

Initial Appraisal		Intervention 152: Express Coach Service Facilities between Aberdeen and Inverness						
Estimated total Public Sector Funding Requirement:		Capital Costs/grant				£20m - 100m		
Summary Impact on Key Strategic Outcomes	Improve Journey Times and Connections Reduce Emissions Improve Quality, Accessibility and Affordability	---	--	-	0	+	++	+++
(Judgement based on available information against a 7pt. scale.)								
Intervention Description:								
Facilities along the corridor to support an express coach service between Aberdeen and Inverness. This would include high quality waiting facilities, real time passenger information, integration with rail and local bus services, bus priority measures and bus lanes.								
Summary: Rationale for Not Progressing								
While this intervention would provide some improvements to public transport competitiveness in the corridor, more significant benefits could be delivered for longer distance trips through the alternative public transport interventions being considered by the STPR.								

Table C152.1.1 STPR Objectives

STPR Objectives	
<p><u>STPR Objective 1:</u></p> <p>To improve connectivity, particularly by public transport between Inverness City Centre and the growth area to the east including Inverness Airport.</p> <p><u>STPR Objective 2:</u></p> <p>To improve journey time and increase opportunities to travel, particularly by public transport, between Aberdeen and Inverness.</p> <p><u>STPR Objective 3:</u></p> <p>To reduce the accident rate and severity rate to current national average.</p>	<p>1: Slightly Positive – The implementation of this intervention would improve bus service provision along the corridor length, encompassing the growth area to the east of Inverness and could therefore improve connectivity to and from Inverness City Centre.</p> <p>2: Slightly Positive – The implementation of bus priority measures and bus lanes could improve journey times for buses by providing priority over other vehicles and reducing the impact of increased congestion on this corridor.</p> <p>3: Slightly Positive – An express coach service and bus priority measures could potentially encourage modal shift and so there could be a reduction in the number of cars on the A96, which may help reduce accident and severity rates.</p>

Table C152.1.2 Key Strategic Outcomes

Key Strategic Outcomes (KSO's)		
Objective:	Assessment Summary:	Supporting Information:
Improve Journey Times and Connections:	Minor Benefit	Journey times would be improved for bus users as the use of bus lanes would reduce the impacts of congestion.
Reduce Emissions:	Minor Benefit	This intervention would encourage private vehicle users to change to public transport, potentially reducing transport related emissions.
Improve Quality, Accessibility and Affordability:	Minor Benefit	The quality of public transport provision would be improved through the implementation of high quality waiting facilities, real time information, and better integration between rail and local bus services.

Table C152.1.3 Implementability Appraisal

Implementability Appraisal	
Technical:	The intervention works include standard construction techniques and no new or untried technology.
Operational:	There is expected to be some disruption to road users whilst the bus lane markings are made. The other interventions made within this intervention will not cause significant operational difficulties to the existing network.
Public:	The public are aware of improvements of this nature and there would be an interest at both a local and regional level.

Table C152.1.4 Comparative Appraisal

Comparative Appraisal	
Intervention Hierarchy:	This intervention contains Level 1 and 2 aspects.
Interaction:	The improvements proposed under this intervention would work in combination with on intervention 56 (Inverness Bus Priority Measures and Park-&-Ride).
Mutually Exclusive:	This intervention is not mutually exclusive to any other intervention.

Table C152.1.5 Environmental Appraisal

Environmental Appraisal	
Assessment Summary	There are minor positive benefits of this intervention through the promotion of modal shift from car to coach, reducing congestion and potentially improving air quality and CO ₂ e emissions.