

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise Planning and Infrastructure
DATE	13 September 2011
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Strategic and Local Transportation Projects Update
REPORT NUMBER:	EPI/11/271

1. PURPOSE OF REPORT

The purpose of this report is to advise Members of the progress to date on various strategic transportation projects within Aberdeen City and the wider area. These strategic and local transportation projects flow from the development of the Regional Transport Strategy (RTS) produced by Nestrans, and the Council's own Local Transport Strategy (LTS).

2. RECOMMENDATION(S)

It is recommended that Members:

1. note the contents of this report, and
2. instruct officers to continue with the implementation of Traffic Regulation Orders regarding the Aberdeen – Blackburn (A96 Corridor) cycle path, in conjunction with Transport Scotland and Bear Scotland and to progress with minor infrastructure improvements this financial year, and
3. agree the proposed questionnaire response for submission to the Department of Transport, detailed in Appendix B on the consultation document entitled Developing a Sustainable Framework for UK Aviation, and
4. endorse development through Nestrans as outlined in Section 17 of the report.

3. FINANCIAL IMPLICATIONS

The various projects mentioned are being funded through various budgets including Nestrans. Details are included in the relevant sections.

4. BACKGROUND/MAIN ISSUES

Active Travel

1 Aberdeen – Blackburn (A96 Corridor) cycle path construction Phase 1 Haudagain and Auchmill Road sections.

- 1.1 Nestrans provided funding for 2009/10 to conduct a feasibility study to establish a coherent cycle route between Aberdeen and Inverurie, with Aberdeen City and Shire Councils undertaking feasibility studies in their respective areas. In 2010/11, Nestrans agreed to provide funding to conduct and produce a preliminary design with cost estimates of the chosen route. The outcome was the identification of sectional costs for appropriate phases of delivery for consideration of future Nestrans budgets.

The phases of possible construction were prioritised from the City outwards to create a continuous route to Blackburn, linking in with existing infrastructure.

- 1.2 This project was awarded £50,000 from the 2011/12 Nestrans budget for measures to further the detail of and commence the delivery of cycle provisions from the Haudagain Roundabout to an existing shared route which leads to Dyce Drive, identified as phase one and two.
- 1.3 This valuable link will provide a designated cycle route to Bucksburn, a large residential area, and links to existing routes on the A96 through to Dyce and Old Meldrum Road through to Stoneywood. At present there are no consistent provisions for cycle commuters along this busy city access route. The proposals have been developed with Aberdeen Cycle Forum (ACF) and BEAR Scotland representing the Trunk Road Authority with a continued involvement of both organisations throughout the process.
- 1.4 Cyclists would start or end the route at the existing pedestrian crossing point immediately west of the Haudagain Roundabout. There are relatively low volumes of pedestrian traffic along long sections of Auchmill Road's northern footway and it is proposed to promote shared cycle and pedestrian use along these stretches. This enables long lengths of cycle infrastructure to be provided at low cost, maximising use of these assets. A Traffic Regulation Order (TRO) would be required to enable this change of use. Minor junction improvements including dropped kerbs and tactile paving will be required for cyclists along this section.
- 1.5 At the junction of Old Meldrum Road and Auchmill Road there is an increase in pedestrian flows around Bucksburn's retail centre. It is necessary to divert the cycle route up Old Meldrum Road for a section as the existing northern footway along Auchmill Road is subject to restricted widths due to a bus stop, with little scope for widening the footway. It is proposed to resurface small sections of the existing footway on Old Meldrum Road to accommodate a shared use route on the eastern footway. This route could be extended up to Mugiemoor Road to join with the existing National Cycle Network Route 1. Street furniture is also being reviewed to ensure the width is maximised for

users. Dropped kerbs and tactile paving will be required at three crossing points.

- 1.6 Cyclists will then be directed on road along Malcolm Road. This will be signed as a recommended route and due to the low traffic flows along this stretch no infrastructure changes are required further to signage and dropped kerbs. From Malcolm Road it is proposed that existing footpaths are again designated for shared use allowing cyclist's access to Inverurie Road using the existing underpass beneath the A96.
- 1.7 A shared use path is proposed on the northern footway of Inverurie Road and this continues onto the southern footway along the A96. A series of minor junction improvements will be required here to ensure cyclists and pedestrians are able to cross at clear and safe locations.
- 1.8 Phase 1 is completed at the existing pedestrian crossing to the north west of the Sclattie Roundabout. At this point cyclists can cross the road to join the existing shared use path on the northern side of the carriageway, leading to the Airport Roundabout and onwards towards Dyce. It would be anticipated that this crossing point would be upgraded to a Toucan crossing when funding becomes available.
- 1.9 A layout of the proposals has now been produced and discussions are ongoing with Transport Scotland and BEAR as this work follows the trunk road corridor. Officers have agreed the extent of the works and the process for progression of the necessary Traffic Regulation Orders with trunk road officials.
- 1.10 The budget for this financial year will enable the TRO consultations to be undertaken and the necessary infrastructure changes implemented prior to any change of route status. In the event of the TRO being unsuccessful, pedestrian facilities will have been upgraded along the route, including resurfacing and dropped kerbs where required, therefore there would be no redundant or abortive works. Additional works will be carried out as and when funding becomes available.
- 1.11 Following implementation, monitoring will be required to ensure the measures are achieving their aims. ACF will again be involved with this process. As and when funding becomes available for further route progression, further updates to committee will be provided.

2 Bike Week 2011

- 2.1 This year's Team Green Britain Bike Week was from 18th-26th June 2011. To celebrate, Aberdeen City Council organised a number of events with Getabout, a partnership promoting sustainable travel in the north east.
- 2.2 The new Getabout Bike Roadshow made its debut appearance in the City at the Highland Games in Hazlehead on 19th June, followed by another public event on George Street on 23rd June. Delivered by Adventure Aberdeen on behalf of the Getabout partnership, the roadshow allows members of the public to try a variety of types of

bicycles (including recumbent bikes, tricycles, hand-powered bicycles and even a clown bike) for free. Council staff were on hand during both events to help deliver the roadshow, provide information on cycling to members of the public and to give away a selection of sustainable travel promotional items including copies of the Aberdeen Cycle Map. Both events were a great success with over 800 members of the public of all ages and abilities trying out a bike.

- 2.3 Smaller in scale but no less so in impact were another pair of bicycle roadshows delivered in Aberdeen City schools during Bike Week. Cults Primary School, as winners of a recent Walking and Cycling Challenge amongst four Aberdeen schools, was awarded the Roadshow for a day, while Riverbank School in Tillydrone hosted the other show, after winning a prize draw amongst Aberdeen schools. Despite the adverse weather on the day of the Riverbank event, feedback from both schools suggests that all the children involved had an extremely enjoyable and educational day, with the Deputy Head of Riverbank commenting: *Big, big thanks to yourself for choosing us and to the team that were with you for giving the children that experience. The kids seemed to have a ball – one of them came up to me really excitedly and said "I could go a bike even although I'd never been on one before!" He was so chuffed with himself - it was lovely.*

3 Schools Hands Up Survey 2010

- 3.1 In May this year, Sustrans released the Scotland-wide results of the Hands Up Survey 2010, which measures how children normally travel to and from school, allowing officers to compare the results for Aberdeen City with the Scottish average and the figures for comparable Scottish Cities.
- 3.2 The response rate from Aberdeen City schools, especially secondary schools, was well below the Scottish average (70.7% compared to 75.7% of primary schools and 36.1% compared to 52.4% of secondary schools).
- 3.3 Fewer schools in Aberdeen took part in the survey this year than in 2009, meaning the sample size has reduced from 16,285 to 11,783.
- 3.4 Although there has been a slight decline in the number of pupils walking to school in Aberdeen, which corresponds to a similar decline throughout the country, Aberdeen still has the highest walk to school rate of all Scottish local authorities and has the 3rd highest Active Travel to School rate behind only Edinburgh and East Lothian.
- 3.5 Cycling to school in Aberdeen has suffered a slight decline, while figures for Scotland as a whole have seen a slight increase. Aberdeen has the lowest cycle to school rate of Scotland's 4 major cities.
- 3.6 Scooter/skate to school figures are roughly in line with the Scottish average and other Scottish cities.
- 3.7 The percentage of pupils being driven all the way to school has increased since 2009, while Scotland as a whole has seen a slight

decrease, although figures for Aberdeen remain below the Scottish average. Aberdeen still has a lower percentage of children being driven to school than Dundee and Glasgow, although the percentage is slightly higher than Edinburgh's.

- 3.8 Bus travel to school has seen a slight decline, while the Scottish figure has remained fairly static, and is well below the Scottish average. Aberdeen has the lowest travel to school by bus rate out of the 4 cities, but, given that we have the highest walking rates and one of the lowest driving rates, this is not cause for concern.
- 3.9 This year's survey is due to take place during the week beginning Monday 12th September.

4 Sustrans Community Links Fund 2011/12

- 4.1 The Council has been successful in attracting £19,050 in match-funding from Sustrans' Community Links Fund 2011/12. This will be used to upgrade a short section of the National Cycle Network Route 1 by the Persley Walled Garden and to improve Core Path 47 which runs between Heathryfold and Auchmill Road.

