

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	31 May 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Strategic and Local Transportation Projects Update
REPORT NUMBER:	EPI/12/092

1. PURPOSE OF REPORT

The purpose of this report is to advise Members of the progress to date of various strategic and local transportation projects within Aberdeen City and the wider area. These 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. Draft Fares and Ticketing Strategy:
 - a) agree the draft Aberdeen City and Shire Fares and Ticketing Strategy;
 - b) instruct officers to advise NESTRANS accordingly including any other comments Members may wish to make and;
 - c) instruct officers to continue working with local bus operators and partner organisations to implement the actions outlined within the Strategy.
2. Draft Regional Parking Strategy:
 - a) agree the draft Regional Parking Strategy and;
 - b) instruct officers to advise NESTRANS accordingly including any other comments Members may wish to make.
3. Bridge of Don Park and Ride Site Car Park:
 - a) agree the outcomes of the option assessment for a permanent location for the Bridge of Don Park and Ride Car Park;

- b) agree that existing Park and Ride Car Park provision at the Aberdeen Exhibition and Conference Centre (AECC) is retained on site as the permanent minimum provision and;
 - c) instruct officers to further consider how Options 6 and 10 can achieve the remaining capacity required for the optimum 1000 spaces in the context of the forthcoming AECC Development Framework, including public and stakeholder consultation.
4. Bridge of Dee Capacity Study:
 - a) note the findings and outcomes of the Bridge of Dee Pre-Appraisal;
 - b) instruct officers to publish the Pre-Appraisal report and invite public and stakeholder comment, including offering to meet with the adjacent Community Councils and;
 - c) instruct officers to continue to work with partners to undertake the formal assessment process as quickly as possible thereafter.
 5. NESTRANS
 - a) endorse development through NESTRANS as detailed in the relevant section of this report, including Board decisions and 2011/12 and 2012/13 programmes of work.
 6. Care North
 - a) Approve the attendance of an Elected Member, along with officers working on the project, at the CARE North transport and urban realm meeting in Gothenburg on 6-8th June 2012.
 7. Otherwise note the contents of this report.

3. FINANCIAL IMPLICATIONS

The projects described are being funded through various budgets including NESTRANS, the Regional Transport Partnership. Details are included in the relevant sections. There are no implications for approved PBB options.

4. OTHER IMPLICATIONS

None

5. BACKGROUND/MAIN ISSUES

A) Issues Requiring A Committee Decision

Public Transport

1 Draft Aberdeen City and Shire Fares and Ticketing Strategy

- 1.1 The Local Authorities Bus Operators Forum (LABOF) in its work to improve public transport across the North East region identified that there are a wide range of ticket types and products in circulation on North East bus services. The current multiplicity of fare levels, fare structures and ticket types can, by their nature, be difficult to understand, particularly amongst irregular or non-users, who are not necessarily aware of some of the best value tickets. It is recognised that working in partnership to address such matters, particularly through the development of integrated ticketing, could provide significant benefits.
- 1.2 A LABOF Task Group has been working together since summer 2011 to formulate a Draft Aberdeen City and Shire Fares and Ticketing Strategy, while also discussing the potential implementation of integrated and SmartCard / e-ticketing in Aberdeen City and Shire and ensuring this is embedded in the Strategy document.
- 1.3 A draft Strategy has since been produced and approved by the LABOF Steering Group on the 1st March 2012 and by the Nestrans Board on the 18th April 2012, who have subsequently referred it to both Aberdeen City Council and Aberdeenshire Council for consideration.
- 1.4 An Executive Summary of the draft Strategy is provided in Appendix A, whilst the full Draft Aberdeen City and Shire Fares and Ticketing Strategy can be provided on request.
- 1.5 Given the potential benefits of cross-boundary integrated ticketing and potential economies of scale in relation to e-ticketing it is considered that integrated and smart ticketing is best progressed at a regional level, rather than by any individual authority. On this basis the draft Strategy has been developed for both Aberdeen City and Shire.
- 1.6 The draft Strategy outlines the complex and restrictive legislative background to integrated ticketing; describes the current individual and multi-operator ticketing products that are available; discusses the potential benefits of integrated and smart ticketing; highlights examples of leading practice, and details an Action Plan to deliver the Strategy's aim and objectives.
- 1.7 The overall aim of the Strategy is for the Local Authorities to work in partnership with local bus operators to ensure that the travelling public are aware of, and have on offer, fares which represent value for money and ticket options which reflect their travel patterns, with the objectives being to enhance the image of the public transport product and, in turn, encourage passenger growth and revenue generation.

