

Initial Appraisal		Intervention 67: Aberdeen Airport Public Transport Interchange						
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:								
Co-locate Aberdeen Airport terminal and railway stations on the same site to create a public transport interchange.								
Summary: Rationale for Not Progressing								
The costs of this intervention are considered to be high, relative to the potential benefits achieved. Other interventions in this urban network and adjacent corridors are likely to contribute more significantly to objectives and provide greater value for money.								

Table C67.1.1 STPR Objectives

STPR Objectives	
<p><u>STPR Objective 1:</u></p> <p>To improve accessibility, primarily by public transport, to and between the city centre, Dyce, the airport and southeast Aberdeen.</p> <p><u>STPR Objective 2:</u></p> <p>To promote continuing reduction in accident rates and severity rates across the strategic transport network.</p> <p><u>STPR Objective 3:</u></p> <p>To promote journey time reductions, particularly by public transport, between Aberdeen and the Central Belt primarily to allow business to achieve an effective working day when travelling between these centres.</p>	<p>1: Positive – Constructing a railway station at Aberdeen Airport would improve public transport accessibility to the Dyce area, although access to Altens would not improve in this intervention. The new rail link would open up new markets for rail and potentially increase its modal share of journeys in Aberdeen.</p> <p>2: Neutral– Provision of a new railway interchange at Aberdeen Airport would not improve accident incidence and severity rates across the transport network.</p> <p>3: Slightly Positive – Co-locating the Aberdeen Airport terminal and the rail station would result in a better integration of these transport modes, reducing interchange time and hence rendering public transport more attractive and easy to use.</p>

Table C67.1.2 Key Strategic Outcomes

Key Strategic Outcomes (KSO's)		
Objective:	Assessment Summary:	Supporting Information:
Improve Journey Times and Connections:	Minor Benefit	Train journey times to Aberdeen Airport are expected to be shorter than travel by bus. Connectivity between the airport and Aberdeen City Centre may be improved as a result of the rail link, however the benefits are considered to be largely local/regional.
Reduce Emissions:	Minor Benefit	Construction of a rail link to Aberdeen Airport has the potential to encourage modal shift from private car to rail thereby reducing vehicle emissions.
Improve Quality, Accessibility and Affordability:	Minor Benefit	Aberdeen Airport would potentially become more accessible to the public if a rail link is constructed. Any new rail link would provide improved quality for passengers.

Table C67.1.3 Implementability Appraisal

Implementability Appraisal	
Technical:	A rail link to Aberdeen Airport would require significant infrastructure works including new track, signalling and the construction of a new station.
Operational:	To operate the new services, additional rolling stock and train crew would be required and timetable amendments made. It is unlikely that any adverse factors will affect the operation of this intervention during its projected life.
Public:	Public interest in this intervention is likely to be significant and it is likely to have public acceptability due to the improvements in links to the airport.

Table C67.1.4 Comparative Appraisal

Comparative Appraisal	
Intervention Hierarchy:	This is a Level 3 intervention as it would require major infrastructure change.
Interaction:	This intervention would complement interventions 115 (Aberdeen Bus Priority Measures and Park-&-Ride Network) and intervention 162 (Suburban Light/Heavy Rail Services Across Aberdeen).
Mutually Exclusive:	This intervention is not mutually exclusive with any other intervention.

Table C67.1.5 Environmental Appraisal

Environmental Appraisal	
Assessment Summary	Air quality and CO ₂ e emissions are forecasted to benefit slightly from modal shift towards public transport as a result of this intervention. There are uncertain impacts on noise at this stage.