industrial use. | No impact. | 0 |
| | | Tight labour market and skills shortages in key economic sectors. | Providing bus priority measures will hopefully provide better job opportunities for those members of the public who do not have access to a car. More reliable public transport links can attract the labour and skills through shorter 'travel to work' journey times. | +1 |
| | | Integration | | |
| | | Poor links between dispersed land uses. | The priority measures will further link land uses by providing a quicker, more reliable service. | +1 |
| | | Poor linking of dispersed populated areas and land uses. | The improvements to public transport routes will encourage the use of buses and increased user numbers may lead to an increase in route choices, creating better links between land uses and residential areas. | +1 |
| | | Lack of access to open further development areas. | No impact. | 0 |
| | | Transport's limited integration with other policy areas, particularly land use and social inclusion. | The use of bus priority measures increases accessibility for non car users to leisure facilities, employment and retail areas. | +1 |
| | | 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. | The improvements to public transport routes will encourage the use of buses and increased user numbers may lead to an increase in route choices, reducing the need to rely on cars for mobility. | +2 |
| | | Access to jobs affected by mobility. | The use of bus priority measures increases accessibility for non car users to jobs and employment . | +2 |
| | | Severance, perceived and physical, caused by inappropriate traffic and transport links through residential/ neighbourhood areas. | The improvement of bus routes will lead to the increased usage of buses, removing cars for the network. This in turn will lower the level of inappropriate traffic through neighbourhoods, reducing the feeling of severance. | +1 |
| | | North East Specific | | |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-----------------------|-------------|--|--|--|
| | | 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. | The increased usage of public transport will lead to a reduction in congestion on the network. | +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. | The increased usage of public transport will lead to a reduction in congestion on the network. This in turn should decrease the level of rat running traffic along residential and other inappropriate routes. | +1 |
| | | Central location of harbour attracts freight and passenger traffic through Aberdeen City Centre. Rural Isles rely on Aberdeen for transfer of goods and passengers. | Improved bus services for Aberdeen will improve transfer links for passengers arriving and leaving from the harbour and also those using other transport modes, e.g. air or rail. | +1 |
| | | Lack of rail structure in parts of the region. | The lack of a rail option for most of the region makes it necessary to compensate in a number of different ways. Bus priority measures provide a necessary alternative to rail for many travellers, reducing congestion and providing transport for those without the use of a car. | +1 |
| | | The nature of freight from the North East is often high volume minimum value goods leading to high transport costs. | Reduced congestion as a result of increased bus patronage will improve journey times for HGV transfers. | +1 |
| | | Polarised distribution of wealth throughout the region. | The improvement of public transport facilities will offer a greater accessibility to facilities and employment for the non car owning members of the population of the North East, encouraging a more balanced distribution of wealth opportunities. | +2 |
| | | Cost of travel in the North East. | Increased patronage of public transport with less delays in service should lead to reduction in the overall cost of travel for the North East. The setting of bus fares however is outwith the control of the MTS. | +1 |
| | | Physical constraints in Aberdeen City. | No impact. | 0 |
| Bus Priorities | | Overall impact on problems | Funding secured for many schemes with bus operators contributing and also improving their fleets, making this a deliverable proposal. The priority measures allow reliable, frequent and quick services thus increasing security and overall accessibility. They make bus travel a viable alternative, encouraging modal shift and reducing pollution. Any resultant car traffic reduction, along with the provision of purpose built bus lanes also improves safety and reduces congestion and journey times for all users, thus making it an attractive overall proposal despite some perceiving it to be anti-car or lorry. Reduced congestion may also attract traffic back from inappropriate routes. | +2 |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | 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 | Acceptability and Participation | | |
| | | £2,500,000 | Public lack awareness both local and national of wider transport issues. | The public are aware of the Park and Ride strategy in the North East due to previous consultation, publicity and the construction of a number of these car parks already. This type of scheme can polarise opinion to those who benefit versus those who perceive loss. | 0 |
| | | £2,500,000 | Public perception is that the strategies are anti-car whilst business perception is that the strategies are anti-lorry. | The construction of a number of Park and Ride sites due to funding awards has started the implementation of a Modern Transport System for the North East therefore the public do not yet see the strategy as balanced. This issue needs to be redressed through further consultation. this proposals could be perceived as being anti-car. | -1 |
| | | | Public feel that decisions are out of their hands. Lack of participation. | No impact. | 0 |
| | | | Pro public transport policies are seen as boosting the profits of private companies. | The public transport initiatives should benefit the community rather than boost private company profits. These measures are financed in part or in conjunction with these companies are for the benefit of the travelling public, increasing accessibility, safety and reducing pollution for the general public. | -1 |
| | | | Deliverability | | |
| | | | Lack of transport investment and funding. | The Councils have both been successful in securing funding for much of the Park and Ride initiative and would hope this continues. | +2 |
| | | | Perceived Central Belt bias. | The Councils have both been successful in securing funding for much of the Park and Ride initiative and would hope this continues. | +2 |
| | | | 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. | Partnerships have been formed between the companies and councils involved with the delivery of public transport and the delivery to date has been a joint initiative from the partners. | +2 |
| | | | Environment | | |
| | | | Impact of pollution from both noise and air quality on peoples health and the environment. | By allowing commuters to leave their cars at the periphery of the city, the levels of pollution within the city centre will be reduced. There are also provisions made for pedestrians and cyclists to access and use Park and Ride facilities, encouraging healthy transport modes. | +2 |
| | | | Continued use of non-renewable resources. | There is a negative impact due to the use of land (often greenfield) on the periphery of Aberdeen for the car park sites but the environment within the city is improved due to decreased traffic volumes. | -1 |
| | | | Localised air quality problems, breaching national standards. | By allowing commuters to leave their cars at the periphery of the city, the levels of pollution within the city centre will be reduced. | +2 |
| | | | Local impact on global problems of greenhouse gases affecting climate change. | Although there is some evidence that park and ride can detract from potential public transport usage (unless in conjunction with bus priorities), by allowing commuters to leave their cars at the periphery of the city, the levels of pollution within the city centre will be reduced. There are also provisions made for pedestrians and cyclists to access and use Park and Ride facilities, encouraging healthy transport modes. | +1 |
| | Safety | | | | |
| | - Accidents | | | | |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|---|---|--|
| | | Need to build upon successes in reducing accidents. | By allowing commuters to leave their cars at the periphery of the city, the safety of road users is improved. | +1 |
| | | - Security | | |
| | | Traffic management lacking in areas, safer roads required for all users. | By allowing commuters to leave their cars at the periphery of the city, the safety of road users is improved. | +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. | Park and Ride sites are constructed with user safety and security in mind, 24 hr CCTV, well lit sites, monitored by staff on site through the hours of operation. | +2 |
| | | Economy | | |
| | | Peripherality of the North East, both physical and perceived remoteness, from external markets. | No impact. | 0 |
| | | 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. | Providing bus park and ride will hopefully encourage a modal shift from car usage to public transport by the provision of an attractive reliable and quick alternative. If this is successful it will free up some of the network, hence improving the competitiveness of the business community. | +1 |
| | | Economic expansion in Aberdeen and surrounding area is partly constrained by a lack of accessible land that is suitable for industrial use. | No impact. | 0 |
| | | Tight labour market and skills shortages in key economic sectors. | No impact. | 0 |
| | | Integration | | |
| | | Poor links between dispersed land uses. | No impact. | 0 |
| | | Poor linking of dispersed populated areas and land uses. | Provides good links to city centre and cross city service. | +2 |
| | | Lack of access to open further development areas. | No impact. | 0 |
| | | Transport's limited integration with other policy areas, particularly land use and social inclusion. | Reducing traffic in the city centre links to many other policy initiatives. | +1 |
| | | 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. | The provision of Park and Ride sites reduces the length of car journeys into Aberdeen from rural areas without greatly reducing flexibility of access. Park and ride particularly benefits those wishing to access the City from areas which are poorly served by conventional public transport. | +2 |
| | | Access to jobs affected by mobility. | No impact. | 0 |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|--------------------------|-------------|--|--|--|
| | | Severance, perceived and physical, caused by inappropriate traffic and transport links through residential/ neighbourhood areas. | By allowing commuters to leave their cars at the periphery of the city, the levels of rat running through residential areas should be reduced as traffic congestion is reduced. | +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. | By allowing commuters to leave their cars at the periphery of the city, the level of traffic congestion is reduced. | +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. | By allowing commuters to leave their cars at the periphery of the city, the level of traffic congestion is reduced providing more space for HGV traffic on more appropriate routes. | +1 |
| | | Central location of harbour attracts freight and passenger traffic through Aberdeen City Centre. Rural Isles rely on Aberdeen for transfer of goods and passengers. | Access to the harbour will be increased due to traffic reduction in the city centre area. | +1 |
| | | Lack of rail structure in parts of the region. | The lack of a rail option for most of the region makes it necessary to compensate in a number of different ways. Park and Ride sites provide a necessary alternative to rail for many travellers, reducing congestion and providing transport for those who do not wish to take their car into town with them but have few choices for reaching the outskirts. | +2 |
| | | The nature of freight from the North East is often high volume minimum value goods leading to high transport costs. | By allowing commuters to leave their cars at the periphery of the city, the level of traffic congestion is reduced providing more space for HGV traffic and therefore reduced journey times/ costs. | +1 |
| | | Polarised distribution of wealth throughout the region. | Park and Ride may encourage greater use of cars as opposed to longer distance bus use. This could undermine longer distance bus services. | -1 |
| | | Cost of travel in the North East. | Park and Ride car parks are free to use and the cost of the bus transfer into the city is low, particularly for full car loads. Prices are very competitive compared to the cost of car parking. | +2 |
| | | Physical constraints in Aberdeen City. | No impact. | 0 |
| Bus Park And Ride | | Overall impact on problems | Funding is secured for much of the Park & Ride proposals making this a deliverable option. Land is required for car parks on the periphery of the City and although sites are designed to a high safety and security standard and to minimise intrusion, the only viable locations are often greenfield. The proposals allow cars to be left at the periphery of the City, thus reducing levels travelling into and across the City Centre and reducing congestion, journey times and pollution within Aberdeen. | +1 |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative | |
|-------------------|--|------------|--|---|----|
| Cycling | Aberdeen to Inverness | £200,000 | Acceptability and Participation Public lack awareness both local and national of wider transport issues. | There has been consultation and publicity for various cycle initiatives in the past, so public awareness is quite high. Further consultation will ensure this level is maintained. | +1 |
| | North Sea Cycle circuit | £10,000 | Public perception is that the strategies are anti-car whilst business perception is that the strategies are anti-lorry. | Cycle provisions increase the alternatives for travel, particularly for leisure. | +1 |
| | Cove/Kincorth/Altens | £120,000 | Public feel that decisions are out of their hands. Lack of participation. | There has been consultation and publicity for various cycle initiatives in the past, so public awareness is quite high. Further consultation will ensure this level is maintained. | +1 |
| | Bridge of Don | £30,000 | Pro public transport policies are seen as boosting the profits of private companies. | No impact. | 0 |
| | City network improvements (PTF) | £1,000,000 | Deliverability Lack of transport investment and funding. | Funding has been awarded for various of the cycle initiatives and private developer funding has also be allotted to the extension of the cycle network. It is hoped that funding will continue on this basis. | +1 |
| | Cycle storage/parking | | Perceived Central Belt bias. | No impact. | 0 |
| | Deeside Cycle and Pedestrian Route Links from F & B Way to Key Settlements | | 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. | Developer funding can be utilised for the extension of the cycle network as a condition of planning to ensure that there is no detriment to the existing transportation network as a result of their development. | +1 |
| | Urban Cycle Routes and Cycle Lanes (AC) | | Environment Impact of pollution from both noise and air quality on peoples health and the environment. | An increase in the level of cycling, particularly as an alternative to car use, reduces air pollution and is a healthy mode of travel for the user. | +1 |
| | Motor cycle parking | | Continued use of non-renewable resources. | The provision of cycle facilities results in little detriment to the environment. A modal shift to cycling would result in a reduction in use of non-renewable resources. | +2 |
| | | | Localised air quality problems, breaching national standards. | An increase in the level of cycling, particularly as an alternative to car use, reduces air pollution and will help tackle the problems of air pollution within the city centre. | +2 |
| | | | Local impact on global problems of greenhouse gases affecting climate change. | An increase in the level of cycling, particularly as an alternative to car use, reduces air pollution and emissions and will reduce the contribution to greenhouse gas concentrations. | +2 |
| | | | Safety - Accidents Need to build upon successes in reducing accidents. | The provision of safe and purpose built routes for cyclists will improve safety for them and will provide clear warning for other road users of the presence of cyclists. | +2 |
| | | | - Security Traffic management lacking in areas, safer roads required for all users. | The provision of safe and purpose built routes for cyclists will improve safety for them and will provide clear warning for other road users of the presence of cyclists. | +2 |
| | | | Vulnerable users feel their personal safety is at risk while travelling. Neighbourhoods lack security for walkers or cyclists, also at bus stops and stations. | The provision of safe and purpose built routes for cyclists will improve security for them and will provide clear warning for other road users of the presence of cyclists. | +2 |
| | | | Economy | | |