- 1.8 The Strategy will require the development of fares and ticketing products which will assist 'seamless' ease of travel for passengers, provide perceived value for money, speed passenger boarding and enable efficient service operation.
- 1.9 Given the significant constraints placed upon transport authorities and operators in promoting integrated multi-operator ticketing arrangements and products, the actions identified are considered both desirable and, importantly, deliverable. Short, medium and long term actions are proposed reflecting the priority and complexity of the issue to be addressed.
- 1.10 The draft Strategy has been informed from a number of different sources and strategies all of which have undergone significant public engagement. These include:
- NESTRANS's Regional Transport Strategy
 - The Aberdeen Local Transport Strategy
 - NESTRANS's Bus Action Plan
 - Bus Passenger Satisfaction Surveys
- 1.11 It is therefore recommended that this Committee:
- a) agree the draft Aberdeen City and Shire Fares and Ticketing Strategy;
 - b) instruct officers to advise NESTRANS accordingly including any other comments Members may wish to make and;
 - c) instruct officers to continue working with local bus operators and partner organisations to implement the actions outlined within the Strategy.

Car Parking

2 Draft Regional Parking Strategy

- 2.1 At its Board meeting on 15th February 2012, NESTRANS approved the draft Regional Parking Strategy for consideration by Aberdeen City Council and Aberdeenshire Council.
- 2.2 The draft Regional Parking Strategy, which is appended to this report as Appendix B, was prepared in discussion with officers of Aberdeen City and Aberdeenshire Councils and its objectives and actions have also been subject to discussion at a recent North East Transport Consultative Forum meeting.
- 2.3 The role of the NESTRANS Regional Parking Strategy is to set the high level policy for parking across the region. As the NESTRANS region is

such a large and diverse area covering Aberdeen City, Aberdeenshire towns, villages and rural areas, management and control of parking needs to play a different role in different areas.

2.4 The delivery and management of parking also falls primarily to the two Councils and to private car park operators. This Strategy therefore aims to set out the wider objectives and strategic direction for the region as a whole, rather than set out the specific mechanisms for delivery at a local level.

2.5 The draft Strategy recognises the following:

- Parking can play a significant role in maintaining and improving the economic vitality of town centres
- Management of parking has a role to play in managing traffic in general and encouraging more sustainable modes of travel, thereby contributing to easing congestion
- The volume of traffic and the level of congestion also have a direct impact on local air quality and parking management and control measures form a key element of the Air Quality Action Plan,

and also recognises that parking and its appropriate management is also important for:

- Business and residential amenity
- Park and Ride – both bus and rail
- Disabled access
- Supporting new initiatives such as the recently launched Car Club
- Cycle and motor cycle users.

2.6 The objectives for this strategy are as follows;

- To support the economic vitality of the city and town centres and the wider objectives of the Regional Transport Strategy through a balanced approach to the management of car parking.
- To support and influence increases in the proportion of journeys undertaken by sustainable modes, particularly by bus and rail.

2.7 A range of policies and actions have been developed, which would be the responsibility of the Councils and / or NESTRANS to progress, many of which Aberdeen City Council are already addressing, including but not restricted to:

- Review the current parking zones and restrictions
- Consider allowing local residents to use off-street car parks in the evenings and overnight
- Identify areas where illegal parking and loading causes particular congestion issues with the intention that enforcement can be targeted to address them

- Apply national guidance on maximum parking standards to all new developments and the introduction of car free or low car developments where appropriate
 - Support the set up of car clubs in the North East
 - Consider the benefits and feasibility of applying differential parking charges to reflect the impact of larger and more polluting vehicles.
- 2.8 The draft Regional Parking Strategy has been reviewed in the context of the Local Transport Strategy, the adopted Local Development Plan, the work of the Controlled Parking Working Group and the Priority Based Budgeting elements which refer to future increases in car parking charges and has been found to be fully complimentary with and supportive of these.
- 2.9 A few minor comments will be highlighted to Nestrans, specifically:
- The cost of business permits increases to £500 per year from 1st June 2012
 - City Wardens can tow away vehicles as well as issuing Penalty Charge Notices
 - Should there be mention of the quality of our car parks within the Strategy?
- 2.10 It is therefore recommended that this Committee:
- a) agree the draft Regional Parking Strategy and;
 - b) instruct officers to advise NESTRANS accordingly including any other comments Members may wish to make.

