

**Scotland Excel's framework agreement for engineering  
and technical consultancy services  
Lot 2**

**Mini-Competition - Consultancy Brief**

**A956 Wellington Road Multi-Modal Corridor Study  
STAG Part 1**

**October 2016**

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## **1 SUMMARY REQUIREMENTS OF STUDY**

### **1.1 Study Purpose**

- 1.1.1 The purpose of this study is to define and assess the options for improving strategic transport connections and active travel options along the A956 Wellington Road corridor, between the A90(T) / A956 Charlestown Interchange and Queen Elizabeth Bridge. The study corridor area is shown on the map at Annex A.
- 1.1.2 This STAG Part 1 study needs to consider the options which were sifted out of the Pre-Appraisal Report, which was produced for NESTRANS in January 2015:

[http://www.nestrans.org.uk/db\\_docs/members/2015\\_01\\_21\\_WR\\_Multimodal\\_Corridor\\_Study\\_Final\\_Report.pdf](http://www.nestrans.org.uk/db_docs/members/2015_01_21_WR_Multimodal_Corridor_Study_Final_Report.pdf)

### **1.2 Background and Context**

- 1.2.1 The construction of the Aberdeen Western Peripheral Route (AWPR) will assist in addressing some of the City's transport challenges. The Council is already working with Nestrans and Aberdeenshire Council to look at how best to 'lock in' the benefits of the AWPR, including opportunities for improving internal connectivity once the AWPR is open.
- 1.2.2 There are a number of infrastructure projects that are nearing delivery over the next 5-6 years to address existing constraints on the transport network and a package of further measures to be delivered through the Strategic Transport Fund to support the delivery of the SDP and LDPs over the period to 2035. These short and medium term improvements are contained within the Nestrans Regional Transport Strategy (RTS) Refresh which was published in 2014, and city transport improvement schemes which feature in the Local Transport Strategy (LTS) Action Plan. They are detailed in Annex B, which also identifies how the development of longer term aspirations fits with current priorities.
- 1.2.3 The LTS Action Plan and the 2014 RTS Refresh are available at the links below –  
<http://committees.aberdeencity.gov.uk/documents/s59905/CHI-16-032%20Local%20Transport%20Strategy%20Costed%20Action%20and%20Delivery%20Plan%2002.pdf>

[Regional Transport Strategy](#)

### **1.3 Longer term objectives and trends**

- 1.3.1 The figures from the 2011 National Census allow an examination of the changes in travel to work modal split between 2001 and 2011, for Aberdeen City residences in the study area as origins of trips. In addition, figures which relate to the following neighbourhoods as destinations for travel to work, are drawn from 6 local wards which span the corridor, namely:

- Torry East
- Torry West
- Kincorth, Leggart and Nigg North
- Kincorth, Leggart and Nigg South
- Cove North
- Cove South

	<b>2001 Aberdeen City</b>	<b>2011 Aberdeen City</b>	<b>2011 6 Wards</b>
Walk	15.2%	16.8%	6.7%
Driver	57.7%	58.1%	74.2%
Passenger	7.0%	5.7%	6.2%
Cycle	1.8%	2.0%	1.9%
Bus	14.2%	13.4%	8.7%
Rail	0.5%	0.7%	0.8%
Other	3.0%	2.8%	1.5%

**Table 1.1: Aberdeen City Council Area Travel to Work Statistics**  
(16-74 year olds in employment, not working from home)

- 1.3.2 Although in terms of proportions there has only been a slight shift in mode split, due to population growth between 2001 and 2011, it is estimated that the actual number of work-based trips that has been added to the network has increased by 6.8% (6,471 additional trips) during the ten year period. The modal split for workplaces based in the study area is significantly different from the Aberdeen City Council average, with far more car drivers, mainly at the expense of walking and bus trips.
- 1.3.3 The census data should also be used by the appointed Consultant to extract data relating to Aberdeenshire residents travelling to work in the study area.
- 1.3.4 The Strategic Development Plan (SDP) contains the aim to “increase the population of the city region and achieve a balanced age range to help maintain and improve people’s quality of life”. It is expected that the population of the city region will grow from 465,000 in 2011 to around 500,000 by 2035. Planning for an increase in the population of 35,000 over 24 years will be a significant challenge for the North East, particularly in terms of transport and the need to accommodate a significantly increased number of work-based and leisure trips. The Loirston area which includes the study area, is one of the SDP strategic growth areas, so there is a need to understand demand for travel to and from Aberdeenshire as well as Aberdeen City.
- 1.3.5 The Cumulative Transport Appraisal (CTA) published in 2010 used the ASAM model to predict the changes in travel patterns and traffic flows across the region and provides forecasts of the likely traffic and public transport movements associated with new development sites contained within the current Local Development Plans. The Cumulative Transport Appraisal of Aberdeen City 2010 can be found at the link below:
- [Cumulative Transport Appraisal](#)
- 1.3.6 The modelling indicates that the movements associated with each of the major developments form a relatively dispersed travel pattern, with around 25-30% of development related travel movements travelling to central Aberdeen, 45-50% to the periphery of Aberdeen (including Bridge of Don, Dyce, Kingswells and Altens) and 20-25% to locations in Aberdeenshire.