5 Sustrans School Cycle Parking Fund 2011/12

- 5.1 Aberdeen City Council has been successful in attracting £12,600 from Sustrans Scotland to help fund new or improved cycle parking facilities at three schools within the City. By match-funding this from the Cycling, Walking and Safer Streets (CWSS) allocation, the Council now has a total of £21,000 to spend at these three schools.
- 5.2 Fernielea School is looking to provide shelters to their existing cycle racks and to add some scooter parking at the school, following a huge increase in the number of children scooting to school in recent years. As well as the addition of the shelter, the school will now have 20 scooter parking spaces installed. Pupils at Fernielea are also hoping to gain cycle friendly accreditation for their school next term.
- 5.3 Riverbank School currently has no cycle parking but, following their participation in Bike Week 2011, enthusiasm for cycling has grown at the school, therefore they are looking to install a secure cycle compound, capable of holding 20 bicycles.
- 5.4 Northfield Academy currently has 12 cycle parking spaces at the school but these are damaged and no longer fit for purpose, leaving bicycles vulnerable to vandalism and theft. The school will now be able to have a covered cycle stand, capable of holding 20 bicycles securely, installed on their premises in a more convenient location and overlooked by CCTV.
- 5.5 It is intended to introduce these facilities during this financial year.

6 European Mobility Week

- 6.1 The Council will be participating in European Mobility Week again this year. The event, which runs from the 16th to the 22nd of September 2011, encourages the use of alternative forms of transport and travel other than private cars in order to create healthier lives, better places and reduced pollution.
- 6.2 During European Mobility Week, Aberdeen City Council, along with partner organisation Getabout, is organising a series of events which promote walking, cycling, public transport and car sharing and encourage people to think differently about how they can use road space. One major event will see Belmont Street in the city centre closed to traffic on Saturday 17th September in order to allow a Cycle Roadshow to take place, while staff will be working with schools and their pupils to promote sustainable transport too. Further activities are being planned and more detail will be contained in the next report.

7 National Walk at Work Challenge

- 7.1 This year staff from Aberdeen City Council took part in the National Walk at Work Challenge. The challenge, run by Scottish pro-walking charity Paths for All and aimed at workplaces, ran for 12 weeks from the 14th of February and encouraged teams of five people to see how far they could collectively walk in that time. Staff from the Council Travel Plan Team in E,P and I promoted and administered the challenge within Aberdeen City Council and were impressed when 44 teams signed up - the second highest number from all the workplaces who entered the challenge nationally.
- 7.2 In the 12 weeks our 44 teams clocked up almost 165 million steps between them, equating to around 73,000 miles and comfortably providing the Council with the greatest travelled distance of all the workplaces participating. Even more impressive was that, out of the 541 teams in the challenge, Aberdeen City Council teams came away with 1st, 3rd and 4th places overall with winning team "The Zimmers", clocking up over 6 million steps between them.
- 7.3 Founded as a Scottish charity in 1996, Paths for All is a partnership of more than twenty national organisations committed to promoting walking for health and developing the path networks in Scotland for all abilities of walker. The Walk at Work challenge is run by them annually and, although not intended as a competitive challenge, participants are encouraged to try and fit more walking into their routine, with commuting promoted as one of the best ways to do this.

Public Transport

8 Scotland Rail Utilisation Strategy

- 8.1 Reference is made to the meeting of this Committee on 24 May 2011 wherein Members agreed to send a further letter to Network Rail on the draft Scotland Rail Utilisation Strategy (RUS) reiterating our concerns about the lack of attention to addressing the issues of overcrowding on

trains in the north east, this following a previous letter outlining our overall concerns about the lack of much needed options to improve the rail infrastructure in this part of Scotland.

8.2 Having received this letter, Network Rail officers met with Transportation Team officers in Aberdeen to further discuss these concerns on 15 July 2011, and although Network Rail explained in further detail how the draft RUS had been prepared, they accepted that the Council would not consider our concerns to have been addressed in any significant way.

8.3 The key issues expressed by both Aberdeen City Council and NESTRANS during the consultative period are summarised as follows:

- passenger growth forecasts in the area only being considered as part of the interurban market not as a market in its own right and therefore missing the opportunity that significant growth in and around Aberdeen could have;
- concerns regarding overcrowding in the north east,
- lack of commitment to investment to benefit the Aberdeen suburban market;
- lack of commitment to a central belt express service from the north east;
- lack of priority to implement additional Aberdeen-Portlethen-Stonehaven enhancements prior to 2014; and
- lack of commitment to implement the proposed journey time reductions contained in the Government's Strategic Transport Projects Review.

8.4 On 28 June, Network Rail produced their final version of the RUS which is available at:

www.networkrail.co.uk/browseDirectory.aspx?dir=\RUSDocuments\Route Utilisation Strategies\RUS Generation 2\Scotland

8.5 Of the six key points articulated above, there has been only limited acknowledgement of the concerns and only minor amendments have been made to the text. The final RUS still refers to the Aberdeen suburban market only within an overview of "interurban" Scotland, despite Edinburgh and Glasgow being presented as distinct suburban markets; overcrowding in the north east is dismissed as "not generally extending beyond Stonehaven and Inverurie" even when projected to 2019; capacity between Aberdeen and the Central Belt is considered generally adequate, although some trains are forecast to experience crowding on approach to major centres during the peaks; gaps are defined as being where passengers will require to stand for more than ten minutes – no assessment of the level of crowding is made where journeys are less than ten minutes; there are no commitments to develop or progress the projects and schemes promoted by Nestrans as part of the Regional Transport Strategy and supported by the City Council Local Transport Strategy or those aspirations contained in the Strategic Transport Projects Review. ACC and Nestrans dispute Network Rail's assessment of overcrowding and Nestrans have commissioned consultants to undertake further analysis of this issue.

- 8.6 Members should be aware that the Scotland RUS is now a final document and that further comments are not requested – Network Rail have submitted the document to the Office of the Rail Regulator (ORR) for approval, and it is possible to pass objections to the ORR and Scottish Government. Nestrans have subsequently written to the the Scottish Government with copies to Network Rail and the ORR expressing disappointment that little recognition has been taken of the North East’s concerns and that the consultation seems to have had so little impact on the final version of the RUS.

9 Night Time Buses Update

- 9.1 This is an update to information provided in the November 2010 report approved at the Enterprise, Planning and Infrastructure committee regarding night time buses within Aberdeen and the update provided via the last Strategic projects bulletin
- 9.2 The intention is to install second flags and lit night bus signs at several dedicated night time stops within the City Centre, contributing towards City Centre safety along with the night time economy. A recommendation of £10,000 to implement this has been approved by the Nestrans Board on 24 August.

10 Bus Lane Decriminalisation Update July 2011

- 10.1 Aberdeen City Council along with Glasgow City Council and Edinburgh City Council submitted a detailed business case, in September 2008 to the Scottish Government, for the civil enforcement of bus lane regulations in their respective cities.
- 10.2 Initially a time scale of April 2009 was anticipated to bring these regulations into force. The initial timescale was later amended to December 2009 which has subsequently passed.
- 10.3 A joint letter from the three councils was submitted to Keith Brown, Transport Minister on 22 July 2011 expressing concern over the length of delays regarding the legislative process and requesting that the legislation be expedited as a matter of urgency. A copy of this letter can be found in Appendix A. The Council is awaiting a response from the Transport Minister.

11 Night Time Taxi Ranks

- 11.1 On the 15th September 2010 Aberdeen City Council’s Licensing Committee instructed officers to carry out formal consultations to change the operational times of the night time taxi ranks to seven days a week and to introduce a 4th night time taxi rank located on the southern side of Castle Street in the existing lay-by outside the new Sheriff Court building. The necessary legislation was subsequently promoted and approved.
- 11.2 The changes to operational times and the installation of the new taxi rank are anticipated to commence on w/c 19th September 2011.

Major Projects

12 Aberdeen Western Peripheral Route

- 12.1 News arrived on Thursday 11th August that The Court of Session' Lord Tyre had rejected appeals from campaigners against the bypass construction, who had raised legal challenges to the decision by the Scottish Ministers to proceed with the project and the making of certain Schemes and Orders in connection with the AWPR.
- 12.2 Scottish Ministers gave the scheme the go-ahead in December 2009 following a lengthy public inquiry however, the scheme to build the 28-mile AWPR had been delayed following this appeal.
- 12.3 The appellants had argued that the public inquiry procedure had been unfair because it was given an unreasonably restricted remit. There were also challenges based on obligations under the Habitats Directive and the European Convention of Human Rights.
- 12.4 The court has rejected the appellants' arguments, ruling that Scottish Ministers addressed all of the relevant requirements.
- 12.5 There is now a 21 day period from the decision date for the challenging parties to further appeal against The Court of Session' ruling.
- 12.6 The link to The Court of Session case can be found following,
<http://www.scotcourts.gov.uk/opinions/2011CSOH131.html>

13 Bridge of Dee Capacity Study

- 13.1 This study, funded by Nestrans, is ongoing to investigate capacity issues and potential opportunities relating to the existing transport network in the Bridge of Dee area of Aberdeen.
- 13.2 A programme has been developed for the initial phase of work, using the approach set out in the Scottish Transport Appraisal Guidance (STAG), with the key milestones indicated as follows:
 - Inception - to identify existing data, traffic modelling, review of relevant policies and strategies – **completed**
 - Problem and Opportunity Analysis – including Stakeholder workshops to discuss, explore and agree problems, issues, opportunities and scheme benefits – **Problems and Opportunities identified**
 - Objective Setting – including Stakeholder workshops to develop a set of project specific objectives – **draft objectives identified**
 - Option Generation, Sifting and Development – the generation of a finalised set of options which will be developed to a level of detail necessary for this initial assessment – **finalised set of options identified**
- 13.3 The work to this point relating the initial phase of the study will be the subject of a summary report which is due to be completed in the near

future. Information and documentation on this key project are available on the Aberdeen City Council website at the following link:

http://www.aberdeencity.gov.uk/Roads/transport_projects/roa_access_from_south_home.asp

- 13.4 There is still much work to do to fully assess and evaluate the options emerging from this early stage of the study and future work will be progressed as funding permits. Stakeholders will continue to be involved as the study progresses and the summary report detailing the outcomes of this first stage of work will be put on the website as soon as it is available. Nestrans has approved a budget of £75,000 to progress this study in 2011/12.
- 13.5 When completed, this initial phase of work will be the subject of a report to this Committee and any outcomes at this stage will be subject to approval by Members.