Major Projects

3 Bridge of Don Park and Ride Car Park Site

- 3.1 Reference is made to the minute of the meeting of this Committee on 15th November 2011, wherein Members agreed a short list of options for further investigation associated with the Bridge of Don Car Park. This short list was derived from a longer list of 9 options.
- 3.2 The short list included six options:
- 1) Do nothing
 - 2) Do minimum
 - 3) Developer led site at Blackdog
 - 4) Developer led site at Berryhill / Cloverhill
 - 5) Satellite sites
 - 6) AECC car park

- 3.3 The further investigation involved the aforementioned shortlisted options being assessed against the previously agreed Transport Objectives of the scheme and against the key criteria of the Scottish Transport Appraisal Guidance (STAG). These criteria are Environment, Safety, Economy, Integration, and Accessibility and Social Inclusion. This complies with best practice appraisal methodology undertaken for a range of transportation projects. Also considered were the likely Engineering / Construction Difficulty, Public Acceptability of the options (based on previous feedback to this project and not new consultation feedback), Feasibility and Affordability and the impact of the Aberdeen Western Peripheral Route (AWPR) on the proposals. The optimum option(s) would be that or those which best met the scheme and STAG objectives.
- 3.4 In order to carry out these further investigations it was necessary to firm up on the details of the options previously agreed. Whilst considering Option 2 - Do minimum, it was considered that the car park could remain on the site as existing but could also remain on the site but utilise a smaller footprint by the provision of a multi storey car park. The option was therefore expanded into two options 2a – site to remain as existing and 2b – site to remain at existing location but with a reduced footprint, accommodated by a multi-storey car park. Discussions were undertaken with the Berryhill / Cloverhill developer and it was understood from these early discussions that a reduced provision from the originally anticipated 1000 spaces could be accommodated at the proposed site. It was now only possible to consider 250 surface or 500 multi storey parking spaces at the site. In order to properly consider these options they were expanded into two options 4a – Berryhill / Cloverhill 250 spaces and 4b – Berryhill / Cloverhill 500 spaces.
- 3.5 A further new option arose from the traffic modelling element of the assessment process. As the options were being tested it was apparent that the provision of 1000 spaces provided the best impact on the network in terms of reduced congestion and vehicle journey times. In order to achieve this optimum level of provision, the joint use of the existing Park and Ride car park site and the proposed Blackdog site were considered. This created Option 10 – Option 2a and Blackdog.
- 3.6 Table 1 below summarises the results of the assessment process which are provided in greater detail in Appendix C, along with a plan showing the locations of the various options. All elements are valued on a scale of +3 to -3 (a 7 point scale with 0 = Neutral benefit/impact, +3 as major benefit and -3 as major negative impact / disbenefit). These results show that the provision of 1000 spaces or thereby provides the greatest potential advantage to the network in terms of removing traffic, reducing congestion and promoting modal shift.

	1	2a	2b	3	4a	4b	5	6	10
Support the implementation of the Local Development Plans in a manner which contributes to reduced congestion, improved journey times and benefits public transport users	-	-	-	-	-	-	2	2	2
Support the Regional and Local Transport Strategies by encouraging modal shift from private car use to public transport and active travel modes	-3	1	1	1	-1	1	2	2	2
Deliver overall environmental benefits	-1	1	0/1	1	-1	1	3	3	3
Reduce negative environmental impacts -to a minimal level -when developing infrastructure, including provision of appropriate mitigation measures	0	0	0/-1	-1	-1	-1	-2	2	0
Environment	-	-	-	-	-	-	-	-	-
Safety	-1	1	1	1	0	1	1	2	2
Economy (Support of economic aspirations)	-1	1	1	1	-1	1	2	2	2
Integration (with the transport network)	0	1	1	2	2	2	2	1	2
Accessibility and Social Inclusion	-2	1	1	1	1	1	2	2	2
Engineering / construction difficulty	0	2	-2	-2	-2	-2	-2	2	1
Public acceptability of options	-1	2	1	0/-1	-1	0	2	2	1
Feasibility and affordability	0	2	-2	1	-2	-2	-2	2	1
Impact of Aberdeen Western Peripheral Route on proposal	-1	0	0	1	0	0	1	0	1
Overall score (NB not average)	-2	1	0	0	-1	-1	1	2	2

Table 1 – Summary of assessment

3.7 Of the options that provide 1000 spaces, engineering difficulties and unknown costs are likely to arise from the provision of satellite sites. These sites all require new sites and access roads to be constructed.