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|---|---|--|
| | | Peripherality of the North East, both physical and perceived remoteness, from external markets. | No impact. | 0 |
| | | 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. | No impact. | 0 |
| | | Economic expansion in Aberdeen and surrounding area is partly constrained by a lack of accessible land that is suitable for industrial use. | No impact. | 0 |
| | | Tight labour market and skills shortages in key economic sectors. | No impact. | 0 |
| | | Integration | | |
| | | Poor links between dispersed land uses. | Cycling provisions increase the alternatives for travel to dispersed land uses. | +1 |
| | | Poor linking of dispersed populated areas and land uses. | Cycling provisions increase the alternatives for travel from residential areas to dispersed land uses. | +1 |
| | | Lack of access to open further development areas. | No impact. | 0 |
| | | Transport's limited integration with other policy areas, particularly land use and social inclusion. | Cycling provisions will increase access to leisure alternatives and will increase travel alternatives for non car users. | +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. | Cycling facilities provide an alternative travel mode for those in rural areas. | +1 |
| | | Access to jobs affected by mobility. | Cycling facilities provide an alternative travel mode for non car users for access to jobs. | +1 |
| | | Severance, perceived and physical, caused by inappropriate traffic and transport links through residential/ neighbourhood areas. | No impact. | 0 |
| | | 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. | No impact. | 0 |
| | | 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. | The construction of cycle routes reduces the need for cyclists to compete for road space with HGV's particularly through inappropriate routes and neighbourhoods. | +1 |

