

**From:** LIVINGSTONE Deborah [REDACTED]

**Sent:** 15 May 2019 09:45

**To:** Andrew Brownrigg [REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED] Issues Report - Transport Scotland response - 15th May 2019

Hi Andrew / Sandra,

Please find attached Transport Scotland's response on the Main Issues Report. Apologies it is a couple of days late. If you wish to discuss any of the response further please dont hesitate to get in touch.

It was very good to meet you both and I look forward to speaking with you again as the plan progresses.

Regards,  
Debbie

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Thank you for meeting on the 26<sup>th</sup> April, it was very useful to discuss the LDP and specific transport considerations. Please find below Transport Scotland's response on the Main Issues Report.

We discussed at the meeting on the 26<sup>th</sup>, and have previously raised concerns in the response to the draft MIR, regarding the absence of an appropriate mechanism to replace the Strategic Transport Fund (STF). Transport Scotland had expected this to be included as a 'Main Issue'. It now understands, through the discussion, that the Councils (both City and Shire) have no appetite to pursue a replacement to seek developer contributions to mitigate the cumulative impact on the trunk road network, which was previously identified through the Cumulative Transport Appraisal (CTA). This is extremely disappointing given the examples of such mechanisms being employed within other Planning Authorities.

There are further concerns that STF schemes identified through the 2010 CTA study have now been included within the SDP transport appraisal modelling work as potential mitigation of the cumulative effects of proposed development, with no current means of delivery, nor a desire from the Council to develop such a mechanism.

From a Development Management perspective, Transport Scotland has already responded positively on a large number of applications, comprising significant levels of development, for sites identified in the currently adopted development plan. Whilst these sites were shown to have an impact on the trunk road network, the positive responses from Transport Scotland were made on the basis that such impacts would be mitigated through the network improvements detailed in the CTA with a funding and delivery mechanism defined within the STF.

We note that the SDP modelling undertaken is a representation of a full and, possibly, optimistic build out rate, thus the STF schemes may not be required for some time. Future funding streams such as a second City Deal were discussed, however there are currently no plans for a second City Deal and any inclusion of schemes within STPR2 are currently unknown and long term with no details surrounding funding or delivery. Consequently, further evidence and discussion over the need for the STF schemes and their funding and delivery will be required. This may be forthcoming as the SDP modelling is refined for the LDP, as discussed briefly, although further clarification on this would be required as part of the consultation process on the Proposed Plan.

Furthermore, an update on the Council's position on the Dyce area transport appraisal would be welcomed given the level of infrastructure identified as required, in addition to the STF schemes, to deliver the levels of development allocated in the previous plan. Again, from a Development Management perspective Transport Scotland have restricted the scale of development on planning applications until such time that a funding mechanism and programme for delivery of the identified improvements has been agreed.

Transport Scotland is understandably concerned that in the absence of the STF, and with no alternative contribution mechanism being developed, the schemes identified and included within the current SDP modelling for Aberdeen through the 2010 CTA work will not be delivered. This may result in an unacceptable impact on the trunk road network given the level of development consented predicated on the schemes' delivery. Transport Scotland will need to consider the full implications if this position is continued within the Proposed Plan, and how it is able to respond positively in such a circumstance.

In relation to the preferred new development locations for inclusion in the forthcoming plan, Transport Scotland recognises that the potential impact on the trunk road or rail network of these sites is not significant. This is, however, relative since the increase from this proposed development

is compared against the adopted plan, for which infrastructure improvements were identified through the STF process to facilitate delivery.

It is welcomed that the plan is looking into other methods of reducing the need to travel and maximising active travel and public transport, including undertaking a Roads Hierarchy Study. The work the Council is undertaking appears proportionate and in line with DPMTAG, and producing a Background report was discussed which may be an ideal place to succinctly set out the transport work the Council is undertaking, which can be published alongside the Proposed Plan. It is important this links to, and sets out the need for, any required transport infrastructure measures detailed in the LDP. Transport Scotland would welcome early sight of this and can offer assistance if required.

We understand the SDP modelling work is progressing to include the Aberdeen City potential housing land sites and an update will be provided on this in due course. As mentioned at the meeting Transport Scotland would welcome further involvement in the progress of the modelling as it and the plan progress in tandem, particularly if it may shed further light on the need for the STF schemes. The timetable for the production of both allows sufficient time for the LDP to be shaped and informed by the modelling outputs.

Transport Scotland offers support as required and would be pleased to assist in reviewing draft elements, chapters or policies while the plan is being drafted.

Happy to discuss any of this further and look forward to future collaboration.