3.8 Discussions have been ongoing with the developer of the Berryhill/ Cloverhill site and subsequent to the conclusion of the assessment, they

now consider that land could be made available to provide up to 1000 spaces. A provisional estimate has been provided by the developer of the likely land rental costs to accommodate a potential 900 space surface car park on 8 acres. This land area is not inclusive of external landscaping or SUDS drainage requirements as these will be accommodated elsewhere on the site and this has not been verified by officers due to the timescales of the submission of the offer. Based on the developer's estimates, land rental would cost approximately £180,000 per annum for a 125 year term, increasing by £22,500 per additional acre per annum were the site size to be larger than that identified by the developer. An additional contribution to major infrastructure i.e. the development site's access road, site servicing and SUDS drainage system, of £60,000 per annum is also identified and would be subject to increased costs of £7,500 per acre per annum as previously noted. Infrastructure to support the development is usually funded by the developer. A further offer to rentalise the cost of constructing the car park could also be considered though no terms have been discussed. The usual Council procurement route for a 1000 space car park would incur capital construction costs of an estimated £10M-£12M, based on similar projects designed and/or delivered by the Council. Whilst the capital costs and revenue developer proposals are not like for like, it is clear there is still a significant cost involved in this particular option, either through traditional non-housing capital financing or negotiated lease arrangements. A significant long term budget allocation would therefore be required to provide a P&R at this site under the above terms and at this time this option would not be considered cost effective for Aberdeen City Council and this is reflected in the summary assessment Table 1 above.

- 3.9 The use of the Blackdog site has both positive and potentially negative implications. The delivery of the site is dependent on the delivery of the AWPR as well as Aberdeenshire Council Planning Authority decisions. The timescale for the AWPR is not yet known due to the outstanding legal challenge. The AWPR will provide linkages to proposed and existing Park and Ride sites which fulfils an aspiration of the regional and local transport strategies. However there is potential that a Park and Ride site at Blackdog may attract users of the existing Ellon or Bridge of Don Park and Ride car parks which would not be desirable. The terms of occupancy and use of the Blackdog site have yet to be discussed fully with the developer and therefore remain unquantifiable at this time.
- 3.10 The outcome of this assessment process reveals that the site option which appears to be financially and otherwise the most achievable and offers the most positive results in meeting the objectives is the use of the existing AECC car park. The majority of the infrastructure is in place, such as the access roads, bus priority on the main transport corridor and car parking provision. Work may be required to provide a new accommodation block

and bus turning area should the car park require to be relocated within the AECC site. This option would meet the desire of stakeholders that the site be multifunctional, for example it could be used throughout the day as a Park and Ride and at night for functions at the AECC. It may have implications for the AECC in terms of its proposed tendering process for a development partner to maximise the use of the AECC site, however this would protect the existing Park and Ride site from redevelopment and maintain a valuable public resource that meets with many transportation, health and economic benefits to the locality and wider City.

- 3.11 The Energetica Concept recognises that 'in a global business environment, connections are everything' and the connectivity available from the AECC site supports this. In terms of sustainability 'Energetica is a concept born of innovation' and the AECC site provides the opportunity to tie in with various sustainable projects that would be less feasible on developer sites where long term access to the site may not be guaranteed. Opportunities exist at the AECC site for electric vehicle points, hydrogen bus trials and active travel improvements due to the proximity to various renewable energy projects, residential areas and business and employment centres.
- 3.12 Works have begun on a forthcoming Development Framework for the AECC site which would take into account any potential options regarding the Bridge of Don Park and Ride site and consider these alongside the evolving Development Framework.
- 3.13 Given the potential opportunities which can be investigated by the forthcoming development framework for the AECC site and the outcomes of the appraisal, it seems appropriate that the Bridge of Don Park and Ride site is retained permanently on the AECC site at its present capacity. Further investigation requires to be undertaken via the development framework to explore the delivery in the longer term of the optimum sized 1000 space car park to meet the transportation needs of the growing City and Shire population as well as support the other functions of this location, ensuring that this valuable City resource is maximised for all. The Blackdog option can be revisited at a future date should further expansion on the AECC site not prove possible.
- 3.14 Funding has been secured from the NESTRANS 2012/13 programme to continue with a more detailed study into the recommended options this financial year.
- 3.15 It is therefore recommended that the Committee:
 - a) agree the outcomes of the option assessment for a permanent location for the Bridge of Don Park and Ride Car Park;