MTS STAG Analysis
 Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|---|--|--|
| | | Central location of harbour attracts freight and passenger traffic through Aberdeen City Centre. Rural Isles rely on Aberdeen for transfer of goods and passengers. | No impact. | 0 |
| | | Lack of rail structure in parts of the regions. | No impact. | 0 |
| | | The nature of freight from the North East is often high volume minimum value goods leading to high transport costs. | No impact. | 0 |
| | | Polarised distribution of wealth throughout the region. | The provision of safe cycling facilities can improve access to jobs | +1 |
| | | Cost of travel in the North East. | Cycling is a cheap form of travel and the provision of direct and purpose built routes will reduce journey times. | +1 |
| | | Physical constraints in Aberdeen City. | No impact. | 0 |
| Cycling | | Overall impact on problems | Funding awarded and private contributions attracted for several measures, making this a deliverable option. Cycling could potentially reduce congestion and pollution and is a healthy and cheap alternative to the car. Purpose built routes may encourage usage and will improve cycle safety, increase accessibility, reduce journey times and make other users aware of cyclists presence. | +1 |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | 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 | Public lack awareness both local and national of wider transport issues. | Consultation has been started for Urban Realm (Aberdeen Futures - Urban Fabric). The public have an awareness of the issues facing pedestrians and have seen initiatives in other areas which have proved very popular. Further consultation will be carried out through the MTS STAG and through the development of the individual proposals. | +2 |
| | Traffic Calming | £2,000,000 | | | |
| | Accident Reduction | £2,000,000 | Public perception is that the strategies are anti-car whilst business perception is that the strategies are anti-lorry. | These proposals move the bias from vehicular traffic to the pedestrian, this may reduce vehicular access in some areas to increase pedestrian safety and security. | -1 |
| | Safe to School Routes | £100,000 | Public feel that decisions are out of their hands. Lack of participation. | Consultation and publicity will increase public participation in the decision making process. | +1 |
| | Home Zones (AC) | | | | |
| | Inverurie Path Study | | Pro public transport policies are seen as boosting the profits of private companies. | It would be intended to maintain public transport access for the benefit of pedestrians. | 0 |
| | Environmental vehicles | | Deliverability Lack of transport investment and funding. | Funding has been secured for some of these works and further works would be funded through the MTS. | +1 |
| | Car club | | | | |
| | Facilities for Walkers and Pedestrians | | Perceived Central Belt bias. | Many schemes to improve town centres have been introduced successfully in the central belt area. | +1 |
| | | | 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. | No Impact. | 0 |
| | | | Environment | | |
| | | | Impact of pollution from both noise and air quality on peoples health and the environment. | By providing increased access and priority for pedestrians there should be an improvement in air quality and reduction in noise pollution. | +2 |
| | | | Continued use of non-renewable resources. | | +2 |
| | | | Localised air quality problems, breaching national standards. | Urban Realm will change the traffic priorities within the city centre, reducing traffic levels and therefore improving the air quality within an area which is reaching the upper limit of the Air Quality Standards at present. However detriment may occur on adjacent routes due to the transfer of traffic around the city centre. Cycling and walking will help to promote a healthy environment for the people of the North East. | +2 |
| | | | Local impact on global problems of greenhouse gases affecting climate change. | The proposals are aimed at reducing air and noise pollution, this provide a benefit to a small degree to the global climate. | +2 |
| | | | Safety | | |
| | | | - Accidents | | |
| | | Need to build upon successes in reducing accidents. | These proposals promote the safety of road users and pedestrian continuing the reduction of accidents throughout the North East. | +2 | |
| | | - Security | | | |
| | | Traffic management lacking in areas, safer roads required for all users. | The construction of traffic calming schemes, safer routes to schools and home zones all contribute to safer roads for users particularly in areas currently disadvantaged. | +2 | |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|---|--|--|
| | | Vulnerable users feel their personal safety is at risk while travelling. Neighbourhoods lack security for walkers or cyclists, also at bus stops and stations. | Security will be increased for pedestrians and cyclists by the provision of safe routes and traffic calming. | +2 |
| | | Economy | | |
| | | Peripherality of the North East, both physical and perceived remoteness, from external markets. | No Impact. | 0 |
| | | 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. | No Impact. | 0 |
| | | Economic expansion in Aberdeen and surrounding area is partly constrained by a lack of accessible land that is suitable for industrial use. | No Impact. | 0 |
| | | Tight labour market and skills shortages in key economic sectors. | No Impact. | 0 |
| | | Integration | | |
| | | Poor links between dispersed land uses. | No Impact. | 0 |
| | | Poor linking of dispersed populated areas and land uses. | No Impact. | 0 |
| | | Lack of access to open further development areas. | No Impact. | 0 |
| | | Transport's limited integration with other policy areas, particularly land use and social inclusion. | These schemes are being developed in conjunction with the Education Authorities and business communities. | +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. | The promotion of these alternative modes of transport may increase the usage in the rural communities freeing residents of their dependence on their cars. | +1 |
| | | Access to jobs affected by mobility. | The provision of safer routes and alternatives for communities will increase the mobility of non car users to jobs and employment. | +1 |
| | | Severance, perceived and physical, caused by inappropriate traffic and transport links through residential/ neighbourhood areas. | Traffic calming, safe to school routes and home zones will reduce inappropriate traffic through residential areas reducing severance for residents. | +2 |
| | | North East Specific | | |