- 1.3.7 Although the City centre and central Aberdeen attract considerable numbers of trips, the areas within the immediate vicinity of each development are also predicted to attract a sizeable proportion of trips due to the mix of new residential and employment development.
- 1.3.8 The magnitude of new travel movements associated with new development areas outwith Aberdeen City centre and other current major employment centres suggests a significant change in travel patterns and an increase in demand on parts of the road and public transport system which are not currently associated with this level of activity.
- 1.3.9 As shown in Annex C, a number of infrastructure improvements have been identified for delivery to enable the development of the SDP to 2035 and to reduce congestion on the road network. **It should be noted that the Strategic Transport Fund (STF) mechanism for delivery of many of these projects is undergoing a legal challenge, so whilst the identified improvement schemes remain relevant, the proposed method of collecting developer contributions has become uncertain.**
- 1.3.10 This package of improvements will be augmented by the wide range of infrastructure improvements which need to be delivered to implement the City Centre Masterplan, which was approved recently (details available in hyperlink at 1.9.2). Overall, this represents a significant investment in the transport infrastructure of the north east. In order to continue to facilitate the growth of the region and to maximise and maintain the benefits of this investment into the longer term, substantial measures to encourage a mode shift to public transport will be required. There is a significant danger that with continued growth of the region, traffic levels will continue to rise and without a step change in public transport provision the road network will again come under increasing pressure.

#### 1.4 Carbon reduction targets

- 1.4.1 The Climate Change (Scotland) Act 2009 created a statutory framework for greenhouse gas emissions reductions in Scotland and has set ambitious climate reduction targets of 42% reduction in carbon emissions by 2020 and an 80% reduction by 2050 compared to 1990 levels. Meeting these targets will require a significant contribution from the transport sector (from which emissions continue to increase). A step change in the way people travel, as well as technological advances in terms of alternative fuels, will be required in order to achieve these targets.
- 1.4.2 The Climate Change Delivery Plan, published in 2009, sets out the high level measures required in each sector to meet the targets set out in the Act. This delivery plan identifies a number of measures in the transport sector which will be needed to contribute to delivery of the targets. These include:
- Improvements in energy efficiency of petrol and diesel vehicles, and increasing uptake of hybrid and electric engines with supporting infrastructure;
  - Smarter measures including reduced travel and modal shift to less carbon-intensive modes of transport such as public transport and active travel;
  - Travel demand management including road space reallocation;
  - Changes to the pattern of development to reduce the need to travel; and
  - Sustainable bio-fuels
- 1.4.3 In terms of this study area, there is an air quality monitoring station situated on the grass verge on the east side of Wellington Road, just north of its junction with

Grampian Place. There are also several diffusion tubes in the study area, which monitor nitrogen dioxide trends. The northern part of the study area, between Queen Elizabeth Bridge and Balnagask Road, has been identified as an Air Quality Management Area. The intention will be to incorporate appropriate measurements into this study, to assess the air quality before and after transport improvement measures have been installed.

## **1.5 The existing public transport network**

- 1.5.1 A step change in the provision of public transport provision will be required to achieve these objectives in Aberdeen in the longer term. Existing rail network is constrained and poses limited opportunities for a step-change in provision. Table 1.1 shows that travel to work within the study area had 0.8% of journeys made by train in the 2011 census data. This reflects the limited opportunities for obtaining modal shift of peak period trips from car to train, especially since the nearest rail stations are Aberdeen to the north, and Portlethen to the south, which has a limited service since not all trains stop there.
- 1.5.2 Proposals are being developed which would deliver a more frequent train service between Montrose and Inverurie, serving all stops, including a proposed new station at Kintore. Therefore, a modest modal shift to rail could be applied in due course, for journeys through the Wellington Road corridor.
- 1.5.3 Current challenges for increasing the mode split for bus services include the speed and reliability of journeys, the cost of fares and coverage of the network, among other factors. The image of bus travel is also a significant barrier to overcome in this region if more people are to be encouraged to use public transport. Attracting passengers to use the train does not appear to suffer the same problem.
- 1.5.4 The A956 Wellington Road corridor currently suffers from punctuality and reliability issues, and some services have been diverted off it during peak periods. Whilst there is a northbound bus lane at the north end, the hours of operation are limited to 0730 – 0930 and 1600 – 1800, Monday to Saturday. Bus lane times of operation have been extended for Great Northern Road (0730 – 0930 and 1500 – 1830) so hopefully further time extensions will be applied to other bus lanes. Given the industrial nature of the study area, there have been requests for an earlier start in the morning, both for the existing bus lane and for any additional bus lanes which may be provided.
- 1.5.5 A primary objective of this study will be to restore all services to the corridor with enhanced punctuality and reliability, then build on this as services are added, e.g. from the A90 (South) Park and Choose site proposed near Portlethen.

## **1.6 Freight**

- 1.6.1 As part of establishing a new Roads Hierarchy which will be applied after completion of the AWPR, some 700 road signs are being reviewed and a key objective is to route freight traffic onto the most appropriate routes. Wellington Road will be developed as a key freight corridor leading to the existing harbour and the proposed harbour at Nigg Bay, for which routing will be from the south via Wellington Road, Hareness Road and Coast Road.
- 1.6.2 Journey time and reliability will be key criteria used by the freight industry in determining the success, or otherwise, of using Wellington Road as a key freight route. The European Union funded project, CIVITAS Portis, has awarded funds to

Aberdeen City Council, in partnership with others, to help deliver innovative ways of improving access to the harbours and airport. The project funding started on 1 September 2016 for a period of 4 years, and it is expected that the freight feasibility work shall need to be completed within the first 12 months. There are freight strands within this project which this study should take into account in relation to TP02 – Facilitate efficient movement of freight in the corridor (see 2.5.1).

## **1.7 Study aims**

- 1.7.1 This study will be taken forward in the context of the Strategic Development Plan, the Regional Transport Strategy and the Strategic Infrastructure Plan. Underneath these strategic documents, sit a range of local plans and more detailed action plans which are also of relevance, including Local Development Plans and Local Transport Strategies of the two councils as well as the Nestrans Rail Action Plan, Bus Action Plan, Health and Transport Action Plan, Active Travel Action Plan, City Centre Masterplan and Roads Hierarchy, links to which can be found on the Council and Nestrans websites respectively.
- 1.7.2 This work should be undertaken in line with Scottish Transport Appraisal Guidance (STAG) part 1 appraisal stage, and it will include review of the transport planning objectives for the study area and full consideration and appraisal of options, all of which are available from the Pre-Appraisal report (see 2.5 and 2.6).