- b) agree that existing Park and Ride Car Park provision at the Aberdeen Exhibition and Conference Centre (AECC) is retained on site as the permanent minimum provision and;
- c) instruct officers to further consider how Options 6 and 10 can achieve the remaining capacity required for the optimum 1000 spaces in the context of the forthcoming AECC Development Framework, including public and stakeholder consultation.

4 Bridge of Dee Capacity Study

4.1 Background

4.1.1 A study commenced in 2010/11 to investigate capacity issues and potential opportunities relating to the existing transport network in the Bridge of Dee area of Aberdeen using the methodologies set out in Scottish Transport Appraisal Guidance (STAG) and Design Manual for Roads and Bridges (DMRB). This update on the latest progress of the study gives a summary of the pre-appraisal process and seeks approval to commence the formal STAG and DMRB Stage 1 assessment.

4.1.2 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. A report on the Pre-Appraisal process including traffic modelling outcomes and overall conclusion of the study has been prepared and is available on the website.

4.2 Work to Date

4.2.1 A programme was developed to complete the pre-appraisal process defined within STAG and partially complete the DMRB Stage 1 assessment. Full engagement with stakeholders has been and will continue to be undertaken throughout the process. To date the following packages have been completed:

- Inception - identified existing data, reviewed relevant policies and strategies and agreed do-minimum and reference case traffic modelling scenarios and gathered predicted traffic volumes and journey time information within these scenarios.
- Stakeholder workshop 1 (29-11-10): Analysis of existing and future problems and opportunities and setting of project specific SMART (specific, measurable, attainable, relevant and timed) objectives for the study.

- Stakeholder workshop 2 (26-1-11): Option generation – options were suggested that may address the problems and achieve the objectives of the study.
- Stakeholder workshop 3 (3-3-11): Option Sifting and Development – considered previously generated options and sifted them to see if any could be discounted in response to the identified problems and opportunities and the project specific objectives. This included initial consideration of high level engineering data such as alignments, junctions, earthworks, structures and drainage design, together with high level cost estimates and transport and environmental impacts associated with each of the options.

4.2.2 Based on the outcomes of the evaluation noted above the finalised project objectives adopted in respect of this study are as follows:

- To support the implementation of the current Development Plans by 2030 in a manner which does not result in increased journey times compared to 2010 for all classes of road users;
- To incorporate measures which benefit public transport and active travel and encourage modal shift from private car use;
- Improve safety, security, amenity and connectivity for non-motorised road users and communities within the study area;
- Deliver air quality and noise impact benefits in areas adjacent to the local road network by directing traffic towards the strategic road network;
- Recognise the importance of the River Dee SAC (Special Area of Conservation) and the Category A Listed Bridge of Dee and develop proposals to minimise overall environmental impacts, including at these locations, to a level acceptable to the consenting authority; and
- Support the effective operation of the local and national transport networks, including use by traffic of appropriate distributor routes.

4.2.3 The option sifting process has identified which of the proposed concept options are likely to address the problems and achieve the objectives of the study and are therefore worth taking forward for further assessment through the STAG appraisal process and any concepts that should be discounted from further evaluation at this stage. The following is a summary of the outcomes for each option considered:

4.2.4 Concept 1: Public Transport Enhancement / Modification of Existing Infrastructure

This concept was identified to assess the extent to which an option of enhancing existing public transport service levels and carrying out minor modifications to existing transport infrastructure would be capable of meeting the project objectives. It includes construction of a new

pedestrian / cycle bridge adjacent to the Bridge of Dee, facilitating a reduction in the footway provision on the Bridge of Dee and allowing it to accommodate both HGVs and buses. Use of the Bridge of Dee by buses supports the introduction of an orbital bus route on the A90.

Potential variants to this concept are:

- The incorporation of measures to prioritise public transport.