MTS STAG Analysis
 Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|------------------------------|-------------|--|--|--|
| | | 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. | No Impact. | 0 |
| | | 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. | Many minor routes are dominated by large volumes of traffic including HGV's, to the detriment of pedestrians. | 0 |
| | | Central location of harbour attracts freight and passenger traffic through Aberdeen City Centre. Rural Isles rely on Aberdeen for transfer of goods and passengers. | Some impact will be felt on the harbour as a result of the changes to the city centre traffic management. There will be a negative impact as traffic movements around the harbour may be further restricted as traffic is transferred from other routes. | -1 |
| | | Lack of rail structure in parts of the regions. | No Impact. | 0 |
| | | The nature of freight from the North East is often high volume minimum value goods leading to high transport costs. | The cost involved with these exports may be increased due to increased congestion around the city centre without mitigating measures such as the WPR. | -1 |
| | | Polarised distribution of wealth throughout the region. | No Impact. | 0 |
| | | Cost of travel in the North East. | These proposals promote low cost travel, e.g. walking and cycling. | +2 |
| | | Physical constraints in Aberdeen City. | No Impact. | 0 |
| Pedestrian priorities | | Overall impact on problems | Some funding is already secured making this a deliverable proposal. Walking is a cheap and healthy mode and proposals promote safety, security and accessibility for pedestrians. Increased access and priority for pedestrians in the City Centre would reduce traffic levels and pollution in this area, although detriment may occur on adjacent routes due to traffic transferal. Traffic calming, Safer Routes to School and Home Zones will reduce inappropriate traffic in these areas, reducing severance and increasing safety for residents. | +2 |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | 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". | £21,000,000 | Acceptability and Participation | | |
| | | Public lack awareness both local and national of wider transport issues. | Consultation has been carried out on this project and will be continued through the MTS and other routes. | +1 | |
| | | Public perception is that the strategies are anti-car whilst business perception is that the strategies are anti-lorry. | No Impact. | 0 | |
| | | Public feel that decisions are out of their hands. Lack of participation. | The public can only feel involved through consultation. | +1 | |
| | | Pro public transport policies are seen as boosting the profits of private companies. | The capital required for such improvements is outwith the scope and timescale of the MTS study. Alternative sources of funding are being considered. It will be the responsibility of the private companies to find the necessary resources. | -1 | |
| | | Deliverability | | | |
| | | Lack of transport investment and funding. | The Scottish Executive appear keen to discuss investment with the SRA and PTF may be available for the purpose of the proposals. | +1 | |
| | | Perceived Central Belt bias. | There has been a distinct lack of investment in the rail network in the North East over the years leading to a service which is stretched to the limit and which does not provide a cost or time effective alternative form of transport. | +3 | |
| | | 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. | It is not within the powers of the councils and their partners in the MTS to delivery these proposals. | -1 | |
| | | Environment | | | |
| | | Impact of pollution from both noise and air quality on peoples health and the environment. | The provision of increased local rail services will promote the level of passengers and the increase of long distance rail services will encourage the use of rail as viable alternative method of transport to and from the North East. This should lead to a reduction in car use, improving air and noise quality. | +2 | |
| | | Continued use of non-renewable resources. | The provision of increased local rail services will promote the level of passengers and the increase of long distance rail services will encourage the use of rail as viable alternative method of transport to and from the North East. This should lead to a reduction in car use, and consequent reduction in the use of non-renewable resources. | +2 | |
| | | Localised air quality problems, breaching national standards. | The provision of increased local rail services will promote the level of passengers. This should lead to a reduction in car use, improving air and noise quality, particularly with those travelling to the centre of Aberdeen, due to the location of the railway station. | +2 | |
| | | Local impact on global problems of greenhouse gases affecting climate change. | The provision of increased local rail services will promote the level of passengers and the increase of long distance rail services will encourage the use of rail as viable alternative method of transport to and from the North East. This should lead to a reduction in car use, improving air and noise quality. | +2 | |
| Safety | | | | | |
| - Accidents | | | | | |
| Need to build upon successes in reducing accidents. | Increased use of the rail network would lead to a reduction of vehicular traffic, reducing the level of accidents on the road network due to congestion and driver frustration. | +1 | | | |
| - Security | | | | | |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|---|---|--|
| | | Traffic management lacking in areas, safer roads required for all users. | No Impact. | 0 |
| | | Vulnerable users feel their personal safety is at risk while travelling. Neighbourhoods lack security for walkers or cyclists, also at bus stops and stations. | These proposals will provide upgrades for local stations leading to improved security for rail users. | +1 |
| | | Economy | | |
| | | Peripherality of the North East, both physical and perceived remoteness, from external markets. | No Impact. | 0 |
| | | 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. | No Impact. | 0 |
| | | Economic expansion in Aberdeen and surrounding area is partly constrained by a lack of accessible land that is suitable for industrial use. | No Impact. | 0 |
| | | Tight labour market and skills shortages in key economic sectors. | A regular train service offers the possibility of a modal shift from car usage to rail. A more frequent service will also provide further opportunities to the local labour and skills market through better accessibility. | +1 |
| | | Integration | | |
| | | Poor links between dispersed land uses. | The provision of crossrail proposals will provide enhanced opportunities to link dispersed land uses through increased rail frequency and new or upgraded stations. | +1 |
| | | Poor linking of dispersed populated areas and land uses. | The provision of crossrail proposals will provide enhanced opportunities to link dispersed populated areas and land uses through increased rail frequency and new or upgraded stations. | +1 |
| | | Lack of access to open further development areas. | The provision of crossrail proposals will provide enhanced opportunities to access further development areas through increased rail frequency and new or upgraded stations. | +1 |
| | | Transport's limited integration with other policy areas, particularly land use and social inclusion. | These proposals are in keeping with local and national policies and plans. | +1 |
| | | 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. | Increased provision of rail services between Stonehaven and Inverurie will provide an attractive alternative for some, reducing dependence on the car. | +2 |
| | | Access to jobs affected by mobility. | Increased provision of rail services between Stonehaven and Inverurie will provide an attractive alternative for access to jobs and employment. | +2 |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|--|--|--|
| | | Severance, perceived and physical, caused by inappropriate traffic and transport links through residential/ neighbourhood areas. | The provision of increased local rail services will promote the level of passengers and the increase of long distance rail services will encourage the use of rail as viable alternative method of transport to and from the North East. This should lead to a reduction in car use, which will reduce the level of inappropriate traffic through neighbourhoods, thereby reducing severance. | +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. | The failure of the rail network to keep up with the growth of the North East has resulted in a rail service which does not meet the current needs of the Region . | +2 |
| | | 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. | The proposals should lead to a minor reduction in the use of inappropriate routes as Crossrail brings about a modal shift. | +1 |
| | | Central location of harbour attracts freight and passenger traffic through Aberdeen City Centre. Rural Isles rely on Aberdeen for transfer of goods and passengers. | Upgrading the rail provisions for the North East will increase the flexibility of passenger transfers from the harbour onwards. | +1 |
| | | Lack of rail structure in parts of the region. | Whilst the improvements will prove an increased service for the North East there would be no extension to the existing network under this proposal. | 0 |
| | | The nature of freight from the North East is often high volume minimum value goods leading to high transport costs. | No Impact. | 0 |
| | | Polarised distribution of wealth throughout the region. | Increased services may make rail travel more attractive for those who do not have a car. | +1 |
| | | Cost of travel in the North East. | Frequency should make Crossrail more competitive. Fares are comparative with bus fares, but they are outwith control of MTS partners. | +1 |
| | | Physical constraints in Aberdeen City. | No Impact. | 0 |
| Crossrail | | Overall impact on problems | Funding is outwith control of NESTRANS. Crossrail would increase services, improve security at existing stations and may provide further new stations. This would improve access and make rail a more viable alternative means of travel to/from and within the North East thus promoting passenger levels and reducing car usage. Any reduction in car travel would further assist in addressing congestion, pollution and safety problems. | +1 |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative | | |
|-------------------|--|--|---|---|----|--|
| Mass Transit | Guided bus ways (North Deeside/ A947/ Ellon) Light rail Heavy rail extensions | £150,000,000 | Acceptability and Participation | | | |
| | | | Public lack awareness both local and national of wider transport issues. | Although some members of the public have been sceptical of such proposals in the past due to the unachievable nature of the schemes. It is felt that there is a need to complete what we have started before heading in another direction. Proposals for Mass Transit should be seen as longer term, over and above the transport system that is required as a base. This type of scheme can polarise opinion to those who benefit versus those who perceive loss. | -1 | |
| | | £150,000,000 | | | | |
| | | £200,000,000 | | | | |
| | | | Public perception is that the strategies are anti-car whilst business perception is that the strategies are anti-lorry. | These proposals would provide an alternative to car travel and would reduce car usage throughout the region. | -1 | |
| | | | Public feel that decisions are out of their hands. Lack of participation. | Consultation would make the public feel included in the decision making process. | 0 | |
| | | | Pro public transport policies are seen as boosting the profits of private companies. | Public transport companies would undoubtedly benefit from such proposals but the schemes would benefit the region as a whole, with the provision of viable alternative forms of travel and decreased congestion on the road network. | -1 | |
| | | | Deliverability | | | |
| | | | Lack of transport investment and funding. | The capital required for all of the works which constitute the mass transit strategy are outwith the control of the NESTRANS Partners. Work and investigation already carried out for the elements which are under NESTRANS control indicate that they are unlikely to be viable for a city of Aberdeen size in relation to its locality. 'Heavy rail extensions' will also require external funding and revenue support to be delivered and this would require to be underwritten by the SRA. Elements of these proposals are unlikely to provide a positive return in value for money. The level of detail necessary for all of these proposals would indicate a timescale for implementation beyond 2015, which is outwith the study period. | -3 | |
| | | | Perceived Central Belt bias. | The current proposals for Edinburgh's transportation system are centred on the provision of a tramway despite the massive level of investment required. Similar schemes have been constructed south of the border and it is hoped to emulate this success in Edinburgh. | +2 | |
| | 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. | The construction of such proposals would require investment from developers, rail and bus companies and the Scottish Executive and is outwith the powers of the local authorities. | -3 | | | |
| | Environment | | | | | |
| | Impact of pollution from both noise and air quality on peoples health and the environment. | The resultant reduction in the level of traffic as a result of these proposals would reduce the impact of pollution on peoples health and the environment. There would however be a detriment to the living environment of those living beside the proposed routes for mass transit, some of these routes would run along previous railway lines which have been converted to pedestrian, cycle or equestrian routes, reclaiming land that had returned to a more natural environment. | +1 | | | |
| | Continued use of non-renewable resources. | The provision of mass transit schemes will encourage the use of public transport as a viable alternative method of transport within the North East. This should lead to a reduction in car use and consequent reduction in the use of non-renewable resources. | +1 | | | |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|---|---|--|
| | | Localised air quality problems, breaching national standards. | The resultant reduction in the level of traffic as a result of these proposals would reduce the impact of pollution on air quality. | +1 |
| | | Local impact on global problems of greenhouse gases affecting climate change. | The resultant reduction in the level of traffic as a result of these proposals would reduce the impact of pollution on climate change. | +2 |
| | | Safety | | |
| | | - Accidents | | |
| | | Need to build upon successes in reducing accidents. | The reduction of road traffic congestion due to the use of mass transit would lead to reduction in road accidents. | +1 |
| | | - Security | | |
| | | Traffic management lacking in areas, safer roads required for all users. | The reduction of road traffic congestion due to the use of mass transit would lead to safer roads for all users. | +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. | The provision of new facilities for users would increase traveller security however the loss of pedestrian and cycle routes would reduce the existing network leading to reduced security for these users. | +1 |
| | | Economy | | |
| | | Peripherality of the North East, both physical and perceived remoteness, from external markets. | The heavy rail extensions will go some way in improving the peripherality of the North East by providing better access to the external markets. Unfortunately there are still problems to be overcome with sections of single track south of Aberdeen which do act as a constraint. Funding for the heavy rail extensions is outwith the powers of the local authorities. | +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. | The heavy rail extensions will lead towards further economic development of the North East coastal corridor. Unfortunately there are still problems to be overcome with sections of single track south of Aberdeen which still act as a constraint to economic development | +1 |
| | | Economic expansion in Aberdeen and surrounding area is partly constrained by a lack of accessible land that is suitable for industrial use. | Only the heavy rail extensions will improve access to suitable land. This will be limited to the areas along the coastal corridor. | +1 |
| | | Tight labour market and skills shortages in key economic sectors. | Only the heavy rail extensions will help with the skills shortage as it will provide another option for accessing the North East labour market | +1 |
| | | Integration | | |
| | | Poor links between dispersed land uses. | Mass transit could be used to improve links between dispersed land uses. | +2 |
| | | Poor linking of dispersed populated areas and land uses. | Mass transit could be used to improve links between dispersed populated areas and land uses. | +1 |
| | | Lack of access to open further development areas. | Light rail links could be considered for new housing development links. | +1 |
| | | Transport's limited integration with other policy areas, particularly land use and social inclusion. | The proposals are in keeping with local and national policies and plans. | +1 |