## **1.8 Study area**

- 1.8.1 The study area for the improvement of multi-modal transport options in the A956 Wellington Road corridor, which stretches for approximately 3 miles between the A90(T) / A956 Charlestown Interchange and Queen Elizabeth Bridge, is outlined in Annex A.
- 1.8.2 Within the identified study area, the following committed developments will need to be taken into consideration:
- Loirston mixed use development
  - Craiginches Prison redevelopment into housing (land is being reserved for ACC to widen Wellington Road)
  - A new “School for the South” – vehicular access via Wellington Circle
  - City Park offices located off Hareness Road
  - Aberdeen Harbour Expansion, located at Bay of Nigg
  - Aberdeen Energy from Waste incinerator plant, located off Greenbank Crescent
  - Motor showroom on the former Glencraft site opposite Greenbank Road, which involves a change in access arrangements off Wellington Road
- 1.8.3 The above list is not exhaustive and evolves as new planning consents are granted. To the north of the study area, there is the Aberdeen City Centre Masterplan which has been approved recently. Also, consideration would have to be given to any other potential constraints that could be considered significant in the context of the study area.

## 1.9 Committed infrastructure and other relevant considerations

1.9.1 There are a number of already committed infrastructure schemes which are due for completion in the next 5-6 years and which should form part of the baseline situation against which any new options are appraised as part of this study. These include:

- Aberdeen Western Peripheral Route (2018);
- Dualling of the A90 Balmedie –Tipperty (2018);
- Dyce Drive link road (opened in August 2016);
- A96 Park and Choose, Dyce (under construction – due for opening early 2017);
- A90(S) Park and Choose, Portlethen (no programmed date);
- The Diamond Bridge (opened in May 2016);
- Haudagain roundabout improvements (to be delivered on completion of the AWPR)
- South College Street improvements (previously approved design - currently under review);
- Berryden Corridor improvements (design in progress – current published delivery timescales 2017/18);
- City Centre Masterplan (no programmed date);
- CIVITAS Portis EU-funded transport projects (2016-2020);
- Aberdeen to Inverness rail improvements, including re-doubling the track between Aberdeen and Inverurie (advanced works currently underway) and a new rail station at Kintore (no programmed date).

1.9.2 The study should also take into consideration the longer term aims and objectives for the entire Aberdeenshire area, contained within the following documents:

- NESTRANS Regional Transport Strategy ([available here](#))
- Aberdeen City and Shire Strategic Development Plan ([here](#))
- Aberdeen City Local Development Plan ([here](#))
- Aberdeenshire Local Development Plan ([here](#))
- Regional Economic Strategy ([here](#))
- Aberdeen City Strategic Infrastructure Plan ([here](#))
- Locking in the Benefits Study ([here](#))
- Aberdeen City Local Transport Strategy ([here](#))
- Aberdeenshire Local Transport Strategy ([here](#))
- City Centre Masterplan ([here](#))
- Air Quality Action Plan ([here](#))
- Routes to school study for the new School for the South ([here](#))
- Regional and the 2 local active travel action plans ([Regional](#), [City](#), [Shire](#))
- Freight Action Plan ([here](#))
- New Roads Hierarchy (under preparation)
- Bus Quality Partnership (under preparation)
- Cross City Connections (under preparation)

1.9.3 A timeframe for committed transport infrastructure projects and longer term aspirations for the north east is provided in Annex C. One particular intervention to note is the on-going STAG study looking at improved capacity over the River Dee. Details of this study can be found at the following weblink:

[Bridge of Dee Study](#)



- 1.9.4 Finally, there is a need to review the Southern Approach Segregation and Prioritisation High Occupancy Vehicle / Large Vehicle (HOV/LV) Lanes study, which was commissioned by Aberdeen City Council and NESTRANS. This study culminated in a report entitled Demonstration Project Feasibility Study, dated December 2009 (available here). The conclusions indicated that a trial HOV lane is physically, safely and legally achievable subject to approval by Scottish Ministers on the A90(T) northbound, between the A956 Charlestown Interchange and Cairngorm Road. The HOV lane in conjunction with measures such as the Park & Choose (site proposed adjacent to A90(T) at Portlethen) could provide a means to lock in the benefits of the AWPR for those travelling by public transport and in vehicles with more than one occupant.

[Southern Approach Segregation and Prioritisation \(HOV/LV\) Lanes](#)

## **2 REQUIREMENTS OF THE BRIEF**

### **2.1 General**

- 2.1.1 This brief will form the second stage of a study to examine the options and potential for maximising connectivity along the Wellington Road corridor, between the trunk road network to the south of the city, and the city centre. This work should be undertaken in line with Scottish Transport Appraisal Guidance (STAG) and will include consideration of Pre-Appraisal options for achieving the transport objectives set in the Pre-Appraisal report. A comprehensive land search has been undertaken recently, which will be made available to the Consultants to enable them to provide commentary on likely impact on landowners for various options.
- 2.1.2 The key stages of the part 1 appraisal of the STAG process should include the following elements:

### **2.2 Inception meeting with client group**

- 2.2.1 Aberdeen City Council will be the key client contact for the study however all progress meetings will include representatives from the client group consisting of:
- NESTRANS;
  - Aberdeenshire Council;
  - Aberdeen City Council.

An Inception workshop will be held with key representatives from the client group.