14 Access to Aberdeen from the North

- 14.1 The planning application for the Third Don Crossing was approved subject to conditions at the meeting of full Council on 23 February 2011. Officers are continuing to progress land acquisition and areas of land that are being acquired through Compulsory Purchase will be the subject of a Public Inquiry, which may be held towards the end of 2011.
- 14.2 Discussions are ongoing with the Scottish Government and Transport Scotland on the possible future delivery of the Third Don Crossing as part of the AWPR contract. Nestrans £250,000 budget was approved to contribute to the progression of the design work in 2011/12 (see 17 Strategic Road Capacity Improvements).
- 14.3 Officers are continuing to progress the delivery of the recommended sustainable transport measures with the Third Don Crossing programme, the Berryden Corridor Improvements programme and other programmes of work as appropriate in terms of further design work, timing and budget availability. £10,000 has been allocated from the Nestrans budget for this financial year to prepare the footprint for the Berryden Corridor.
- 14.4 Members will be kept up to date on progress on the development of this scheme through future reports to this Committee.

15 A96 Park and Ride / Dyce Drive Link Road

- 15.1 A planning application for the A96 Park and Ride site and link road was submitted at the beginning of May 2010 and this was approved subject to conditions by the Development Management Sub Committee on 19 August 2010. Land required for both the Park and Ride site and the link road has now been acquired. Officers will continue to progress this scheme subject to budget availability. Discussions are ongoing with the Scottish Government and Transport Scotland on the possible future delivery of the A96 Park and Ride / Dyce Drive Link Road site as part of the AWPR contract.

15.2 Members will be kept up to date on progress on the development of this scheme through future reports or bulletins to this Committee.

Aviation

16 Developing a Sustainable Framework for UK Aviation

16.1 In March 2011, the Department for Transport issued a consultation document entitled Developing a Sustainable Framework for UK Aviation. This document can be found at

www.dft.gov.uk/consultations/open/2011-09/consultationdocument.pdf

16.2 The consultation which closes on 30th September 2011 is in the format of a series of strategic questions based around three themes: aviation and the economy, aviation and climate change, and aviation and the local environment. The Department for Transport have specified that each respondent need only respond to those questions within their remit or knowledge. In preparing a response to the consultation it is proposed that the officers should emphasise:

- The need for ease of access to world markets in the energy industry. Air travel and the **protection of landing slots at Heathrow Airport** is an essential component in ensuring continuing growth in this area which will allow the North East of Scotland to continue to contribute strongly to the UK economy.
- The important function that aviation provides in reducing peripherality and that consideration should be given to policies supporting aviation from these peripheral regions including **access to London and its hub airport**.
- That any policy on UK aviation should recognise the **essential role played by helicopter traffic** in servicing the offshore industries.
- That encouragement should be given to increasing international travel from regional and peripheral regional airports but a national policy should ensure that those regions of the country whose economy is strongly dependent on world travel should be able to **access the national hub**.
- That even with High Speed Rail in place some parts of the country will still be peripheral to London. Therefore, peripheral regional airports should be given a **priority for landing slots to ensure adequate access to London** and where the peripheral regional economy requires it, **adequate connectivity through the hub airport at Heathrow**.
- That the Government needs to ensure that the more **peripheral airports are not disadvantaged** by not having direct benefit from the huge investment in HSR.

The full proposed questionnaire response can be found in Appendix B.

NESTRANS

17 Nestrans Progress and Programmes

17.1 The Nestrans Board met on the 8th June and a copy of the minute is available within this report in appendix D. The minutes of the latest Nestrans Board meeting on the 24th August are to be approved at their next meeting and will be provided in a report to follow.

17.2 NESTRANS Capital Programme 2011/12

The Capital programme expenditure for 2011/12 was approved at the NESTRANS Board meeting on 16 February 2011, subject to anticipated funding levels being confirmed. Details of the programme within Aberdeen City are listed below totalling approximately £1.3m.

17.2.1 Active Travel

Core Paths

Surveys carried out in June, July and September 2011. Work awarded to contractors in August, September and October 2011. Work completed in September, October, November and December 2011.

Aberdeen to Blackburn Cycle Route

Refer to section 1, Active Travel.

Cycle Demonstration Project

A successful Getabout Bike Roadshow and Bike Doctor public event was carried out on 13 August 2011 in the grounds of Greenbrae Primary School in which many local residents approved the action plan prepared for the area. A detailed report is on this Committee's agenda, titled "Greenbrae Cycle Project". If works are approved construction work on a number of cycle path links in the Greenbrae Primary School area will start in the autumn.

17.2.2 Public Transport

BPIP Buchan / King Street Bus Lane Construction

Winning tender of £99,983 awarded to Leiths (Scotland) Ltd. Work started on site July 2011 completion expected late August 2011.

Holburn Street Bus Lane Time Changes

Traffic Regulation Order process completed. Signage to be altered to include change of bus lane times. Awaiting update.

Links Road / Beach Boulevard Junction Improvements

Moving back the existing stop line, relocating traffic signal loops and amending signal timings at this junction. Loop work expected to be completed in August 2011.

Jesmond Drive / Scotstown Road Junction Widening

Widen the bell mouth on the South / West side of the junction to allow buses to manoeuvre into Jesmond Drive without blocking both lanes on the approach to the junction. Works to be carried out in October 2011.

17.2.3 Strategic Road Capacity Improvements

Berryden Corridor Improvements

Design work expected to be carried out and completed between January 2012 and March 2012. See sections 14.

Contribution to 3rd Don Crossing

Refer to section 14.

Segregated left turn Great Southern Road to Stonehaven Road

Traffic modelling has been carried out however it has not been possible to identify a viable low cost, short term improvement at this time. While the findings still have to be verified, it is unlikely that any further works will be carried out.

Guild Street / Wapping Street Signals

Provide a link cable to implement SCOOT at this junction to improve both vehicular and pedestrian flow. Work to be underway in September 2011 completed by early November 2011.

Hareness Road / Souterhead Road Junction Improvements

The Nestrans Board agreed on 8 June that further investigation into a strategic improvement on the A956 Wellington Road corridor be deferred until the impact of construction of the Aberdeen Western Peripheral Route and the outcome of the Bridge of Dee Study are known. Council officers will however, continue to develop a junction strategy for this corridor that recognises the new development likely to be delivered over the coming years. Details of this will be reported in due course.

17.2.4 Strategic Road Safety Improvements

Kingswells Roundabout Toucan Crossing

Installation of Toucan Crossing and Footpath links over C89C north arm of Kingswells roundabout to assist cyclist and pedestrians along A944 corridor. Initial design completed, detailed design virtually completed. Work expected to start on site in the autumn.

Riverside Drive Variable Message Sign

Initially a safety barrier was to be installed at this location however a more beneficial alternative safety scheme in the form of two permanent variable message signs is now being progressed. The signs are expected to be installed in October 2011.

17.2.5 Strategic Road Prioritised Maintenance

A956 Ellon Road – Southbound from the Parkway to North Donside Road

Resurfacing work started on site end of June 2011. This section of work is expected to be completed by 7 August 2011.

A956 Ellon Road – Southbound from North Donside Rd to Balgownie Rd

From 28 July the southbound carriageway will be closed from the North Donside Road roundabout to the Links Road junction, with two-way traffic on the northbound carriageway for up to 19 days. This section of work is expected to be completed by 7 August 2011.

Skene Road – from the west end of the dual carriageway to Borrowstone Road

Works contract currently out to tender; works anticipated to be undertaken prior to the end of the calendar year.

17.2.6 Rail

Access for All

Accessibility improvements to rail stations in the North East have been agreed with Network Rail with work expected to start in September 2011 and completed by March 2012 at Huntly, Inch, Inverurie, Stonehaven and Portlethen train stations. A detailed breakdown of schemes can be found in Appendix C.

17.2.7 Other

Car Club

Tender documentation sent out by end of July 2011

Tenders returned mid September 2011

Car Club Operator awarded October 2011

Promotion of Car Club October 2011 – February 2012

Car Club Launched March 2012 (including implementation of necessary traffic legislation)

17.3 **NESTRANS Revenue Programme 2011/12**

The schemes identified and agreed for the Nestrans 2011/12 revenue programme listed below totalling £330,500.

