

To:- Councillors R Milne, Chairperson, P J Argyle, Vice Chairperson, P W Bellarby, J Corall, J B Cox, A Finlayson, R Grant, R J Merson, N J Smith, R Thomson, B A Topping and I Yuill

Aberdeen City Substitute Members:

B Comrie, S Delaney, A Donnelly, A Graham, J Morrison and A Taylor

Aberdeenshire Substitute Members:

G J Clark, A Gardiner, I W Gray, M C Kitts-Hayes, G Owen and S W Smith

STRATEGIC DEVELOPMENT PLANNING AUTHORITY

WEDNESDAY, 10 DECEMBER, 2014 at 2.00PM

COMMITTEE ROOM 2, WOODHILL HOUSE, ABERDEEN

Your attendance is required at a meeting of **STRATEGIC DEVELOPMENT PLANNING AUTHORITY to be held on WEDNESDAY, 10 DECEMBER, 2014 at 2.00PM at the above address.**

5 December, 2014

Director of Business Services
Aberdeenshire Council

BUSINESS

2nd ADDITIONAL CIRCULATION

2. **Draft Supplementary Guidance – Strategic Transport Fund (Appendix 4)**

Should you require any further information about this Agenda, please contact Frances Brown, Tel, (01224) 665117 or email frances.brown@aberdeenshire.gov.uk

APPENDIX 4: CTA Addendum

An Addendum to the 2010 Cumulative Transport Appraisal (CTA) will be prepared which includes the following table along with an explanation of what it means.

The report of the Aberdeen City and Shire Strategic Development Plan (SDP) Examination identified potential weaknesses in the evidence presented in establishing clear links between new development and the Strategic Transport Fund (STF) interventions. In light of this, the Aberdeen City and Shire Strategic Development Planning Authority (SDPA) commissioned Systra to re-run the transport model to provide more clarity on the links.

The table on the following page presents an updated version of the table 7.2 of the Cumulative Transport Appraisal, incorporating three significant changes:

- 1) The new table identifies the percentage of trips to/from a particular development zone which make use of the specified pieces of new infrastructure. This is significantly different from the original table which identified the percentage of trips using the infrastructure which came from the particular development zones. This has the effect of focusing on the new development without being distracted by the 'background noise' of the travel movements associated with existing development.
- 2) The development zones used in the model have been more closely aligned with the development allocations and more effectively excluded existing development. This has impacted on Ellon, Inverurie and Maidencraig in particular, creating a more accurate indication of the links to the various transport interventions.
- 3) Two pieces of infrastructure have been removed from the modelling (Fastlink Junction at Elsick and the Loriston Link) as these were modelled in the initial assessment but not taken forward as STF schemes due primarily to the fact that they were shown to be almost entirely used by traffic generated by one specific development and therefore deemed to be required to address local rather than cumulative impacts.

The table now demonstrates a clear link between each of the development zones and the cumulative interventions.

However, the purpose of this modelling was to establish a link between the sites and the required STF interventions – it was not to assess the strength of that relationship or to identify all impacts across the network from each development. To do this, strategic modelling at this level is inadequate as it cannot accurately measure this without a significantly greater level of detailed modelling – in effect a Transport Assessment for each development.

A good example of this can be seen in relation to the Chapelton of Elsick development where, in addition to 8.39% of traffic from the new settlement using a new link over the River Dee, a significant quantity of traffic from the development will also use the existing bridge and it would be the total traffic which would get closer to identifying the full scale of impact. Modelling would need to identify and quantify all the necessary interactions to come up with a method of apportioning costs on a more site-specific basis.

ASAM4 Development Related Traffic Proportions - LDP Cumulative Transport Appraisal:
Updated ASAM 2023 Scenario which excludes Chapelton of Elsick Connection to Fastlink & Loirston Link to A90 (Test ID K06 C8)

Updated - Table 7.2: Proportion of New Development Traffic using Road Infrastructure
(Compared against Total Level of New Development Area Traffic)

Development Zone	Road Network Infrastructure							
	Persley Bridge	A947	A96 East of AWPR	KW North	A944	New Br. of Dee	Loirston Link	Fastlink Elsick
Ellon	1.86%	8.08%	0.64%	1.32%	1.14%	0.11%		
Inverurie	1.73%	1.29%	19.92%	1.94%	4.45%	0.15%		
Blackdog	2.42%	7.75%	1.00%	2.84%	2.00%	0.38%		
Murcar / Dubford	10.70%	5.40%	0.21%	2.33%	0.37%	0.82%		
Whitestripes	45.63%	6.18%	3.41%	4.12%	0.21%	1.12%		
Stoneywood	9.24%	9.24%	10.39%	15.52%	0.27%	0.40%		
Craibstone	7.16%	1.06%	20.97%	16.53%	0.58%	0.17%	NA - Removed	
Greenferns SHLR	15.74%	1.89%	7.04%	0.02%	8.03%	1.01%		
Maidencraig	6.26%	0.42%	2.92%	0.48%	19.25%	1.86%		
Home Farm	5.31%	0.01%	0.87%	23.89%	24.64%	0.49%		
Countesswells	4.23%	0.02%	1.38%	1.34%	30.77%	1.68%		
Oldford	2.34%	0.04%	1.28%	3.32%	0.04%	6.34%		
Loriston	2.63%	0.09%	0.78%	1.89%	0.83%	8.23%		
Elsick	3.45%	0.10%	0.76%	1.46%	0.79%	8.39%		

Note that Craibstone also includes Rowett & Greenferns Landward traffic movements
Traffic movement proportions reflect daily two-way journeys associated with each development
There can be some double counting of traffic proportions where traffic originates from and is destined for new development sites