- 2.2.2 An inception report shall be prepared and approved following the inception workshop. It should be based on the following elements:
- the consultant's understanding of the scope of the work;
  - their detailed approach to the study;
  - a detailed project programme including the key stages and milestones, schedule of deliverables and meetings;
  - details of client team;
  - spend profile, which should cover the anticipated staffing cost associated with the public consultation; and
  - project management approach.

- 2.2.3 The inception report should also include a detailed plan of the consultation exercise to be undertaken.

## **2.3 Review of issues, problems and opportunities**

- 2.3.1 The consultant shall use the Pre-Appraisal report to review the anticipated issues, problems and opportunities of the study area in the long term, beyond the timeframe of already committed infrastructure projects such as the AWPR (the full list is identified in section 1.8.1) and projects identified in the current Strategic Development Plan and Regional Transport Strategy to 2035.
- 2.3.2 In assessing problems and opportunities affecting the corridor, reference should be made to STAG technical database, section 2. In particular, paragraph 2.5 of the guidance which confirms:

*“it is important to recognise that actual and perceived problems or opportunities within the transport system must be the rationale for a STAG study.*

*Perceptions of problems or opportunities with the transport system, as identified by users, operators, the public at large and politicians can be as equally important as problems that can be quantified through data analysis.*

*The analysis of problems should look beyond the immediate manifestation of problems on the transport system. The analysis should, instead, explore the root causes and consequences of problems. At this phase of the Pre-Appraisal process, opportunities for improvements to the transport system and the way it is used should be thoroughly explored.*

*Practitioners should ensure that an appropriate analysis of data has been undertaken to provide a robust evidence base for the study before proceeding to more detailed appraisal.”*

## **2.4 Consultation**

- 2.4.1 The Consultant shall be responsible for undertaking consultations with the various stakeholders, the public and other interested parties in the course of undertaking the STAG 1 assessment..
- 2.4.1 In their tender, the consultant should identify their proposed approach to consultation including the timing, scale and extent of this part of the work and the key stakeholders that they feel should be consulted with, and how the public will have an opportunity to provide input.
- 2.4.2 Consultation with stakeholders and communities should include, but not be limited to:
- NESTRANS
  - Aberdeen City Council, including planning, transport, economic development and environmental sections
  - Aberdeenshire Council, including planning and transport sections
  - Transport Scotland
  - Aberdeen City and Shire Strategic Development Planning Authority
  - Scottish Enterprise
  - Local Councillors, MPs & MSPs
  - Community Planning Partnership
  - 4 Community Councils, south of the River Dee

- Businesses and communities within the study area
- Stagecoach Bluebird
- First in Aberdeen
- Freight Transport Association
- Road Haulage Association
- Local freight operators
- Sustrans
- CTC Right to Ride – cycling organisation
- Aberdeen Cycle Forum
- Police Scotland
- Federation of Small Businesses
- Aberdeen & Grampian Chamber of Commerce

2.4.3 The Consultant shall identify those bodies which should be consulted and the extent of consultation required. A number of meetings with the Statutory Consultees may be joint meetings, so Nestrans and the two Councils can assist in identifying existing networks or contacts. The wider public consultation method should also be outlined.

2.4.4 The results of all consultations shall be set out clearly in the STAG part 1 report. Copies of correspondence and minutes of meetings shall be provided to the Employer.

## **2.5 Transport Planning Objectives**

2.5.1 The consultant shall review the transport planning objectives which were set in the pre-appraisal report, to check that they continue to be consistent with the overall aims of the study and wider objectives of national, regional and local policy:

- TP01 – Provide greater priority to sustainable modes of transport on the corridor and facilitate locking in the benefits of the AWPR
- TP02 – Facilitate efficient movement of freight on the corridor
- TP03 – Reduce and manage traffic demands at key pinch points on the corridor
- TP04 – Improve accessibility to employment areas on the corridor
- TP05 – Promote a corridor which is safe for all users
- TP06 – Promote a transport corridor which supports air quality improvement strategies and improves public health

The objectives should continue to reflect medium term aspirations beyond the delivery of the AWPR.