17.3.1 Rail Action Plan

Contribution to Dyce Shuttle Bus

An additional £780 has been agreed for a publicity reprint

17.3.2 Freight Action Plan

Care North Year 3 of 3

Contribution complete. Further information on the Carbon Responsible Transport Strategy can be found at,

http://www.aberdeencity.gov.uk/CommunityAdvice/environment/cma_europeanprojects.asp

17.3.3 Bus Action Plan

Bus link improvements to Anderson Drive

Final report of previous modelling received 02/08/11. Review of report to be completed and then further work to test options on other junctions will progress.

Bridge of Don Park and Ride Feasibility Study

Stakeholder workshops were carried out in June 2011 to identify problems and opportunities. Analysis is currently being carried out on the information gathered during the workshops with objectives set in August.

Option generation and sifting - September 2011

Report outcomes to Committee - 15 November 2011

Option assessment - March 2012

Aberdeen Royal Infirmary Interchange

Design work is now underway and is anticipated to be complete at the end of the calendar year.

17.3.4 Project Feasibility and Monitoring

Bridge of Dee

Refer to section 13.

Rob Roy Bridge Feasibility Study

Alignment design investigatory work is currently underway and should be completed in September.

5 IMPACT

The contents of this report link to the Community Plan vision of creating a 'sustainable City with an integrated transport system that is accessible to all'.

All of the projects and strategies referred to in this report will contribute to delivery of the transport aims of Vibrant, Dynamic and Forward Looking – **'Improve Aberdeen's transport infrastructure addressing other pinch points Work to improve public transport encourage cycling and walking'**.

The projects identified in this report will also assist in the delivery of actions identified in the Single Outcome Agreement (SOA), in particular the delivery of both Local and Regional Transport Strategies which will contribute directly and indirectly to 14 out of the 15 National Outcomes described in Aberdeen City Council's 2009/10 SOA.

The Local Transport Strategy (LTS) and Regional Transport Strategy (RTS) from which the transportation schemes within this report are an integral part have been subject to Equalities & Human Rights Impact Assessments.

6 BACKGROUND PAPERS

All background papers are referenced within the main body of the report.

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Appendix A Bus Lane Decriminalisation Letter to the Scottish Government



Mr Keith Brown MSP
Minister for Housing and Transport
Victoria Quay
EDINBURGH
EH6 6QQ

Date 22 July 2011
Your ref
Our ref TP/06/001/1

Dear Mr Brown

CIVIL ENFORCEMENT OF BUS LANES – PROGRESS OF SECONDARY LEGISLATION

As the Council Conveners responsible for the transport function in the cities of Aberdeen, Edinburgh and Glasgow, we are writing to you with regard to progressing secondary legislation governing the civil enforcement of bus lanes.

As you will be aware, the primary legislation, the *Transport (Scotland) Act 2001, Section 44, Civil Penalties for bus lane contraventions* was passed by the Scottish Parliament on 20 December 2000.

Aberdeen, Edinburgh and Glasgow Councils welcomed this step, allowing as it does for local authorities to initiate tighter enforcement of bus lanes. Tightened enforcement is expected to enhance the efficiency of the bus lane networks by reducing delays to buses and improving bus journey reliability, especially in the future; and while the three Councils are working towards encouraging a shift towards the more sustainable modes of transport, traffic levels are nevertheless predicted to increase in all the urban areas.

In June 2008, the three Councils wrote to the Scottish Government stating that they wished to commence civil enforcement of bus lanes and requesting that the Scottish Government commence the process to create the necessary secondary legislation to enable civil enforcement of bus lanes. Subsequently, in September 2008, at the request of the Scottish Government, the three Councils submitted individual business cases.

Since this time, officers from the respective Councils have been in discussion with the Scottish Government officials responsible for progressing the secondary legislation and other actions required to enable civil enforcement of bus lanes. The timescale for completion was initially anticipated to be April 2009 and was subsequently extended to late 2009, due, we understand, to more pressing priorities within the Scottish Government's legal team.

After some further delay, consultation on the draft regulations took place between July and October 2010. In late November 2010, Council officers met with the Scottish Government's (now Transport Scotland) officer leading on the scheme to discuss some final minor amendments to the draft regulations. At the meeting Transport Scotland's lead officer informed the Councils' officers that he was retiring within the next few weeks and was unable to inform them who was progressing the legislation and stated that future enquiries should be addressed to his manager. At that time, it was hoped then that the regulations could be approved by ministers by the end of the year.

Since then, however, it appears that little progress has been made. The Transport Scotland manager has not been able to be contacted as we believe that he is on long term sick leave. The officer that is now charged with progressing the legislation has stated that she is 'hopeful' that the regulations will come into force by the end of this year.

This lack of progress in the last six months is frankly disappointing, considering the potential completion date for the regulations by the end of 2010. We are also concerned that with ongoing resource issues within Transport Scotland and fear that these ongoing issues, including other competing work streams within Transport Scotland could further delay the regulations' introduction.

Glasgow City Council was awarded over £500,000 funding from Strathclyde Partnership for Transport in May 2009, and has now installed enforcement cameras infrastructure at eleven locations. The City of Edinburgh Council is currently installing a portable five camera system covering ten sites and the enforcement system will be installed by the end of August. Aberdeen currently has eight existing roadside cameras for criminalised bus lane enforcement and has an approved business case for the civil enforcement of bus lanes. Within the next three months both Edinburgh and Glasgow will be in a position to commence civil enforcement of bus lanes.


The three cities have invested heavily in their bus lanes networks and these form important elements in delivering high quality and reliable public transport systems. Effective enforcement of the regulations determining valid use of bus lanes is instrumental in maintaining high quality and reliable public transport systems.

We ask you, therefore, as Minister for Housing and Transport, to ensure that the legislation is progressed without further delay.

Yours sincerely



Councillor Kate Dean
Convenor
Enterprise Planning and
Infrastructure Committee
Aberdeen City Council



Councillor Gordon Mackenzie
Convenor of the Transport,
Infrastructure and Environment
Committee



Councillor James Coleman
Executive Member, Land and
Environment
Glasgow City Council

Appendix B

Proposed Questionnaire Response to the Department of Transport Consultation entitled “Developing a Sustainable Framework for UK Aviation”.

Section 5. - Questions and proposed response

The aviation sector

5.1 *How does the aviation sector as a whole **benefit the UK**? Please consider the whole range of aviation activities including, for example, air freight, General Aviation and aerospace.*

The UK economy is a global economy. This is true not just for the South East of England but also for Aberdeen City and the North East of Scotland in general. The North East of Scotland economy is a highly significant contributor to the UK economy not simply for the oil and gas returns from the North Sea but for the hugely significant export market in that industry and its supply chain.

Key to the continuing success in this area is ease of access to world markets in the energy industry. On such a world scale air travel and the protection of landing slots at Heathrow Airport is an essential component in ensuring that this success grows allowing Aberdeen City and the North East of Scotland to continue to contribute strongly to the UK economy.

A significant contributor to our regions ability to operate successfully is the ability to service the oil and gas, and increasingly the renewable energy, industry by helicopter. This form of air travel is a significant contributor to airport traffic and is essential, as the only viable means of transport, to the movement of people to offshore installations.

5.3 *Are some sub-sectors of aviation more **important** than others? If so, which and why?*

Aviation serves to enhance the economy in many ways. However in developing a policy for the future consideration should be given to:

International travel:

Export income relies on the ability of people to reach markets across the globe. In many cases this will have to be via a hub airport. Heathrow’s ability to serve this hub function is essential as is people being able to access Heathrow.

Extending international travel from regional and peripheral regional airports will be an important tool for assisting Heathrow achieve its hub function, however this will not obviate the need for a hub airport.

Reducing peripherality in the UK:

An important function for aviation should be to reduce peripherality. It should be recognised that even with enhanced connectivity within the UK by surface modes, the more peripheral regions of the UK will still require access to London and its hub

airport. Consideration should therefore be given to a policy supporting aviation from these peripheral regions including access to London and its hub airport. This should consider supporting aviation for journeys where the surface alternative is over 3 ½ hours journey time.

Helicopter travel:

Any policy on UK aviation should recognise the essential role played by helicopter traffic in servicing the offshore industries.

Lifeline services:

The UK has a number of air services to remote locations including the Highlands and Islands. Many of these services are lifeline services and future policy should support these services.

5.7 *Should some aspects of UK aviation be considered to be of **strategic national interest** (e.g. certain airports, air traffic control)? If so, based on what criteria?*

International travel is clearly important to the UK economy. Encouragement should be given to increasing international travel from regional and peripheral regional airports but a national policy should ensure that those regions of the country whose economy is strongly dependent on world travel should be able to access the national hub.

Reducing peripherality is of strategic national interest. Air travel has an important role to play in re-balancing the UK economy in ensuring that the more peripheral regions can continue to flourish by ensuring good access to the major centres. In the case of the North East of Scotland, where Aberdeen is as far from London as Geneva, failure to ensure this good access and connectivity will result in **world class centres of excellence** in sub sea technology being **transferred to other foreign locations** resulting in **lost export revenue** and potential revenue.

Lifeline services are self explanatory and as such are of strategic national interest.

Helicopter traffic is also of strategic national interest. This essential mode not only services the offshore installations but also provides many search and rescue and emergency functions that cannot be fulfilled by other modes.