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|--|--|--|
| | | 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. | The expansion of the heavy rail network particularly the link to Peterhead would reduce car dependence for Aberdeenshire communities, by providing an attractive alternative for travel. Light rail would have a similar effect for other large rural communities. | +2 |
| | | Access to jobs affected by mobility. | The increased travel alternatives would increase mobility and access to jobs. | +1 |
| | | Severance, perceived and physical, caused by inappropriate traffic and transport links through residential/ neighbourhood areas. | The reduction of car traffic as a result of the use of mass transit would reduce severance through communities. | +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. | Light rail links could be considered for new residential and industrial development links. Heavy rail development will reduce road traffic and may therefore reduce network congestion by reducing road freight and commuter traffic. | +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. | Increased options for freight transfers and commuter travel will lead to reduced congestion on the trunk road network reducing the need for HGV's and other vehicles to use inappropriate routes. | +1 |
| | | Central location of harbour attracts freight and passenger traffic through Aberdeen City Centre. Rural Isles rely on Aberdeen for transfer of goods and passengers. | Increased rail transfer options will improve links from the harbour for passengers. | +1 |
| | | Lack of rail structure in parts of the region. | The construction of light and heavy rail networks would satisfy the needs of the North East for better links to the national and international market place and also provide an attractive alternative means of transport. | +3 |
| | | The nature of freight from the North East is often high volume minimum value goods leading to high transport costs. | The extension of the heavy rail network would increase the opportunity for rail freight transfer of high volume low value goods, removing the need to use HGV's on congested city streets. | +2 |
| | | Polarised distribution of wealth throughout the region. | The provision of an alternative means of transport for the people of the North East helps to provide a more level playing field for people to compete for jobs, which in turn can balance out the wealth distribution to a limited degree. | +1 |
| | | Cost of travel in the North East. | The reduction of traffic on the road network and the resultant reduction in congestion would lead to shorter journey times for road users and reduced travel costs. | +1 |
| | | Physical constraints in Aberdeen City. | Mass transit would reduce the volume of traffic on the existing road network which would help to reduce congestion though the same constraints would still exist on the network. | +1 |

MTS STAG Analysis
 Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|----------------------------|--|--|
| Mass Transit | | Overall impact on problems | Mass Transit as an option provides an alternative mode of travel and thus helps address the problems that benefit through reduction in car travel. Funding viability, deliverability and value for money will make aspects of the schemes extremely difficult to achieve. It is believed that these difficulties outweigh the benefits in addressing the problems, therefore the proposal scores negatively overall. | -2 |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|--|--|--|--|--|
| Strategic rail | <p>North</p> <p>- Improvements to Inverness line to track and signalling to improve journey time</p> <p>South</p> <p>- Improvements to Usan loop (Montrose) and electrification to improve journey times and increase opportunity and capacity for freight</p> | Acceptability and Participation | | |
| | | Public lack awareness both local and national of wider transport issues. | Consultation has been carried out on this project and will be continued through the MTS and other routes. | +1 |
| | | Public perception is that the strategies are anti-car whilst business perception is that the strategies are anti-lorry. | No Impact. | 0 |
| | | Public feel that decisions are out of their hands. Lack of participation. | The public can only feel involved through consultation. | 0 |
| | | Pro public transport policies are seen as boosting the profits of private companies. | The capital required for such improvements is outwith the scope and timescale of the MTS study. Alternative sources of funding are being considered. It will be the responsibility of the private companies to find the necessary resources. | -2 |
| | | Deliverability | | |
| | | Lack of transport investment and funding. | 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 along with major freight users on the railways. | -2 |
| | | Perceived Central Belt bias. | There has been a distinct lack of investment in the rail network in the North East over the years leading to a service which is stretched to the limit and which does not provide a cost or time effective alternative form of transport. | +2 |
| | | 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. | 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 along with major freight users on the railways. | -2 |
| | | Environment | | |
| | | Impact of pollution from both noise and air quality on peoples health and the environment. | The reduction of road traffic will reduce congestion on the road network leading to improved noise and air quality along these routes. | +2 |
| | | Continued use of non-renewable resources. | The reduction of road traffic will lead to less use of non-renewable resources. | +1 |
| | | Localised air quality problems, breaching national standards. | The reduction of road traffic will reduce congestion on the road network leading to improved air quality along these routes. | +1 |
| | | Local impact on global problems of greenhouse gases affecting climate change. | The reduction in congestion due to traffic transfer to the rail network will reduce air pollution and benefit the global climate. | +2 |
| | | Safety | | |
| | | - Accidents | | |
| | | Need to build upon successes in reducing accidents. | The reduction in congestion due to traffic transfer to the rail network will reduce accident levels on the road network. | +1 |
| - Security | | | | |
| Traffic management lacking in areas, safer roads required for all users. | By reducing the number of vehicles on the road network the use of inappropriate residential or rural routes will be reduced. | +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. | The reduction of vehicles from the road network, resulting in reduced levels of rat running will create an improved environment for adjacent communities cutting the risks for vulnerable travellers, pedestrians and cyclists. | +1 | | |