## 2.6 High Level Options

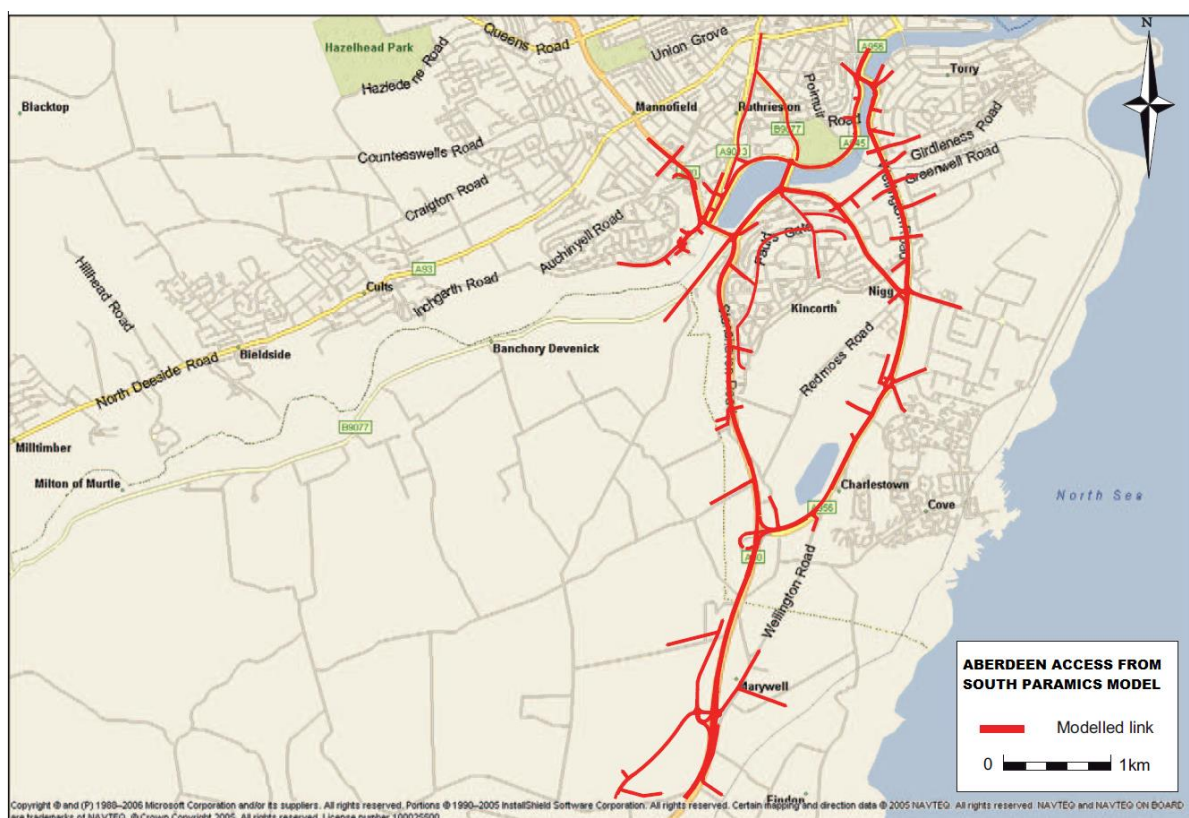
- 2.6.1 In assessing the options which came out of the pre-appraisal report, the Consultant shall provide a quick review of the issues, problems and opportunities identified; the aspirations and needs of the public, and businesses, including new communities within the study area; as well as consideration of future traffic, engineering and environmental conditions and constraints.
- 2.6.2 Table 2.1 identifies the 18 options, and provides a critique of how each option could be treated. The consultant may wish to consider further options, packages or “hybrids” thereof, e.g. High Occupancy Vehicle Lanes. There may be a process of re-sifting these options as part of the inception or initial review process:

Ref	Pre-Appraisal Option	ACC Commentary
1	Pedestrian Improvements	Should form part of all schemes => not an option
2	Segregated Cycle Lanes	) ) Assess No. 2 against No. 3 to help
3	Off-Road Dual Use Cycleways	) ) select Preferred Option for Cycling
4	Craigshaw Drive Dual Use Cycleway	This is now being progressed by ACC
5	Toucan Crossing, Abbotswell Road	Would complement Nos. 3 + 4
6	Toucan Crossing, Langdykes Road	Off-corridor “extra” which could provide added value => not an option
7	More / Better Crossings at Southerhead + Hareness Roundabouts	Could be integrated into Nos. 9 + 10
8	Shared Bus / HGV Priority Lane	Assess against No. 15
9	Southerhead Roundabout Improvements	Consider signalised scheme drafted by ACC
10	Hareness Roundabout Improvements	Consider signalised scheme drafted by ACC
11	Road Widening at Former Prison Site	Options = Dual carriageway or vehicle priority lanes (Northbound and/or Southbound)
12	Restrictions at Central Reserves	Could be achieved as part of No. 10
13	Variable Message Signs (VMS)	) ) “Extra” which could complement No. 18
14	Corridor Sustainability Package	) ) “Extras” => not an option
15	Corridor Bus Quality Package	Primary focus is Bus Lane Revision v. No. 8
16	Corridor Low Emission Zone Package	Issues with practicality of Banning High Emission HGVs; remainder of package fits into No. 8
17	Corridor Right-Turn / Traffic Signal Priorities Review Package	Could be assessed as part of selection process between Nos. 8 + 15
18	Directional Signage Review	“Extra” which could complement VMS (No. 13)

**Table 2.1: High Level Options to be Developed**

## 2.7 Option appraisal

- 2.7.1 All options should be appraised against the transport planning objectives and the STAG criteria of environment; safety; economy; integration; and accessibility and social inclusion.
- 2.7.2 A high level appraisal of the feasibility, affordability and public acceptability of each option should be undertaken in line with STAG Part 1 guidance. Public acceptability should be a reflection of key stakeholder and public views on option appraisal outcomes, which would then be summarised into the assessment summary tables. Options which merit more detailed quantitative appraisal should be identified and justification provided for those set aside.
- 2.7.3 A “Do Minimum” scenario needs to be developed as a baseline option. This should comprise all reasonable pedestrian improvements identified in the Pre-Appraisal report. Various improvement options can then be assessed, sometimes in tandem as a comparison exercise, e.g. No. 2 v. No. 3; No. 8 v. No. 15 (Bus Lane Revision).
- 2.7.4 To enable quantitative assessment to be undertaken as well as qualitative assessment of options, traffic modelling should be employed to compare journey times for various modes of transport. Depending on the options identified for more detailed development and appraisal, the geographic scope of the corridor under examination may be refined and focussed at this stage.
- 2.7.5 The Employer will supply the “Access from the South” PARAMICS traffic model to the successful Consultant. This can be used to compare various scenarios in terms of end-to-end journey times for priority traffic and general traffic. The Consultant shall require to submit a PARAMICS model audit report, for the Employer to approve any traffic modelling work undertaken.



## **2.8 Reporting**

2.8.1 In addition to monthly progress reports, there will be two key reporting stages:

- a) Inception report, as described in 2.2 above;
- b) STAG part 1 appraisal report in line with the requirements of the STAG process, to be both comprehensive and proportionate. This shall include outcomes of the community / key stakeholder / public engagement.

2.8.2 Each report shall be approved by the client group before progressing to the next stage. The Consultant shall allow adequate time for the Employer to consider drafts of the above 2 reports, before they can be finalised.