International connectivity and hub airports

5.9 *How important are air transport connections – both international and domestic – to the UK at both national and regional levels?*

In December 2009 BAA Aberdeen along with Aberdeen City and Shire Economic Future ACSEF), a public/ private sector body promoting economic development in the north east of Scotland and Scottish Enterprise **commissioned an Economic Impact Assessment** (EIA) of Aberdeen Airport. This EIA can be found at:

<http://www.acsef.co.uk/uploads/reports/27/Aberdeen%20Airport%20Economic%20Impact%20Final%20Report.pdf>

This study highlights the importance of the north east of Scotland to the UK economy, notes the high volume of Scotland's air traffic through Aberdeen Airport and the "**exceptionally high proportion of business travellers**" through Aberdeen Airport. The study also notes "**Of particular importance are the links to London**, although a greater range and frequency of direct international destinations is also seen as an important factor in supporting continuing economic growth."

The EIA highlighted the crucial importance of transport connections both domestic and international to the UK and the peripheral regions of the UK.

The growth in the supply chain and sub sea sectors (along with renewables) is where the future lies for the energy industry in the UK and the north east of Scotland needs domestic and international connectivity to compete with other regions across the globe to ensure that jobs and their related export markets are anchored into the UK.

5.10 *As long as people and goods can easily reach their desired destination from the UK, does it matter if they use a foreign rather than a UK hub airport?*

For the passenger the main issue is a matter of choice. The choice of carrier and choice of destination served by the hub airport will determine which airport is used. Central to this is the ability of access to the chosen airport.

Therefore, the wide range of choice of carriers and destinations provided by Heathrow, is important to the businesses in Aberdeen City and the North East of Scotland.

5.11 *Are direct connections from the UK to some international destinations more important than others? If so, which and why?*

Direct connections are important in supporting industry workers and their families in the oil and gas industry accessing key regions. Such travel demands the minimum of inconvenience and time for the traveller.

5.13 *What are the benefits of maintaining a hub airport in the UK?*

The reasons for having a hub airport, reduced costs, emissions etc by combining passengers from different areas to the one longer haul route are as sensible now as they have always been. It could be argued that as more parts of the globe become developed then the opportunities for British companies increase in more diverse locations then the need for a hub also increases.

5.15 *What are the relative merits of a hub versus a point-to-point airport? &*

5.16 *Would it be possible to establish a new 'virtual' hub airport in the UK with better connectivity between existing London and / or major regional airports? Could another UK airport take on a limited hub role? What would be the benefits and other impacts?*

Point to point has convenience and time saving opportunities but does require sufficient patronage to be a viable proposition for an operator. Where this sufficiency doesn't exist then the hub airport's ability to group passenger numbers is required.

When considering hub services some thought should be given to the principle of mini hubs. Instead of travelling to Heathrow could passengers be encouraged to use a more

local airport to travel via Aberdeen for certain journeys serving the oil and gas industry such as Scandinavia and Western Russia.

Regional connectivity and regional airports

5.17 Can regional airports absorb some of the demand pressures from constrained airports in the south-east? What conditions would facilitate this?

Regional airports can also take some pressure off the south east airports by providing direct access to international destinations. This is of course dependent on establishing a big enough demand for these services without the need for a hub airport. Proposing the concept of mini hubs was considered in the answer to question 5.16.

5.18 What more can be done – and by whom – to encourage a switch from domestic air travel to rail? &

5.19 How could the benefits from any future high speed rail network be maximised for aviation?

The Government's proposals for High Speed Rail, connecting the main population centres in the country, are supported in so far as they go. To fully achieve the benefits of transference of passengers to High Speed Rail from air travel then the proposals need to extend to central Scotland. This would have a significant impact on air travel from Edinburgh/ Glasgow to London.

The proposals for a direct HSR link to Heathrow when HSR extends beyond Birmingham are supported as enhancing the likelihood of achieving the maximum transference of passengers.

5.20 How can regional airports and the aviation sector as a whole support the rebalancing of the economy across the UK?

Question 5.9 addressed the importance of air travel to both the UK and the regional economy. In the case of Aberdeen Airport serving the city and the north east of Scotland this previous question looked at the global nature of our economy, the growing impact of that and the importance of both domestic and international connectivity to maintaining that economy from a region very peripheral to London, and its hub airport.

Essential to the important role of rebalancing the economy is ensuring that Aberdeen and other regional airports continue to provide, and indeed expands on the provision of global connectivity through maintenance of existing routes and schedules and expanding into new routes and schedules whether that be through creating new direct routes or maintaining good frequent access to the national hub.

Recent announcements on new routes between Aberdeen/ Baku and Aberdeen/ Frankfurt as well as the current runway extension works demonstrate the willingness and endeavour locally to ensure that we do our bit in ensuring that the UK can continue to enjoy in the prosperity that has been created in our area.

Making better use of existing capacity

5.22 *Can we extract more **capacity** out of the UK's existing airport infrastructure? Can we do this in a way which is environmentally acceptable? To what extent might **demand management measures** help achieve this?*

Increasing the attractiveness of surface access to the hub airport at Heathrow and to London offers the opportunity to increase the number of flights from Heathrow and other London airports by reducing the number of landing slots required for regional airports. However this does not apply to all regional airports.

Even with HSR in place some parts of the country will still be peripheral to London. These peripheral regional airports (where surface access of less than 3 ½ hours is not available) should be given a priority for landing slots to ensure adequate access to London and where the peripheral regional economy requires it, adequate connectivity through the hub airport at Heathrow.

To encourage the use of surface transport where this is viable a differential Air Passenger Duty should be introduced where a lower or zero tax rate should apply to those flights over the surface access time limit. For the avoidance of doubt this should apply to all flights where the surface transport limit of 3 ½ hours is exceeded and to services designated as lifeline services. This point was made to HM Treasury during their APD consultation earlier this year.

5.23 *How can we support **Heathrow's hub status** within the **constraints of its existing capacity**? Can we do this in a way which is environmentally acceptable?*

With High Speed Rail in place the number of internal UK flights may reduce due to transference of passengers to surface transport. This would reduce the pressure on airlines to drop internal flights from the peripheral regional airports for more lucrative bigger planes to other worldwide destinations.

5.26 *Could existing airport capacity be more efficiently used by **changing the slot allocation** process, for example, if the European Commission were to alter grandfather rights? If so, what process of slot allocation should replace it? &*

5.27 *What provision, if any, should be made for **regional access into congested airports**?*

Consideration should be given to a mechanism that would permit the peripheral regional areas (where surface access of less than 3 ½ hours is not available) to have a degree of priority for landing slots to permit access to London. Where a peripheral regions economy is dependent on worldwide connectivity through the hub at Heathrow this degree of priority should be extended to include Heathrow.

Climate change impacts

5.38 *What more can the UK aviation industry do to reduce the **climate change impact** of its ground operations and **surface access** to and from the airport (which can also help reduce local environmental impacts)?*

Improving surface access, particularly the provision of High Speed Rail to the major population centres including Edinburgh and Glasgow, has the opportunity to hugely impact on the numbers of short haul flights taken. This will reduce carbon emissions but will also reduce the need for flights from regional airports including Manchester, Newcastle, Edinburgh & Glasgow. This will reduce pressure on the south east airports and airlines by making landing slots available for either resilience or new flight operations to new world destinations.

We would argue that the Government needs the flexibility to determine how best to use these slots in the national interest and to ensure that the more peripheral airports such as Aberdeen are not disadvantaged by not having direct benefit from the huge investment in HSR.

5.39 *What scope is there to influence people and industry to make choices aimed at reducing aviation's climate change impacts, e.g. **modal shift**, alternatives to travel, better information for passengers, fuller planes, airspace management (which can also help reduce local environmental impacts)?*

We believe that a differential Air Passenger Duty could be applied to encourage mode shift to surface access where a viable surface mode exists. This could include a significantly reduced or zero tax for those areas where no viable alternative surface mode exists.

Local impacts

5.40 *What do you consider to be the most significant **impacts** – positive and negative - of aviation for local communities? Can more be done to enhance and / or mitigate those impacts? If so, what and by whom?*

The largest impact on the Aberdeen and regional economy would be if the business community didn't have the connectivity it needs or didn't have the confidence that the connectivity it has will be maintained. In this circumstance these losses won't simply be to Aberdeen City and this region but to the UK as a whole.

Any other comments

5.49 *If you have comments on any strategic issues not covered in this scoping document, which you consider to be relevant to the development of the aviation policy framework, please include them in your response.*

We would highlight the differences between the airports and the regions that they serve.

Some airports serve areas of the country that are relatively easily accessible from the capital and the national hub. Others serve areas much more peripheral where air travel is always going to be a favoured option for access to London and the hub. These differences need to be understood and it should be accepted that there is a difference between a regional airport and a peripheral regional airport such as Aberdeen.