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|---|--|--|
| | | Economy | | |
| | | Peripherality of the North East, both physical and perceived remoteness, from external markets. | Improvements with the strategic rail will increase the competitiveness of the North East and make it more accessible to the external markets. | +2 |
| | | 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. | The existing rail network is constraining the potential economic development of the North East. Upgrading of the track will allow the transfer of greater volumes of freight. This will provide relief to the existing road network which increases the competitiveness of industries which rely on roads for the transportation of their goods. | +2 |
| | | Economic expansion in Aberdeen and surrounding area is partly constrained by a lack of accessible land that is suitable for industrial use. | No impact | 0 |
| | | Tight labour market and skills shortages in key economic sectors. | Improving the strategic rail network will enhance the competitiveness of the North East. The improved rail links can attract the labour and skills that are in demand through shorter 'travel to work' journey times. New business will also be attracted that will provide new jobs, which can offer diversification in job opportunities for the local population. | +2 |
| | | Integration | | |
| | | Poor links between dispersed land uses. | The provision of strategic rail proposals will provide enhanced opportunities to link dispersed land uses through increased rail frequency and capacity. | +1 |
| | | Poor linking of dispersed populated areas and land uses. | The provision of crossrail proposals will provide enhanced opportunities to link dispersed populated areas and land uses through increased rail frequency and capacity. | +1 |
| | | Lack of access to open further development areas. | The provision of crossrail proposals will provide enhanced opportunities to access further development areas through increased rail frequency and capacity. | +1 |
| | | Transport's limited integration with other policy areas, particularly land use and social inclusion. | These proposals are in keeping with local and national policies and plans. | +1 |
| | | 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. | The provision of an upgraded rail service for the north east will provide users with an attractive alternative to car travel. | +1 |
| | | Access to jobs affected by mobility. | The improvements to the rail network will increase mobility for non car users and therefore increase accessibility to jobs. | +1 |
| | | Severance, perceived and physical, caused by inappropriate traffic and transport links through residential/ neighbourhood areas. | By reducing the number of vehicles on the road network the use of inappropriate residential or rural routes will be reduced. | +1 |
| | | North East Specific | | |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-----------------------|-------------|--|--|--|
| | | 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. | Unblocking constraints on the network serving the north east will allow increases in freight and long distance passenger trains. The upgrades proposed will provide an appropriate alternative for long distance travel. | +2 |
| | | 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. | By reducing the number of vehicles on the road network the use of inappropriate residential or rural routes will be reduced. | +1 |
| | | Central location of harbour attracts freight and passenger traffic through Aberdeen City Centre. Rural Isles rely on Aberdeen for transfer of goods and passengers. | Upgrading the rail links north and south will improve passenger transfer to the harbour. | +1 |
| | | Lack of rail structure in parts of the region. | No impact. | 0 |
| | | The nature of freight from the North East is often high volume minimum value goods leading to high transport costs. | Transporting of high volume low value freight is more economically dealt with by rail than road. | +1 |
| | | Polarised distribution of wealth throughout the region. | No Impact. | 0 |
| | | Cost of travel in the North East. | The reduction of congestion on the road network and the possibility of piggyback rail freight transfer leads to reduced travel costs from and around the North East. | +1 |
| | | Physical constraints in Aberdeen City. | No Impact. | 0 |
| Strategic rail | | Overall impact on problems | The delivery and major funding required for strategic rail are outwith NESTRANS control. Unblocking constraints on the North East rail network will allow increases in freight and long distance passenger trains. This would increase accessibility and could improve passenger numbers. Any resultant reduction in car usage would benefit pollution, road safety, congestion and travel time and cost problems. | 0 |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | 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 | | |
| | | Public lack awareness both local and national of wider transport issues. | Consultation is required to enhance the publics understanding of the importance of harbours to our local and national economy and their importance in reducing the peripherality issues facing the north east. | 0 |
| | | Public perception is that the strategies are anti-car whilst business perception is that the strategies are anti-lorry. | No Impact. | 0 |
| | | Public feel that decisions are out of their hands. Lack of participation. | The harbours are owned by private concerns but are central to many of the job producing industries of the north east therefore consultation is very important. | -1 |
| | | Pro public transport policies are seen as boosting the profits of private companies. | The improvements to the harbour will benefit many people of the north east with increased employment opportunities increased flexibility of transport options and by attracting new customers, companies and visitors to the area. | 0 |
| | | Deliverability | | |
| | | Lack of transport investment and funding. | Over the past few years a large amount of money has been spent on the development of Aberdeen and Peterhead harbour facilities and this is set to continue but none of the development costs have been included in the MTS as it is outwith our control. | 0 |
| | | Perceived Central Belt bias. | No Impact. | 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. | The delivery of these works are outwith the powers of the MTS. | -1 |
| | | Environment | | |
| | | Impact of pollution from both noise and air quality on peoples health and the environment. | Increasing the freight carrying and transferring capacity of the local harbours will reduce the volume of freight travelling by road and therefore help to reduce pollution by noise and carbon dioxide caused by congestion particularly in Aberdeen. | +1 |
| | | Continued use of non-renewable resources. | | +1 |
| | | Localised air quality problems, breaching national standards. | Increasing the freight carrying and transferring capacity of the local harbours will reduce the volume of freight travelling by road and therefore help to reduce air pollution caused by congestion particularly in Aberdeen which has an air quality management area near to the harbour. | 0 |
| | | Local impact on global problems of greenhouse gases affecting climate change. | Increasing the freight carrying and transferring capacity of the local harbours will reduce the volume of freight travelling by road and therefore help to reduce the impact of pollution on the global climate. | +1 |
| | | Safety | | |
| | | - Accidents | | |
| | | Need to build upon successes in reducing accidents. | Increasing the freight transfer and carrying capacity at the harbours and increasing passenger trips through the harbour, road traffic will be reduced to some degree and the reduction in vehicular traffic on the road network would lead to a reduction in the accident levels. | +1 |
| - Security | | | | |
| Traffic management lacking in areas, safer roads required for all users. | The reduction in HGV traffic on the road network would reduce congestion and thereby reduce the level of rat running in inappropriate areas. | +1 | | |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|---|---|--|
| | | Vulnerable users feel their personal safety is at risk while travelling. Neighbourhoods lack security for walkers or cyclists, also at bus stops and stations. | No Impact. | 0 |
| | | Economy | | |
| | | Peripherality of the North East, both physical and perceived remoteness, from external markets. | Increasing the freight carrying capacity of the local harbours will increase the competitiveness of the North East and make it more accessible to the external markets. | +2 |
| | | 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. | Increasing the freight carrying capacity of the local harbours will aid the competitiveness of local industries. Good transferral opportunities will offer a choice to existing industries for the transport of their goods and it may attract new industries to the area through better accessibility. An increase in freight transfer through the harbours will benefit the freight transfer that must go by road, thereby benefitting the competitiveness generally of all business. | +2 |
| | | Economic expansion in Aberdeen and surrounding area is partly constrained by a lack of accessible land that is suitable for industrial use. | No impact. | 0 |
| | | Tight labour market and skills shortages in key economic sectors. | Improving the harbour facilities will enhance the competitiveness of the North East. The improved links offers the opportunity for attracting new business to the region. This will provide new jobs, which can offer diversification in job opportunities for the local population. | +2 |
| | | Integration | | |
| | | Poor links between dispersed land uses. | No Impact. | 0 |
| | | Poor linking of dispersed populated areas and land uses. | No Impact. | 0 |
| | | Lack of access to open further development areas. | No Impact. | 0 |
| | | Transport's limited integration with other policy areas, particularly land use and social inclusion. | Harbour improvements will help tourism and the local business community by improving accessibility to the north east, reducing the perceived peripherality issues. | +1 |
| | | 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. | No Impact. | 0 |
| | | Access to jobs affected by mobility. | No Impact. | 0 |
| | | Severance, perceived and physical, caused by inappropriate traffic and transport links through residential/ neighbourhood areas. | The reduction in HGV traffic on the road network would reduce congestion and thereby reduce the level of rat running in inappropriate areas. | +1 |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|--|--|--|
| | | 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. | The developments proposed will allow the industries reliant on the harbours to develop further and will increase the transportation options of industries currently reliant on road or rail transfers. Increasing freight transfer might reduce longer distance road traffic but could increase lorry movements within the vicinity of the harbour. | +2 |
| | | 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. | Increasing freight transfers through the harbours will reduce the volume of HGV traffic on the road network, reducing congestion for essential road users and reducing rat running along inappropriate routes but could increase lorry movements within the vicinity of the harbour. | +2 |
| | | Central location of harbour attracts freight and passenger traffic through Aberdeen City Centre. Rural Isles rely on Aberdeen for transfer of goods and passengers. | The development of the harbour will have a positive effect on these issues. | +2 |
| | | Lack of rail structure in parts of the region. | No Impact. | 0 |
| | | The nature of freight from the North East is often high volume minimum value goods leading to high transport costs. | Increasing freight transfers through the harbours will reduce the volume of HGV traffic on the road network, reducing congestion for essential road users and reducing transportation costs of high bulk low values goods. | +3 |
| | | Polarised distribution of wealth throughout the region. | No Impact. | 0 |
| | | Cost of travel in the North East. | No Impact. | 0 |
| | | Physical constraints in Aberdeen City. | No Impact. | 0 |
| Harbours | | Overall impact on problems | Funding and delivery are outwith the control of NESTRANS. Improvements can reduce peripherality by increasing transport options, employment opportunities and attracting customers, companies and visitors to Aberdeen. Any reduction in freight transferal by road will help reduce pollution and congestion and improve road safety, although lorry movements in vicinity of harbour could be increased. | +1 |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|--|--|--|--|--|
| Airports | Surface Access strategy to encourage modal shift Route Expansion/ Direct Flights Infrastructure | Acceptability and Participation | | |
| | | Public lack awareness both local and national of wider transport issues. | The development of the airport has received lots of press coverage in the past and generally the public view the proposals positively. Further consultation is required. | +1 |
| | | Public perception is that the strategies are anti-car whilst business perception is that the strategies are anti-lorry. | Surface access will be increased by all modes of transport with the focus on choice not anti-car strategy. | +1 |
| | | Public feel that decisions are out of their hands. Lack of participation. | Consultation and publicity is required to inform the public of the options being considered. | +1 |
| | | Pro public transport policies are seen as boosting the profits of private companies. | The development of the airport is outwith the our control and therefore funding and proposals will be pursued by private companies. | -1 |
| | | Deliverability | | |
| | | Lack of transport investment and funding. | None of the development costs have been included in the MTS study, it is outwith our control. | 0 |
| | | Perceived Central Belt bias. | Edinburgh and Glasgow airports have been highlighted in the National Transport Delivery Plan for improvements to surface access but no mention was made of Aberdeen which has potential for major upgrading. | +1 |
| | | 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. | The improvements proposed are outwith the scope of the MTS. PTF/ITF funding maybe required. | -1 |
| | | Environment | | |
| | | Impact of pollution from both noise and air quality on peoples health and the environment. | Noise pollution is an issue adjacent to the airport due to the residential areas of Dyce however the increase in noise maybe minimal and the airport itself is surrounded by industrial zones. Improved surface access opportunities will reduce the need for car travel to the airport, reducing air pollution. | -1 |
| | | Continued use of non-renewable resources. | Aeroplanes are very inefficient users of fuel and increased use of the airport will have a negative impact on the use of resources. | -1 |
| | | Localised air quality problems, breaching national standards. | Some positive impact will result from a reduction of vehicular traffic accessing the airport. | 0 |
| | | Local impact on global problems of greenhouse gases affecting climate change. | Increasing use of air as a means of transport will impact negatively. Some positive impact will result from a reduction of vehicular traffic accessing the airport, reducing the impact on climate change. | -1 |
| | | Safety | | |
| | | - Accidents | | |
| | | Need to build upon successes in reducing accidents. | Improved surface access to the airport teamed with Park and Ride and orbital bus routes around adjacent industrial areas will lead to a reduction of traffic on the road network, reducing the risk of accidents. | +1 |
| - Security | | | | |
| Traffic management lacking in areas, safer roads required for all users. | Improved surface access to the airport teamed with Park and Ride and orbital bus routes around adjacent industrial areas will lead to a reduction of traffic on the road network, increasing road safety particularly in nearby residential areas. | +1 | | |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|---|--|--|
| | | Vulnerable users feel their personal safety is at risk while travelling. Neighbourhoods lack security for walkers or cyclists, also at bus stops and stations. | Security will be improved with upgraded access to the airport from the railway station, public transport links and park and ride transfers. | +1 |
| | | Economy | | |
| | | Peripherality of the North East, both physical and perceived remoteness, from external markets. | Further development of the airport , its facilities and the infrastructure serving it will improve business links to external markets. | +2 |
| | | 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. | Gains for the airport and effectively the North East will only be attained if the infrastructure required to serve it is put in place. Improved access to the airport will result in an increase in air freight. This is due to more reliable journey times to and from the airport. | +2 |
| | | Economic expansion in Aberdeen and surrounding area is partly constrained by a lack of accessible land that is suitable for industrial use. | The airport is located on the periphery of the City of Aberdeen where there is the potential for further development. Improvements in and around the airport will make this area more attractive to business | +1 |
| | | Tight labour market and skills shortages in key economic sectors. | The development of the airport facilities and links will lead to increased possibilities for business links boosting job accessibility to and from other areas of the country and internationally. | +1 |
| | | Integration | | |
| | | Poor links between dispersed land uses. | No Impact. | 0 |
| | | Poor linking of dispersed populated areas and land uses. | No Impact. | 0 |
| | | Lack of access to open further development areas. | Improvements to the airport and of the surrounding accesses could open up new development opportunities. | +2 |
| | | Transport's limited integration with other policy areas, particularly land use and social inclusion. | No Impact. | 0 |
| | | 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. | No Impact. | 0 |
| | | Access to jobs affected by mobility. | The development of the airport facilities and links will lead to increased possibilities for business links boosting job accessibility to other areas of the country and internationally. | +1 |
| | | Severance, perceived and physical, caused by inappropriate traffic and transport links through residential/ neighbourhood areas. | Improved surface access to the airport teamed with Park and Ride and orbital bus routes around adjacent industrial areas will lead to a reduction of traffic on the road network, increasing road safety particularly in nearby residential areas. | +1 |
| | | North East Specific | | |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|--|---|--|
| | | 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. | Aberdeen Airport is a major asset which may not have developed were it not for the development of the oil and gas industry. There is potential for further growth especially from cheaper airlines. | +2 |
| | | 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. | No Impact. | 0 |
| | | Central location of harbour attracts freight and passenger traffic through Aberdeen City Centre. Rural Isles rely on Aberdeen for transfer of goods and passengers. | No Impact. | 0 |
| | | Lack of rail structure in parts of the region. | No Impact. | 0 |
| | | The nature of freight from the North East is often high volume minimum value goods leading to high transport costs. | Increased airport facilities will lead to increased opportunities for low volume, high value freight transfers which are currently negligible. | +1 |
| | | Polarised distribution of wealth throughout the region. | The expansion of route options for low cost airlines will open up air travel to more of the population of the north east, providing greater opportunities for travel for all. | +1 |
| | | Cost of travel in the North East. | Development of airport facilities will encourage more airlines and greater choice of destinations for the north east reducing the need to travel from Glasgow or Edinburgh, possibly reducing the overall journey cost. | +1 |
| | | Physical constraints in Aberdeen City. | No Impact. | 0 |
| Airports | | Overall impact on problems | Funding and delivery are outwith the control of NESTRANS. Development of airport facilities could attract more airlines, giving greater choice of destination from the North East for all, reducing need to travel via other airports and possibly reducing overall journey cost. Expansion of route options could also increase possibilities for business links, boosting job accessibility to other areas of the country and internationally thus reducing peripherality in the North East. Increased usage of the airport will however increase noise and air pollution, but improved surface access opportunities would reduce the need for car travel to the airport reducing pollution and congestion and increasing safety. | +1 |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|--|--|---|--|
| Freight | £21,000,000 Mossend - Aberdeen (25% cont) Mains of Cairnrobin Access (Private) Raiths (Private) Freight Intermodal Terminal Waterloo Quay, Aberdeen Harbour Inverurie Station yard upgrade and enlargement Rail bridge heights (Piggyback) | Acceptability and Participation Public lack awareness both local and national of wider transport issues. | Consultation is required to involve the public in the development of freight transfers in the north east. Development of the North East of Scotland Rail Freight Development Group and other similar freight partnerships will increase consultation and participation. | +1 |
| | | Public perception is that the strategies are anti-car whilst business perception is that the strategies are anti-lorry. | These proposals are not anti-lorry but are to provide options for freight transfers to increase access to the national and international market places. Removing unnecessary vehicular traffic from the road network will free up space for essential road traffic, reducing journey times. | +1 |
| | | Public feel that decisions are out of their hands. Lack of participation. | Raiths Farm and Cairnrobin have both been through the planning process and public opinion has been sought. Further consultation will be carried out for the individual aspects of the proposals. | +2 |
| | | Pro public transport policies are seen as boosting the profits of private companies. | No Impact. | 0 |
| | | Deliverability Lack of transport investment and funding. | MTS is expected to contribute 25 % of the costs to the Mossend - Aberdeen link but all other costs are to be meet by private investment. | +1 |
| | | Perceived Central Belt bias. | The development of the freight links to Mossend will allow the north east access to the national and international market place, access which is currently limited by lack of infrastructure. | +2 |
| | | 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. | Delivery of these proposals is outwith the control of NESTRANS to a large degree. | -1 |
| | | Environment Impact of pollution from both noise and air quality on peoples health and the environment. | The proposed freight transfer terminals will be located in industrial areas limiting the impact of pollution. The increased capacity for rail freight will reduce the number of HGV's on the road network and so improve road conditions for essential road users. | +1 |
| | | Continued use of non-renewable resources. | Transfer of freight from road to rail would have significant benefits in reducing the use of non-renewable resources. | 0 |
| | | Localised air quality problems, breaching national standards. | The increased capacity for rail freight will reduce the number of HGV's on the road network and so reduce air quality problems locally. | +1 |
| | | Local impact on global problems of greenhouse gases affecting climate change. | The increased capacity for rail freight will reduce the number of HGV's on the road network and so reduce air quality problems globally. | +2 |
| | | Safety - Accidents Need to build upon successes in reducing accidents. | The increased capacity for rail freight will reduce the number of HGV's on the road network and reducing congestion and accidents. | +1 |
| | | - Security Traffic management lacking in areas, safer roads required for all users. | Some positive impacts may be felt due to the reduction in road freight providing relief to the congested road network. | +1 |