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### **3 PROJECT MANAGEMENT**

#### **3.1 Study Management**

- 3.1.1 The study will be managed by a steering group comprising of staff from Nestrans, Aberdeen City Council, and Aberdeenshire Council. Nominated officers for the posts of Project Director and Project Manager are set out below. Any change of nominated officers will be notified in writing to the Consultant.
- 3.1.2 The Project Director for this study will be responsible for the strategic direction of the Project and Employer policy input. They will also be responsible for approving all deliverables and will have overall responsibility for project cost control and programme. The post holder is required to authorise all recommended variations to the study, brief, budget and programme.
- 3.1.3 The Project Director for this study will be Joanna Murray, Team Leader – Transportation Strategy and Programmes, Aberdeen City Council.
- 3.1.4 The Project Manager is the co-ordinator and day-to-day manager of the project and point of contact for all project enquiries and submissions. The postholder will be required to consider and make recommendations on all applications from the Employer and the Consultant for variations to the study, brief, budget and programme.
- 3.1.5 The Project Manager for this Scheme will be Mark Wilkie, Senior Engineer, Aberdeen City Council with support from Rab Dickson (Nestrans). Project Manager contact details are as follows:

Mark Wilkie  
Transport Strategy & Programmes  
Planning and Sustainable Development  
Communities, Housing and Infrastructure  
Aberdeen City Council  
Business Hub 4  
Ground Floor North  
Marischal College  
Broad Street  
Aberdeen  
AB10 1AB  
**Telephone:** (01224) 523482  
**E-mail:** [MWilkie@Aberdeencity.gov.uk](mailto:MWilkie@Aberdeencity.gov.uk)

- 3.1.6 The project client group (as set out in 2.2.1) may be consulted at critical stages in the study programme and will give approval for work to be undertaken during the course of the study. Representatives from other agencies or Scottish Government departments may be invited to join the client group to comment on study proposals.
- 3.1.7 An update on progress should be provided to the client Project Manager on a monthly basis and include a report on expenditure (actual v. forecast), programme update (actual v. forecast) and reporting of any key issues.

#### **3.2 Quality Management**

- 3.2.1 The Consultant shall comply with the requirements of BS EN ISO 9001 with respect to the operation of the quality management system for this study and shall provide the Employer with a draft copy of each issue of their Quality Plan.

- 3.2.2 The Consultant shall require to submit a validation report of any traffic modelling work undertaken, for approval by the Employer.

### **3.3 Written Approvals**

- 3.3.1 The Consultant shall in the execution of the commission seek written confirmation from the Employer for:
- Any amendments to the services brief;
  - Approval to employ sub-consultants and specialists;
  - Approval before incurring any additional costs;
  - Approval for changes to the programme;
  - Approval of staff changes;
  - Approval for consultations; and
  - Cost changes.

### **3.4 Progress Meetings**

- 3.4.1 Progress Meetings shall be held at monthly intervals or as necessary to review progress of the project towards agreed targets and to monitor and control project costs. Progress meetings shall also provide a formal mechanism to record the ongoing input by the Employer to the planning and execution of the Scheme. Ad-hoc meetings shall be held as necessary. Details of the purpose and outcome of all such meetings together with details of those in attendance shall be reported at the regular monthly progress meetings. Progress notes shall be circulated at least three working days prior to each progress meeting.
- 3.4.2 The Consultant's Project Manager and members of the Project Team as necessary shall attend progress meetings to advise on the progress of the various elements of the study. Minutes of all progress meetings shall be taken by a member of the Consultant's team and circulated in draft to the Employer's Project Manager within one week of the date of the meeting for approval prior to issue of the final minutes.

### **3.5 Submission Requirements**

- 3.5.1 Unless otherwise agreed, material for external publication shall be supplied in an electronic format, with diagrams and drawings in encapsulated postscript format with a Windows metafile preview. A supporting paper master copy shall also be supplied. Draft submissions should be made in MS Word format. All traffic models and material produced shall be owned by the Employer.

### **3.6 Programme**

- 3.6.1 The Consultant's programme shall include but is not limited to showing the key activities listed in section 3.1.4. It should detail each element of the programme, inter-dependencies, proposed progress meetings, as well as the schedule of draft and final deliverables.