**Appendix C
Access for All**

List of Schemes

Station	Quotation	Work Description
Huntly	£675.00	Install Gripfast GRP Corduroy Tactiles at the bottom of the 2 risers of the footbridge steps. 1300mm x 800mm each side.
Huntly	£1,804.00	Install 2 Zoeflig seats @ £902 + VAT per bench
Insch	£675.00	Install Gripfast GRP Corduroy Tactiles at the bottom of the 2 risers of the footbridge steps. 1600mm x 800mm each side.
Inverurie	£675.00	Install Gripfast GRP Corduroy Tactiles at the bottom of the 2 risers of the footbridge steps. 2000mm x 800mm each side.
Laurencekirk	£660.00	Replace existing Coir doormat with Treadsmart Prior Tiles. Mat well size 1500mm x 1500mm. Install Luminous High-Visibility Tape (yellow) to the end uprights of the metal galvanised barriers at the 2 access's on to Plt 2. 6 in total and are 1200mm in height.
Dyce	£2,706.00	Install 3 zoeflig seats @ £902 + VAT per bench
Stonehaven	£2,447.00	Install Gripfast GRP Corduroy Tactiles throughout the station
Stonehaven	£940.00	Install DDA Compliant Anti Slip Nosing to 9 step staircase, next to ramp access to Plt 1.
Stonehaven	£3,100.00	Install anti slip surface on ramp to platform 1
Stonehaven	£4,510.00	Install 5 zoeflig seats @ £902 + VAT per bench
Total cost	£18,192.00	
P/Mgr Fees 10%	£1,819.20	
Total Cost	£20,011.20	

Appendix D Nestrans Board Meeting Minutes - 8th June

NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP Minute of Meeting of the North East Scotland Transport Partnership Board Aberdeen, 8 June, 2011

Present:- Councillor Anne Robertson (Deputy Chair); and Councillors Argyle, Clark and Webster (Aberdeenshire Council); Councillors Boulton, Dean, McCaig (as substitute for Councillor Kevin Stewart MSP) and John Stewart (Aberdeen City Council); Mr. Eddie Anderson, Ms. Jennifer Craw and Mr. David Sullivan; and Dr. Margaret Bochel; and Mr. Iain Gabriel (Advisers to the Board).

In Attendance:- Derick Murray, Rab Dickson and Jenny Anderson (Nestrans Office); Derek Yule (Aberdeenshire Council); and Martin Allan (Aberdeen City Council).

Apologies:- Councillor Kevin Stewart MSP and Derek Provan.

MINUTE OF PREVIOUS MEETING OF 20 APRIL 2011

1. The Board had before it the minute of its previous meeting of 20 April, 2011.

The Board resolved:-

to approve the minute as an accurate record.

DAVID MIDDLETON, CHIEF EXECUTIVE OF TRANSPORT SCOTLAND

2. The Board welcomed Mr. David Middleton, Chief Executive of Transport Scotland to the meeting.

Mr. Middleton addressed the Board, outlining a number of issues such as:-

- he was currently working with the new Ministerial Team at Holyrood which included Alex Neil, Cabinet Secretary for Infrastructure and Capital Investment and Keith Brown, Minister for Housing and Transportation, as well as with John Swinney, Cabinet Secretary for Finance and Sustainable Growth. He explained that a key deadline that Transport Scotland was working with the Government towards was the Budget Statement scheduled in September, 2011.
- he outlined a number of projects across Scotland which were close to being finalised or were in final stages of development, etc. He acknowledged the frustration that members of the public and parliamentarians in the North East of Scotland had regarding the slow progress of a number of projects in the area such as the Aberdeen Western Peripheral Route (in particular the legal challenges to this project) and the knock-on effect this legal challenge had on other infrastructure projects such as the Third Don Crossing, improvements to the Haudagain roundabout; the development of Park and

Ride in the area and rail improvements on the Aberdeen to Inverness line as well as the opening of Kintore station.

- he explained the importance of using not for profit distribution models for the procurement of all of these projects and that it was proposed that all of the projects be put out to contract in one “deal”. He explained that with a diminished capital budget the Scottish Government and its agencies need to use not for profit distribution models and public private partnership projects to make as many efficiencies as possible during the contractual/procurement process.
- he then provided information on a review and reorganisation of representatives on Transport Scotland and explained that John Swinney was happy to receive and consider external views on specific projects.

Mr. Middleton explained that the Cabinet Secretary for Infrastructure and Capital investment or the Minister for Housing and Transportation could be invited to meet with the Board if required.

The Board were then invited to ask questions of Mr. Middleton.

The Board explained the importance of progressing projects as soon as possible and enquired whether preparatory work could be undertaken prior to the outcome of the court case on the Aberdeen Western Peripheral Route. Mr. Middleton explained that preparatory work could start at the right time and that Transport Scotland would work with the Board on management issues regarding the projects when required. The Board expressed their concern of putting all of the projects in one procurement deal. The Board reiterated the importance of moving quickly once the court case had been resolved and enabling preparatory work to be done on such projects like the Haudagain roundabout which was not purely an infrastructure project as there were major housing issues involved in the proposed project. Mr. Middleton took note of the tenants’ issues regarding the Haudagain roundabout improvement proposal.

The Board explained to Mr. Middleton the increase in train usage in the area and he agreed that he would talk with Scotrail and Network Rail regarding the increased figures, acknowledged the success of Laurencekirk station and explained that railway infrastructure was expensive. He explained that he would ensure that Scotrail/Network Rail spoke with a collective voice on North East issues so that all agencies would have a common understanding of the issues facing the North East. To help Mr. Middleton with this process it was agreed that officers in Nestrans provide him with statistical information on the usage of railways in the North East.

Mr. Middleton agreed that any financing models for funding transportation issues which Transport Scotland and the Scottish Government had not considered would be looked at if they were to be beneficial to all involved.

The Board then asked questions regarding the possibility of having grade separated junctions at Laurencekirk in relation to the Aberdeen Western Peripheral Route bundle. Mr Middleton said there was no intention to include these junctions at this stage and was then asked why Transport Scotland were requiring developers to provide two junctions. Mr. Middleton explained that all the junctions need to be appropriate for their needs and need to protect the safety of the access onto the road network.

The Board requested that David Middleton help Nestrans to assist them in the case for transportation projects in the North East of Scotland and acknowledged the frustrations felt in the North East regarding the delays of these.

The Board asked Mr. Middleton for his views regarding the high speed rail project, specifically asking if Transport Scotland would support the Board regarding increased landing slots to Heathrow. Mr. Middleton commended the sensible approach that the Board was taking regarding the geographical location of the high speed rail network in the United Kingdom and agreed that Transport Scotland would make representations on increased landing slots for Scottish airports whilst acknowledging that landing slots discussion was probably a longer term discussion topic. He further agreed that the North East's views on increased landing slots requires to be heard by the appropriate agencies.

The Chair then concluded the discussion by explaining that the Board had made it clear to Mr. Middleton their hopes for the future whilst outlining the excellent economic development environment of the North East of Scotland which requires an equally good transportation infrastructure.

Mr. Middleton thanked the Board for their time and reiterated that he would progress the issues discussed prior to the Ministerial meeting.

The Board resolved:-

- (i) to agree that officers provide Mr. Middleton with the rail statistical information he requires to ensure that all Government agencies are aware of the transportation issues in the North East so that all agencies can speak with a collective voice on these matters;
- (ii) to agree that either the Cabinet Secretary for Infrastructure and Capital Investment or the Minister for Housing and Transportation be invited to meet with the Board to discuss the progress of the major infrastructure projects affecting the North East;
- (iii) to make representations to the Scottish Government on the progress of infrastructure projects in the North East prior to the budget announcement in September (to include writing to all local MSPs to gain their support) with reference made to the timelines for construction; and
- (iv) to request that officers continue to gather evidence and statistical information to help in this process.

STRATEGY

3. (A) Liaison between Regional Transport Partnerships (RTPs) and the Scottish Government and Others

With reference to article 3(A) of the minute of the meeting of the Board of 20 April, 2011, the Board had before it a report by the Director which provided an update on liaison with other Regional Transport Partnerships (RTPs) and the Scottish Government and others.

The report summarised the discussion at the following meetings which had been held since the last meeting of the Board, these being:-

- RTP Lead Officers meeting – Edinburgh – 11 May, 2011;
- Nestrans/Hitrans/Tactran/Zettrans – Aberdeen – 16 May, 2011;
- RTP Chairs/CoSLA meeting – Nairn – 1 June, 2011.

The report also provided details of future meetings.

The Board resolved:-

to note the progress on liaison arrangements with other RTPs and the Scottish Government and the arrangements for future meetings.

(B) National Planning Framework (NPF2) Action Plan – Annual Update

With reference to article 3(D) of the minute of meeting of the Board of 16 June, 2010, the Board had before it a report by the Director which updated members on the 2nd National Planning Framework (NPF2) and on progress relating to actions in which Nestrans has an interest or involvement.

The report explained that the Scottish Government produces National Planning Frameworks to provide strategic direction on land use matters at a national level. The NPF2 was produced in 2008 and a number of specific actions relate to issues of interest to Nestrans. The report explained that these were reported to the Board in September, 2009 and updated in June, 2010.

Appended to the report was an action programme which provided an update on relevant actions, particularly those of interest to Nestrans. The report explained that this information is produced by (and also reported to) the Strategic Development Planning Authority, with whom Nestrans works closely.

The Board resolved:-

to note the report and the appendix attached.

(C) Regional Transport Strategy Update

With reference to article 5(B) of the minute of meeting of the Board of 8 December, 2010, the Board had before it a report by the Director which provided members with information regarding the possibility of a review / refresh of the Regional Transport Strategy and outlined proposals to align the timescale with those of the Structure Plan/Strategic Development Plan.

The report explained that the Regional Transport Strategy was submitted to Scottish Ministers in March, 2007 and approved in the Spring of the following year.