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|---|--|--|
| | | Vulnerable users feel their personal safety is at risk while travelling. Neighbourhoods lack security for walkers or cyclists, also at bus stops and stations. | Little impact. | 0 |
| | | Economy | | |
| | | Peripherality of the North East, both physical and perceived remoteness, from external markets. | The development of the freight links to Mossend will allow the north east access to the national and international market place, access which is currently limited by lack of infrastructure. | +2 |
| | | 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. | Improvement in the efficiency of freight movement will hopefully encourage a modal shift from road to rail. The resultant reduction of HGV's on the road network will help relieve congestion. This will improve the efficiency and help ensure the future competitiveness of local industry. | +2 |
| | | Economic expansion in Aberdeen and surrounding area is partly constrained by a lack of accessible land that is suitable for industrial use. | The proposed freight terminals may encourage existing businesses to re-locate closer to the terminals, which leads to development expansion. This in turn will free up existing sites to be re-allocated for other industrial purposes. | +1 |
| | | Tight labour market and skills shortages in key economic sectors. | The development of the freight links to Mossend will allow the north east better access to other areas of the country. Efficiency will encourage business to locate in Aberdeen and Aberdeenshire. This will provide new jobs, attract labour and skills to the area and offer diversification in job opportunities. | +1 |
| | | Integration | | |
| | | Poor links between dispersed land uses. | No Impact. | 0 |
| | | Poor linking of dispersed populated areas and land uses. | No Impact. | 0 |
| | | Lack of access to open further development areas. | No Impact. | 0 |
| | | Transport's limited integration with other policy areas, particularly land use and social inclusion. | No Impact. | 0 |
| | | 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. | No Impact. | 0 |
| | | Access to jobs affected by mobility. | No Impact. | 0 |
| | | Severance, perceived and physical, caused by inappropriate traffic and transport links through residential/ neighbourhood areas. | No Impact. | 0 |
| | | North East Specific | | |