Following review of the option sifting findings it was concluded that as this Concept would be unlikely to be Operationally Effective, and that only one of the Project Objectives was likely to be met, it should be sifted out at this stage, and should not proceed to further appraisal.

4.2.5 Concept 2: Improvement of Existing Junctions

This concept was identified to assess the extent to which improvements to the existing junctions, including major modifications, would be capable of meeting the project objectives. It includes construction of a new pedestrian / cycle bridge adjacent to the Bridge of Dee, for the same purpose as noted for Concept 1.

Potential variants to this concept are:

- At-grade junction improvements;
- Grade separated junction improvements;
- The potential need to divert Leggart Terrace southwards to connect to the A90 at a new location; and
- The incorporation of measures to prioritise public transport.

Following review of the option sifting findings it was concluded that:

- As the At-grade Junction Variant would be unlikely to be Operationally Effective, and that only one of the Project Objectives was likely to be met, it should be sifted out at this stage and should not proceed to further appraisal;
- As the At-grade Junction with Link Road to Leggart Terrace Variant would be unlikely to be Technically Feasible or Deliverable and that only one of the Project Objectives was likely to be met, it should be sifted out at this stage and should not proceed to further appraisal; and
- As the Grade Separated Junction Variant would be unlikely to be Deliverable, it should be sifted out at this stage and should not proceed to further appraisal.

4.2.6 Concept 3: Adaptation of Existing Bridges

This concept was identified to assess the extent to which adaptation of the existing Bridge of Dee and King George VI Bridge would be capable of meeting the project objectives. It includes construction of a new pedestrian / cycle bridge adjacent to the Bridge of Dee, for the same purpose as noted for Concept 1, and increasing the capacity of King George VI Bridge by introducing additional road space.

Potential variants to this concept are:

- Operating both Bridge of Dee and King George VI Bridge as two-way bridges;
- Operating Bridge of Dee and King George VI Bridge as one-way bridges functioning as a large gyratory;
- Restricting the use of the Bridge of Dee to public transport / HGV / High Occupancy Vehicles;
- The potential need to divert Leggart Terrace southwards to connect to the A90 at a new location;
- The incorporation of measures to prioritise public transport.

Following review of the option sifting findings it was concluded that as this Concept would be unlikely to be Operationally Effective, and that only one of the Project Objectives was likely to be met, it should be sifted out at this stage and should not proceed to further appraisal.

4.2.7 Concept 4: Re-Direction of Traffic

This concept was identified to assess the extent to which re-direction of traffic to other existing crossing points of the River Dee would be capable of being accommodated within the transport network and whether such re-direction would be sufficient to alleviate pressure on the Bridge of Dee and thus be capable of meeting the project objectives. It includes construction of a new pedestrian / cycle bridge adjacent to the Bridge of Dee, for the same purpose as noted for Concept 1, and provision of new infrastructure as required to support the re-direction of traffic.

Potential variants to this concept are:

- Re-directing traffic by means of a new link between the A90 in the Loirston Area and Provost Watt Drive;
- Re-directing traffic via the A956 Wellington Road / West Tullos Road Corridor, including upgrading that corridor as necessary;
- The incorporation of measures to prioritise public transport.

Following review of the option sifting findings it was concluded that:

- As the Re-direction via the A956 Corridor Variant was unlikely to be Deliverable and that only one of the Project Objectives was likely to be met, it should be sifted out at this stage, and should not proceed to further appraisal;
- As the Re-direction via A90 / Provost Watt Drive Variant would be unlikely to be Deliverable, and that only two of the Project Objectives were likely to be met, it should be sifted out at this stage and should not proceed to further appraisal; and
- As the Re-direction via A956 / Provost Watt Drive would be unlikely to be Deliverable, and that only two of the Project Objectives were likely to be met, it should be sifted out at this stage and should not proceed to further appraisal.

4.2.8 Concept 5: Additional Downstream Crossing

This concept was identified to assess the extent to which provision of an additional downstream crossing would be capable of meeting the project objectives. It includes construction of a new pedestrian / cycle bridge adjacent to the Bridge of Dee, for the same purpose as noted for Concept 1.