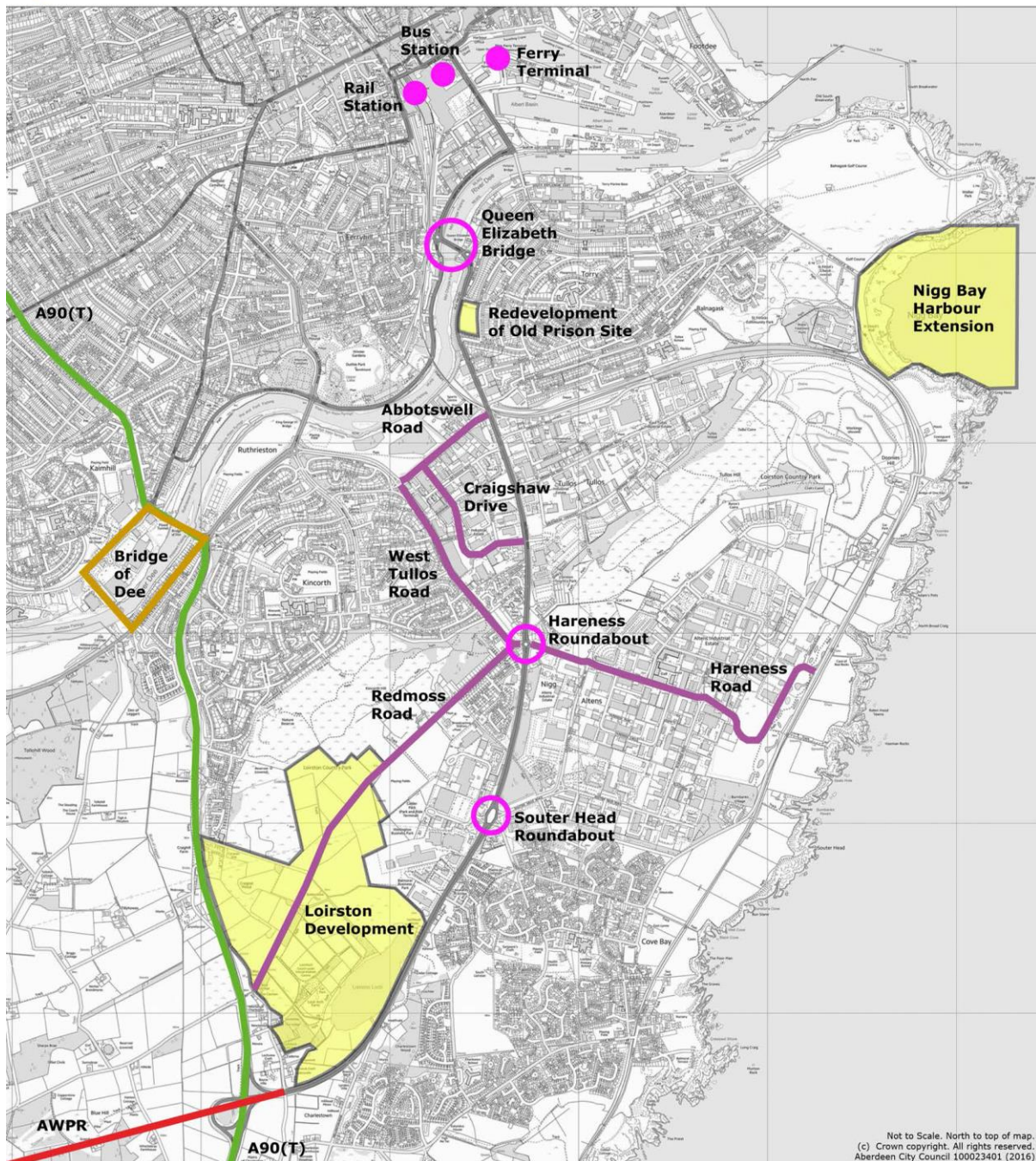
## ANNEX A: MAP OF THE STUDY AREA

The study area is shown on the map below, and the A956 corridor runs between the Queen Elizabeth Bridge and the A90(T) / A956 Charlestown Interchange.

### Wellington Road Study Area

#### Key

-  Development Sites
-  Transport Terminals
-  Road Junctions
-  Roads (Named)
-  A90 Trunk Road
-  Aberdeen Western Peripheral Route
-  Bridge of Dee replacement