MTS STAG Analysis
Assessment of proposal categories against problems



| Proposal Category | Description | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------------|-------------|--|--|--|
| | | 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. | The development of the freight links to Mossend will allow the north east access to the national and international market place, access which is currently limited by lack of infrastructure. The resultant reduction of HGV's on the road network will help relieve congestion. | +2 |
| | | 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. | Improved rail connections will help reduce the volume of road freight and increase the volume of rail freight which is currently low and will lead to the reduction of the use of inappropriate routes. | +2 |
| | | Central location of harbour attracts freight and passenger traffic through Aberdeen City Centre. Rural Isles rely on Aberdeen for transfer of goods and passengers. | New freight terminals around Aberdeen will increase the potential for sea-rail freight. | +1 |
| | | Lack of rail structure in parts of the region. | The proposals will improve the rail access to the north east but not increase it. | +1 |
| | | The nature of freight from the North East is often high volume minimum value goods leading to high transport costs. | The transfer of these products can be carried out more economically by rail than road, freeing up road space for more appropriate traffic. | +2 |
| | | Polarised distribution of wealth throughout the region. | No Impact. | 0 |
| | | Cost of travel in the North East. | A reduction in congestion due to the removal of none essential HGV traffic will improve journey times and therefore journey costs. | +1 |
| | | Physical constraints in Aberdeen City. | No Impact. | 0 |
| Freight | | Overall impact on problems | Delivery of the proposals is to a large degree outwith the control of NESTRANS. Development of freight links will allow access from the North East to national and international market places, which is currently limited by lack of infrastructure, allowing more economic transferral of products and reducing the peripherality of the area. The increased capacity for rail freight will reduce the number of HGVs on the road network, including inappropriate routes for these vehicles thus reducing pollution, congestion, travel times and costs and improve safety. | +1 |

MTS STAG Analysis
Assessment of proposal categories against problems



| | Description | | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative | |
|---|-------------------------------------|-------------|---|---|---|----|
| Public transport service enhancements | Service enhancements | £11,200,000 | Acceptability and Participation | | | |
| | | | Public lack awareness both local and national of wider transport issues. | The public have seen an enhancement in the existing service over the past few years but still have their concerns and consultation is required to increase awareness of the overall transportation structure proposal. | +1 | |
| | | | Public perception is that the strategies are anti-car whilst business perception is that the strategies are anti-lorry. | The view of the public transport works and improvements is that they are anti-car but they are there to provide an attractive alternative to car use and in many circumstances are implemented with no loss of service for other traffic. | -1 | |
| | - Service Improvements - Frequency | | | | | |
| | - New and additional services | | | Public feel that decisions are out of their hands. Lack of participation. | Consultation must be provided to increase public participation. | +1 |
| | - Fare subsidies | | | | | |
| | - Bus Quality | | | Pro public transport policies are seen as boosting the profits of private companies. | The enhancements to the public transport service are for the benefit of non car users. They provide a means of access to job and leisure facilities, and reduce isolation for rural communities. By subsidising routes and improvements private companies are willing to provide a service where it was not previously cost effective to do so. | -2 |
| | Real Time Information | £750,000 | | | | |
| | Smartcard Ticketing | £300,000 | Deliverability | | | |
| | New shelters/ raised kerbs | £300,000 | | Lack of transport investment and funding. | PTF funding has been received for many of the service enhancements to date. | +1 |
| | | | | Perceived Central Belt bias. | No Impact. | 0 |
| | Existing Public Transport subsidies | £25,500,000 | | 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. | The Bus Quality Partnership in the North East has successfully promoted and delivered many improvements to the bus service to date and will continue to do so. | +1 |
| | Car club | | | | | |
| | Environmental vehicles | | | Environment | | |
| | | | | Impact of pollution from both noise and air quality on peoples health and the environment. | The promotion of public transport, car club and environmental vehicles is aimed at the reduction of non essential car travel. This in turn leads to reduced levels of noise and air pollution. | +2 |
| | | | | Continued use of non-renewable resources. | The promotion of public transport, car club and environmental vehicles is aimed at the reduction of non-essential car travel. This in turn leads to reduced use of non-renewable resources. | +1 |
| | | | | Localised air quality problems, breaching national standards. | The provision of an attractive and flexible alternative to car travel will reduce congestion on the road network particularly in Aberdeen city centre improving air quality. | +2 |
| Local impact on global problems of greenhouse gases affecting climate change. | | | | The reduction of traffic on the road network will reduce air pollution limiting the effect of global climate change. | +1 | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | Safety | | | |
| | | | - Accidents | | | |
| | | | Need to build upon successes in reducing accidents. | The provision of an attractive and flexible alternative to car travel will reduce congestion on the road network particularly in Aberdeen city centre reducing the risk of accidents. | +1 | |
| | | | - Security | | | |
| | | | Traffic management lacking in areas, safer roads required for all users. | The provision of an attractive and flexible alternative to car travel will reduce congestion on the road network leading to a reduction in rat running traffic on adjacent routes, improving safety for all road users. | +1 | |

MTS STAG Analysis
Assessment of proposal categories against problems



| Description | | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|-------------|--|---|---|--|
| | | Vulnerable users feel their personal safety is at risk while travelling. Neighbourhoods lack security for walkers or cyclists, also at bus stops and stations. | Enhanced services for bus users will create a more secure environment for lone or vulnerable users. Increased frequency of services will reduce waiting times and additional routes will allow more direct trips. | +1 |
| | | Economy | | |
| | | Peripherality of the North East, both physical and perceived remoteness, from external markets. | No impact. | 0 |
| | | 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. | Providing public transport service enhancements will hopefully encourage a modal shift from car usage to public transport by the provision of a more frequent, and diversified alternative. If this is successful it will free up some of the network, hence improving the competitiveness of the business community. This may then lead towards further economic development. | +1 |
| | | Economic expansion in Aberdeen and surrounding area is partly constrained by a lack of accessible land that is suitable for industrial use. | No impact. | 0 |
| | | Tight labour market and skills shortages in key economic sectors. | Providing public transport service enhancements will hopefully provide better job opportunities for those members of the public who do not have access to a car. More frequent and alternative route options will attract the labour and skills through shorter 'travel to work' journey times either through routes which did not exist before or services which previously did not agree with specific work patterns. | +1 |
| | | Integration | | |
| | | Poor links between dispersed land uses. | Additional bus services will link dispersed areas which currently have little or no alternative transport provisions. | +2 |
| | | Poor linking of dispersed populated areas and land uses. | Additional bus services will link dispersed populated areas and land uses which currently have little or no alternative transport provisions. | +2 |
| | | Lack of access to open further development areas. | No Impact. | 0 |
| | | Transport's limited integration with other policy areas, particularly land use and social inclusion. | Increasing the range and frequency of services will promote social inclusion particularly in rural areas. | +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. | Increasing the range and frequency of services will promote social inclusion in rural areas, reducing reliance on cars. | +2 |
| | | Access to jobs affected by mobility. | Access to jobs will be increased by new and additional services and fare subsidies. | +2 |
| | | Severance, perceived and physical, caused by inappropriate traffic and transport links through residential/ neighbourhood areas. | Increased use of the upgraded bus service will reduce traffic on the existing road network, improving conditions for essential drivers and reducing inappropriate traffic through residential and neighbourhood areas. | +1 |

MTS STAG Analysis
Assessment of proposal categories against problems



| Description | | Problem | Comment | Grading +3 Positive 0 Neutral -3 Negative |
|--|--|--|---|--|
| | | 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. | Congestion on the existing road network will be reduced with increased bus usage. This will help make the best of the existing road network but will not solve many of its problems. | +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. | Congestion on the existing road network will be reduced with increased bus usage. This will reduce the trafficking of unsuitable routes by HGV's and rat runners. | +1 |
| | | Central location of harbour attracts freight and passenger traffic through Aberdeen City Centre. Rural Isles rely on Aberdeen for transfer of goods and passengers. | Improved public transport services will allow more flexibility for passenger transfers from the harbour. | +1 |
| | | Lack of rail structure in parts of the region. | An enhanced public transport service is required to provide flexibility for travel to the majority of rural communities who have no access to a rail service. | +2 |
| | | The nature of freight from the North East is often high volume minimum value goods leading to high transport costs. | No Impact. | 0 |
| | | Polarised distribution of wealth throughout the region. | Public transport service enhancements provide access to a quality transport system for most residents in the north east, improving access to job opportunities, leisure facilities and promoting social inclusion for all. | +2 |
| | | Cost of travel in the North East. | Fare subsidies reduce the cost of travel for those who require it. | +2 |
| | | Physical constraints in Aberdeen City. | No Impact. | 0 |
| Public transport service enhancements | | Overall impact on problems | Funding secured for many of the quality enhancements making this a deliverable proposal although elements such as new and additional services are wholly within bus operator control. The enhancements will provide attractive and frequent services increasing overall accessibility, journey comfort and security and promoting social inclusion. The proposals further encourage modal shift, attracting benefits achieved through reduced car travel such as reduced pollution, congestion, travel times and cost and improved road safety. | +2 |