Nestrans and the Strategic Development Planning Authority (SDPA) held a joint workshop at the Town House in Aberdeen on 25 March, 2011 at which the question of the need for a refresh of the Regional Transport Strategy was considered. Generally, there seemed to be a view that:-

- focus should remain on delivery;
- that the general thrust of policy direction was unchanged since preparation of the existing Strategy;
- that an update report should be prepared considering aspects that have changed since the existing Strategy was agreed, including delays to the Aberdeen Western Peripheral Route, different focus in Aberdeen City Centre, new climate change obligations and the

- difficulties with the global economy impacting on expenditure, affordability of schemes and personal transport; and
- that the Strategy should be better-aligned to the Structure Plan/Strategic Development Plan, both in terms of consistency of message and timeframe for planning.

The report explained that the new Strategic Development Plan will cover a timeframe up to 2030/2035 and it is suggested that the Regional Transport Strategy timeframe be expanded to coincide with this.

The report also provided information on the close working arrangements between Nestrans and the Strategic Development Planning Authority, a key example of this would be the joint working on the cumulative impact of the long-term development, which was commissioned by Nestrans and the Strategic Development Planning Authority in partnership with the local authorities and Transport Scotland. This work enabled an assessment of the impacts on the transport network of the proposed development contained in the Structure Plan and Local Development Plan taking account of the transport interventions contained in the Regional Transport Strategy and was able to identify where further projects were required to ensure that the Transport Network can accommodate the proposed development.

The report recommended:-

that the Board –

- (a) note the intention to better integrate the Regional Transport Strategy with the developing Strategic Development Plan; and
- (b) instruct further reports giving consideration to the development of the Regional Transport Strategy to cover the period to 2030/2035 and take account of changes which have occurred since the approval of the existing Regional Transport Strategy.

The Board resolved:-

to approve the recommendations contained in the report.

(D) Community Planning in Aberdeen City

The Board had before it a report by the Director which provided an update on proposed amendments to the arrangements and structures for community planning in Aberdeen city.

The Aberdeen City Alliance (TACA) had commissioned a report to examine their structures and methods of operation and this report made a number of recommendations, the principle of which was to streamline TACA itself to try and ensure that decision making was simplified and that the Board was attended by the appropriate people to assist in the decision making and taking back those decisions to the appropriate partners.

The Commission report had recommended that TACA be replaced by a smaller board which would be called the Strategic Co-ordinating Group consisting of the following members:-

- the Leader of Aberdeen City Council;
- the Chief Executive of Aberdeen City Council;

- the Chief Executive of NHS Grampian;
- the Chief Constable;
- the Chief Fire Officer;
- the Chief Executive of Aberdeen Council for Voluntary Organisations;
- a representative from Economic Development (to be agreed by ACSEF); and
- the Chair of Aberdeen Civic Forum.

Nestrans (with support from Scottish Enterprise and the Alcohol and Drugs Partnership) raised the issue that if this Strategic Co-ordinating Group was to replace TACA then there was no mechanism that would allow Nestrans to fulfil its statutory duty to participate in community planning.

TACA had agreed to form the Strategic Co-ordinating Steering Group and asked officers to consider the issues raised by Nestrans and to report back to its next meeting on 16 May, 2011. At this meeting TACA decided:-

- to support the retention of the wider body (currently the Alliance) with the status of community planning partnership;
- that this be renamed “Community Planning Aberdeen” and should meet two or three times per year with the following streamlined membership:-
- the eight members of the Strategic Co-ordinating Group;
- the three partners with a statutory duty – Nestrans, Scottish Enterprise and the Alcohol and Drugs Partnership;
- a business representative from the Aberdeen and Grampian Chamber of Commerce;
- Aberdeen University;
- Robert Gordon University;
- Aberdeen College;
- two Aberdeen City Councillors; and
- one community representative.

TACA also requested officers to prepare a report presenting the structure and detailing the remit, role and responsibilities of each of the layers within the structure and the lines of communication between each for consideration at the Community Planning Aberdeen Board and also at the Alliance meeting on 23 June, 2011, and that thereafter, a constitution be drafted on that basis, and further information on the operation of the thematic groups be developed in conjunction with the existing Challenge Forums.

The report explained that therefore, the proposal now has Nestrans as a member of the Community Planning Partnership (now entitled “Community Planning Aberdeen”) with a voice to the actioning group, the Community Planning Aberdeen Board through the Economic Development representative who will have a duty to consult with Nestrans.

The report recommended:-

that the Board note the discussions at TACA and agree that Nestrans accepts the proposed changes at the TACA meeting on 23 June, 2011.

The Board resolved:-

- (i) to approve the recommendation contained in the report; and
- (ii) to request that the Director report back on any concern he has regarding the communication within the Community Planning Aberdeen structure.

PROJECTS

4. (A) Access from the South

With reference to article 6(A) of the minute of the meeting of the Board of 8 December, 2010, the Board had before it a report by the Director which advised members on the latest progress in bringing forward projects identified within the Access to Aberdeen from the South study. The report outlined short-term, medium-term and long-term measures in relation to the study.

In relation to short-term measures, the report highlighted the successful segregated left turn lane from the King George VI bridge to West Tullos which was funded by Nestrans as part of the 2010/11 capital budget. The report explained that given the success of this left turn slip lane, the affect of providing a segregated left turn lane at Great Southern Road to the A90 Stonehaven road at the roundabout on the south side of the Bridge of Dee had been looked at. This had started to be investigated using the £25,000 in the 2011/12 capital budget.

In relation to medium-term measures, the Access to Aberdeen from the South study identified the potential for traffic signals to more evenly distribute the capacity at the junctions of Souterhead Road and Hareness Road with Wellington Road. Funding was allocated to continue the preliminary design work to replace these roundabouts and officers at Aberdeen City Council developed three options at the Souterhead Road junction and a single layout for a traffic signal control junction with full pedestrian crossing facilities at the Hareness junction. Statistics showed significant variance in the results and the underlying reasons for this was now being investigated.

The report advised that although a solution is being investigated to address the capacity problems at the Bridge of Dee in the longer term, in the medium-term, in order to ensure that any strategic improvement on the Wellington Road corridor is fit for purpose and provides value for money, it is recommended that Nestrans waits to determine the impact of the construction of the Aberdeen Western Peripheral Route and the outcome of the Bridge of Dee study before determining the scale of any improvements still required on Wellington Road.

In relation to long-term measures, the study identified the need for additional capacity over the River Dee in the longer term and so a study began in 2010/11 to investigate transport improvements in this area using the methodology set out in the Scottish Transport Appraisal Guidance (STAG) and Design Manual for Roads and Bridges (DMRB). A sum of £75,000 has been allocated within the 2011/12 revenue budget to continue the longer term studies with the next stage being to complete the pre-appraisal process by finalising the option sifting process, taking account of stakeholder contributions and determining the options to be taken forward for further assessment.

The report recommended:-

that the Board –

- (a) note the progress with projects identified within the Access to Aberdeen from the South study; and
- (b) agree to defer further investigation into a strategic improvement on the A956 Wellington Road corridor until the impact of construction of the Aberdeen Western Peripheral Route and outcome of the Bridge of Dee study are known.

The Board resolved:-

to approve the recommendations contained in the report.

(B) Dyce Shuttle Bus Update

With reference to article 10 of the minute of the meeting of the Board of 20 April, 2011, the Board had before it a report by the Director which provided an update on progress regarding the Service 80 Dyce shuttle bus operating between Dyce railway station, Aberdeen Airport, Aberdeen Heliport and Kirkhill industrial estate. The report explained that in moving from a two-bus operation to a single vehicle, there have been some teething problems and congestion in the evening peak which has caused some difficulties in ensuring connection to some trains. The report advised that a review of service timings was therefore carried out and a revised timetable has been prepared to ensure effective connections. The report explained that this revised timetable has additional time built in to ensure that even in heavy traffic, the shuttle bus will arrive at the station in time to meet connecting services. The report explained that indications from passengers were that it is more important to have a guaranteed connection than reduce waiting time at the station and the revised timetable will be introduced with effect from 13 June, 2011 and will be supported by publicity and promotion.

The report explained that initial indications of passenger numbers are that the move to a single bus operations has not impacted too dramatically on patronage and in the first three weeks of Central Coaches operation, the service carried an average of 193 passengers per day, fairly similar to the daily average previously carried on two buses. The report explained that overcrowding has not been identified as a major problem although buses do get busy at peak times, the new vehicle has room for standing passengers which has generally been sufficient to meet demand.

The report explained that as indicated in the report to the last Board meeting, First Aberdeen have decided to implement a Saturday only service operating 16 journeys between the station and the airport from 11 June, 2011 and Aberdeen City Council are considering whether it is possible to include it on promotional material prepared for the Service 80, but there is limited space on the leaflet and since the First service will operate on a different route, will have a different fare structure and use different vehicles, it may not be possible to do so.

The Board resolved:-

to note the detail contained in the report.

ACTION PLANS

5. (A) Health and Transport Monitoring Report

With reference to article 7(B) of the minute of the meeting of the Board of 8 December, 2010, the Board had before it an update on the Health and Transport Action Plan.

The members discussed the problems associated with parking at Aberdeen Royal Infirmary's grounds and it was explained that NHS Grampian were acutely aware of these problems and that they had established a working group to look at this issue and they would report to the NHS Board on proposals accordingly.

The Board resolved:-

to note the monitoring report.