## ANNEX B: LTS ACTION PLAN CAPITAL PROGRAMME 2016 – 2027

Capital Programme - Major Projects and Programmes - 2016/ 17 to 2026/ 27

Indicative Timescales

Ref No.	Major Project	Estimated Project Cost	Funding Available	Funding Gap	Resource Support	1	2	3	4	5	6	7	8	9	10	11+
						Confirmed NHCP 2016/ 17 to 2020/ 21					Subject to future NHCP reviews					
						2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27 +
	Roads Maintenance Programme	£70,000,000	£20,115,000	£49,885,000	ACC (PLANNED RENEWAL AND REPLACEMENT OF ROADS)											
	Nestrans Projects	£12,950,000	£6,475,000	£6,475,000	ACC (NHCP-NESTRANS CAPITAL GRANT)											
	ERDF Smart City Project	£353,000	£353,000	£0	EU/SG/ ACC COUNCIL TRAVEL PLAN											
	CIVITAS Portis Project**	£3,490,000	£3,490,000	£0	EU											
	Third Don Crossing	£21,000,000	£21,000,000	£0	ACC (NHCP)											
	A96 Park and Choose and Airport Link Road	£15,200,000	£15,200,000	£0	ACC (NHCP)											
	Aberdeen Western Peripheral Route	£800,000,000	£800,000,000	£0	ACC (NHCP-E26M)/ TS/ A'SHIRE											
	Street Lighting Improvements	£11,000,000	£11,000,000	£0	ACC (NHCP)											
	CCMP - Broad Street	£2,000,000	£2,000,000	£0	DEV CON/ ACC (NHCP - CCMP)											
	Haudagain Junction Improvements	£20,000,000	£20,000,000	£0	TS											
	Flood Prevention Schemes	£5,000,000	£5,000,000	£0	ACC (NHCP)											
	Berryden Corridor Improvements	£19,300,000	£19,300,000	£0	ACC (NHCP)/ NESTRANS/ SUSTRANS											
	CCMP - Union Tce/ Bridge St/ Market St	Being confirmed	Being confirmed	Being confirmed	Being confirmed											
	South College Street Corridor Improvements	£5,410,000	£5,410,000	£0	ACC (NHCP)/ NESTRANS											
	Wellington Rd - Multi Modal Corridor Study - STAG 1+2	£200,000	£80,000	£120,000	ACC BLE/ NESTRANS/ EU											
	Wellington Rd - Multi Modal Corridor Study - Outcome Delivery	Being confirmed	Being confirmed	Being confirmed	ACC (NHCP-ACTIVE TRAVEL)/ NESTRANS/ DEV CON/ SUSTRANS											
	Wellington Rd - Souterhead Junction Improvements	Being confirmed	Being confirmed	Being confirmed	ACC (NHCP)/ DEV CON											
	AWPR-LIB A90 Junctions Review	Being confirmed	£100,000	Being confirmed	ACC (NHCP-ACTIVE TRAVEL)/ NESTRANS/ SUSTRANS											
	AWPR-LIB Parkway Review	Being confirmed	Being confirmed	Being confirmed	ACC (NHCP-ACTIVE TRAVEL)/ NESTRANS/ SUSTRANS											
	AWPR-LIB Radial Corridor Priorities	Being confirmed	Being confirmed	Being confirmed	ACC (NHCP-ACTIVE TRAVEL)/ NESTRANS/ SUSTRANS											
	AWPR-LIB Active Travel Corridors	Being confirmed	Being confirmed	Being confirmed	ACC (NHCP-ACTIVE TRAVEL)/ NESTRANS/ SUSTRANS/ AWPR OFFSET MITIGATION BUDGET/ DEV CON/ OTHER											
	AWPR-LIB Construction	Being confirmed	Being confirmed	Being confirmed	ACC (NHCP-ACTIVE TRAVEL)/ NESTRANS/ SUSTRANS											
	A96 Dyce Cumulative Impact - GS and Dual	£7,952,000	Being confirmed	Being confirmed	DEV CON											
	A96 Dyce Cumulative Impact - STAG and Option appraisal	Being confirmed	Being confirmed	Being confirmed	DEV CON											
	Rail - Main Line Improvements	£170,000,000	£170,000,000	£0	SG/ TS/ NETWORK RAIL											
	Rail - Local Rail Improvements	Being confirmed	Being confirmed	Being confirmed	SG/ TS/ NETWORK RAIL											
	Wellington Rd - Hareness Junction Improvements	Being confirmed	Being confirmed	Being confirmed	ACC (NHCP)/ DEV CON											
	CCMP - Guild Street/ Station Gateway	£5,500,000	Being confirmed	Being confirmed	ACC (NHCP-CCMP)/ DEV CON/ RAIL OPERATOR											
	Bridge of Dee/ new river crossing	£70,000,000	£75,000	£69,925,000	NESTRANS/ DEV CON/ ACC (NHCP)/											
	CCMP - Com/ Vir & Com/ B Boul Junction Improvements	Being confirmed	Being confirmed	Being confirmed	ACC (NHCP-CCMP)/ DEV CON											
	CCMP - Union Street	£9,600,000	Being confirmed	Being confirmed	ACC (NHCP-CCMP)/ DEV CON											
	CCMP - Mounthooly Junction Improvements	Being confirmed	Being confirmed	Being confirmed	ACC (NHCP-CCMP)/ DEV CON											
	CCMP - Schoolhill/ George St area	£1,200,000	Being confirmed	Being confirmed	ACC (NHCP-CCMP)/ DEV CON											
	Wellington Rd - Craiginches Improvements	Being confirmed	Being confirmed	Being confirmed	ACC (NHCP)/ DEV CON											
	A944 Cumulative Impact STAG and Option appraisal	£100,000	Being confirmed	Being confirmed	ACC (NHCP)/ DEV CON/ A'SHIRE											
	Cross City Connections - STAG OPTION APPRAISAL	Being confirmed	£180,000	Being confirmed	ACC (NHCP-ACTIVE TRAVEL)/ NESTRANS/ SUSTRANS/ DEV CON											
	CCMP - Other projects	£18,700,000	Being confirmed	Being confirmed	ACC (NHCP-CCMP)											
	A96 Dualling	Being confirmed	Being confirmed	Being confirmed	SG/ TS											

INDICATIVE TOTALS(WHERE FIGURES ARE KNOWN) **£1,268,955,000** **£1,099,778,000** **£126,405,000**

DEVELOP
DESIGN
DELIVERY
REVIEW

\*Costs referenced from BDP Business Case except Broad Street which are latest estimates  
 \*\*CIVITAS funded in Euros - this sterling conversion is based on estimated rate of exchange of 1.16308 as at 11-8-16

NHCP = Non Housing Capital Programme  
 ACC = Aberdeen City Council  
 ERDF = European Regional Development Fund  
 A'Shire = Aberdeenshire Council  
 TS = Transport Scotland  
 SG = Scottish Government  
 AWPR-LIB = Aberdeen Western Peripheral Route - Locking in the Benefits  
 CCMP = City Centre Masterplan  
 EU = European Union  
 Dev-Con = Developer Contributions



## ANNEX C: KEY INFRASTRUCTURE TIMESCALES

	Short term - next 5/6 years	Medium term to 2035 and end of current RTS & SDP period	Long Term - Aspirational beyond 2035)
Committed schemes and infrastructure to address current congestion issues.			
AWPR	Delivery		
Balmedie - Tippetty			
A96 Park and Ride			
A90 Park and Ride			
3rd Don Crossing			
Haudagain improvements			
Dyce Drive link road			
Locking in the Benefits (public transport, cycling & walking)			
South College Street improvements			
Berryden corridor improvements			
City centre pedestrianisation			
New rail station at Kintore			
Facilitating growth and the delivery of the Strategic Development Plan			
Parkway, Persley Bridge and Parkhill junction and capacity improvements (to be funded through Strategic Transport Fund)	Planning	Delivery	
Capacity improvements and upgrade AWPR Kingswells North Junction (to be funded through Strategic Transport Fund)			
Upgrade to A944 junctions and safety / limited capacity improvements on access to A93 (funded through Strategic Transport Fund)			
A956 / A90 junctions capacity improvements and River Dee Link (funded through Strategic Transport Fund)			
Bus priority measures, bus frequency improvements and additional bus services (funded through Strategic Transport Fund)			
Strategic Cycle network			
Aberdeen Harbour expansion			
Aberdeen Airport expansion / potential runway extension			
A96 dualling			
Aberdeen - Inverness rail improvements			
Long term aspirations beyond the current SDP and RTS			
Rapid transit - cross city routes	Feasibility	Planning	Delivery
Rapid transit - radial routes (including potential for re-opening the rail line to Fraserburgh & Peterhead)			

Potential to contribute to longer term aspirations

Potential to contribute to  
longer term aspirations