(B) Freight Action Plan

With reference to article 7(A) of the minute of the meeting of the Board of 8 December, 2010, the Board had before it a report by the Director which provided an update on progress regarding freight matters and details on the development of Nestrans' Freight Action Plan.

The Board resolved:-

- (i) to note the detail contained in the report and its appendix; and
- (ii) to thank all individuals concerned in progressing the Freight Action Plan.

GENERAL

6. (A) Progress Report

With reference to article 5(A) of the minute of the meeting of the Board of 20 April, 2011, the Board had before it a progress chart summarising the work in the three sub-strategies of the Regional Transport Strategy as at 31 May, 2011.

The Board resolved:-

to note the report.

MATTER OF URGENCY

The Deputy Chair intimated that she had directed in terms of Section 50(B)4(b) of the Local Government (Scotland) Act 1973, that a proposed draft response on the air passenger duty consultation document be considered as a matter of urgency to enable the Board to consider approving the said response.

(B) Publications and Consultations

With reference to article 5(B) of the minute of the meeting of the Board of 20 April, 2011, the Board had before it a report by the Director which summarised and advised of recent consultation documents received, and presented suggested responses to the following documents (as detailed in the appendix to the report):-

- High Speed Rail;
- Reform of Air Passenger Duty (the Board were circulated this day with a draft response);
- Aberdeen City Council Draft Open Space Strategy;
- United Nations Decade of Action for Road Safety 2011-2020; and
- Aberdeen City Council/Aberdeenshire Council/Moray Council Joint Road Safety Plan.

The Board resolved:-

- (i) to agree the response detailed at Appendix 1 to the report in relation to the consultation on High Speed Rail, whilst noting that this has already been approved by Aberdeen City Council's Enterprise, Planning and Infrastructure Committee, and Aberdeenshire's Community Planning Partnership and is to be considered by the Aberdeenshire Council's Infrastructure Services Committee and Aberdeen City's Community Planning Partnership in June, 2011;
- (ii) in relation to the proposed extension of duty to private passenger flights (including helicopters), to agree to make representations to the Government making the case for exempting passengers on board helicopters serving installations at sea as these passengers are serving the oil and gas industry by the only practical means of transport available;
- (iii) in relation to the range of banding charges for air passenger duty, to agree to alert other regional transport partnerships in the North of Scotland about Nestrans' view that passengers who will not have the benefit of the investment in High Speed Rail to provide an alternative to short haul air travel should be exempt from air passenger duty;
- (iv) in relation to the regional impact of air passenger duty, to note that the Scottish Airports had commissioned a report by a consultant in 2010 which identified that an increase in air passenger duty could reduce the number of passengers to, from and within Scotland by as many as 1.2 million over a three year period, although the impact on Aberdeen Airport was less severe given the largely business nature of travel;
- (v) in relation to devolving air passenger duty to the Scottish Government, the Board agreed to amend the circulated proposed response in relation to this specific issue to emphasise the importance of North of Scotland passengers not being placed at a disadvantage due to the devolution of air passenger duty whilst seeking a commitment from the Government to use these powers in the best interest of passengers from the North of Scotland;
- (vi) to otherwise approve the proposed joint draft response prepared by BAA (Aberdeen) on the reform of air passenger duty as circulated and suggested that ACSEF should sign the letter as well as Nestrans; and
- (vii) to otherwise approve the responses to the consultation documents as detailed in the report and its appendices.

MATTER OF URGENCY

The Deputy Chair intimated that she had directed in terms of Section 50(B)4(b) of the Local Government (Scotland) Act 1973, that the following report be considered as a matter of urgency to enable the Board to consider the draft statements for 2010/11 and to note the proposed plan submitted by Audit Scotland regarding audit arrangements for the 2010/11 audit.

BUDGET MATTERS

7. (A) Draft Accounts for 2010/11 and Audit Scotland Annual Audit Plan 2010/11

The Board had before it a report by the Treasurer to the Board which explained that the Board is required to consider the draft statements for 2010/11 and to note the proposed plans submitted by Audit Scotland regarding audit arrangements for 2010/11. The report also provided an update on the Board's 2011/12 budgets to alert them to any matters arising.

The report explained that the plan for the 2010/11 audit process from Audit Scotland was attached to the appendix to the report and it set out the respective responsibilities of those involved, the general approach to be taken by Audit Scotland, the reporting arrangements with a timescale for key outputs and a summary of major financial issues facing the Board.

The report explained that the draft financial statements for 2010/11 were attached as Appendix 2 to the report and explained that members would note the statements were presented under the new International Financial Reporting Standards format. The report explained that Appendix 3 to the report provided the standard budget monitoring statement for the year to 31 March, 2011 to allow the Board to better relate to the changes in the format of the statements.

The report explained that the Board approved draft capital and revenue budgets for 2011/12 at their meeting on 16 February, 2011, subject to anticipated funding levels being confirmed. The report explained that the 2011/12 capital allocations to Nestrans from the Councils has now been confirmed as £1.411m from Aberdeen City Council and £1.172m from Aberdeenshire Council. The report explained that this resulted in a £260,000 shortfall in comparison with the previously assumed funding. The report advised that a cost benefit analysis has recently been completed for the A944 Wellgrove Road/Straik Road traffic signal installation in Westhill that had an approved budget of £270,000. The report explained that the costs have greatly increased for the scheme and as a result there is a poor benefit to cost ratio and therefore it is recommended this project is no longer progressed and this will also address the reduction to the available 2011/12 capital budget.

The report recommended:-

that the Board –

- (a) note the Audit Scotland Audit Plan for 2010/11;
- (b) considers the draft financial statements for 2010/11 and approves their issue to the Controller of Audit; and
- (c) notes the available 2011/12 capital budget and agrees to dropping the £270,000 A944 Wellgrove Road/ Straik Road, Westhill project.

The Board then discussed some of the detail contained in the report, specifically they raised concern that the salary details of the Director of Nestrans (including pension details) were included in the public papers. The Treasurer to the Board explained that the Local Authority Accounts (Scotland) Regulations 1985 (as amended by the Local Authority (Scotland) Amendment Regulations 2011) advise that the salaries of senior officers need to be disclosed in the Statement of Accounts of the Board.

The Board resolved:-

- (i) to make representations to the Scottish Government regarding their concern that the Directors pension details and salary details were included in a public document; and
- (ii) to otherwise approve the recommendations contained in the report.

INFORMATION BULLETIN

8. With reference to article 7 of the minute of the meeting of the Board of 20 April, 2011, the Board had before it a report by the Director which provided information and updates for the Board on a number of matters not requiring a decision.

The report provided updates on the current position of the following projects/issues:-

- Access from Scotland to London at Heathrow – letter from Transport Minister;
- Rail Update;
- Competition Commission's Report on Buses;
- M74 Extension Completion;
- Nestrans Press Releases; and
- Getabout Events.

The Board resolved:-

to note the details contained in the report.

CONFERENCES AND PRESENTATIONS

9. With reference to article 8 of the minute of meeting of the Board of 20 April, 2011, the Board had before it a report by the Director summarising recent and forthcoming conferences of interest to the Partnership along with presentations by Nestrans and its partners.

The Deputy Chair wished Nestrans and the two Councils the best of luck at the forthcoming Scottish Transport Awards on 16 June, 2011.

The Board resolved:-

- (i) to note that Derick Murray, with Hitrans, would present at a meeting in Edinburgh on 30 June, 2011 organised by the Glasgow Edinburgh Collaboration to discuss High Speed Rail. The Northern RTPs would highlight the implications for the North of Scotland of the High Speed Rail proposals and the North's view on how to ensure the whole of Scotland could benefit; and
- (ii) to otherwise note the report.

PENDING BUSINESS AND REPORTS FOR FUTURE MEETINGS

10. With reference to article 9 of the minute of meeting of the Board of 20 April, 2011, the Board had before it a report by the Director detailing pending business and information on reports to be submitted to future Board meetings.

The Board resolved:-

to note the report.

EXEMPT INFORMATION

The Board resolved in terms of Section 50(A)(4) of the Local Government (Scotland) Act 1973, to exclude the press and public from the meeting during consideration of the following item of business so as to avoid disclosure of exempt information of the class described in paragraphs 6 and 10 of Schedule 7(A) of the Act.

MATTER OF URGENCY

The Deputy Chair intimated that she had directed in terms of Section 50(B)(4)(b) of the Local Government (Scotland) Act 1973, that a verbal update by the Director on the future public relations contract for the Partnership be considered as a matter of urgency to enable the Board to make an early decision on this contractual arrangement.

DECLARATION OF INTEREST

Prior to the Board considering the following item the representative of the Board's current public relations contract declared an interest in the item and left the meeting.

PUBLIC RELATIONS CONTRACT

11. The Board heard the Director explain that the current public relations contract for Nestrans had expired and that the Board would have to consider its future public relations requirements. The Director explained that there remained a possibility of a joint public relations contract between Nestrans and ACSEF however the timing of such a joint contract would not be achievable until 2012.

The Board resolved:-

- (i) to request that all members of the Board receive background information in relation to the options available for the public relations contract, following which each member would submit their comments on the options to the Director to collate; and
- (ii) to agree that once each member of the Board had put forward their views in relation to the options available that delegated authority be granted to the Director in consultation with the Chair and Deputy Chairs of the Board to make a final decision on the Board's public relations contractual arrangements and to report the outcome to the next meeting for its information.

- ANNE ROBERTSON, Deputy Chair.