Potential variants to this concept are:

- Cross-section arrangements for both the Bridge of Dee and the new downstream crossing;
- Operational arrangements for the Bridge of Dee and the new downstream crossing;
- Restricting the use of the Bridge of Dee to public transport / HGV / High Occupancy Vehicles;
- The potential need to divert Leggart Terrace southwards to connect to the A90 at a new location;
- The potential to provide a new northern link to the A90 from the connection between the new downstream crossing and Holburn Street; and
- The incorporation of measures to prioritise public transport.

Following review of the option sifting findings it was concluded that:

- As the Additional Downstream Crossing Variant was not unlikely to satisfy the Technical Feasibility, Operational Effectiveness, Deliverability and Value for Money / Affordability criteria, it should not be sifted out at this stage, and should proceed to further appraisal; and
- As the Additional Downstream Crossing with Northern Extension to A90 Variant would be unlikely to be Deliverable, and that only two

of the Project Objectives were likely to be met, it should be sifted out at this stage, and should not proceed to further appraisal.

4.2.9 Concept 6: Additional Upstream Crossing

This concept was identified to assess the extent to which provision of an additional upstream crossing would be capable of meeting the project objectives. It includes construction of a new pedestrian / cycle bridge adjacent to the Bridge of Dee, for the same purpose as noted for Concept 1.

Potential variants to this concept are:

- Location of the upstream crossing;
- Cross-section arrangements for both the Bridge of Dee and the new upstream crossing;
- Operational arrangements for the Bridge of Dee and the new upstream crossing;
- Restricting the use of the Bridge of Dee to public transport / HGV / High Occupancy Vehicles;
- The potential need to divert Leggart Terrace southwards to connect to the A90 at a new location;
- The potential to provide a new northern link to the A90 from the connection between the new upstream crossing and Garthdee Road;
- The potential to provide a new northern link between Garthdee Road and North Deeside Road in the Inchgarth area; and
- The incorporation of measures to prioritise public transport.

Following review of the option sifting findings it was concluded that:

- As the Additional Upstream Crossing (Inner Line) Variant was unlikely to be Deliverable it should be sifted out at this stage and should not proceed to further appraisal;
- As the Additional Upstream Crossing (Central Line) Variant was unlikely to be Deliverable it should be sifted out at this stage and should not proceed to further appraisal;
- As the Additional Upstream Crossing (Outer Line) Variant was not unlikely to satisfy the Technical Feasibility, Operational Effectiveness, Deliverability and Value for Money / Affordability criteria, it should not be sifted out at this stage and should proceed to further appraisal;
- As the Additional Upstream Crossing (Outer Line) with Link to A90 Variant was not unlikely to satisfy the Technical Feasibility, Operational Effectiveness, Deliverability and Value for

Money / Affordability criteria, it should not be sifted out at this stage and should proceed to further appraisal; and

- As the Additional Upstream Crossing (Outer Line) with Link to A93 Variant was not unlikely to satisfy the Technical Feasibility, Operational Effectiveness, Deliverability and Value for Money / Affordability criteria, it should not be sifted out at this stage and should proceed to further appraisal;

4.2.10 Concept 7: Additional Adjacent Crossing

This concept was identified to assess the extent to which provision of an additional adjacent crossing would be capable of meeting the project objectives.

Potential variants to this concept are:

- Provision for pedestrian / cyclist facilities either within the new adjacent crossing or by amending the use of the existing Bridge of Dee;
- Location of the adjacent crossing;
- Cross-section arrangements for both the Bridge of Dee and the new adjacent crossing;
- Operational arrangements for the Bridge of Dee and the new adjacent crossing;
- Restricting the use of the Bridge of Dee to public transport / HGV / High Occupancy Vehicles;
- The potential need to divert Leggart Terrace southwards to connect to the A90 at a new location; and
- The incorporation of measures to prioritise public transport.

Following review of the option sifting findings it was concluded that as this Concept would was not unlikely to satisfy the Technical Feasibility, Operational Effectiveness, Deliverability and Value for Money / Affordability criteria, it should not be sifted out at this stage, and should proceed to further appraisal;

4.2.11 Concept 8: Widening of the Bridge of Dee

This concept was identified to assess the extent to which widening of the existing Bridge of Dee would be capable of meeting the project objectives. It includes pedestrian / cyclists facilities within the widened crossing. It was recognised that due to the nature of the existing Bridge of Dee, any widening proposal would require works within the River Dee SAC.

Potential variants to this concept are:

- Cross-section arrangements for the widened crossing;
- The potential need to divert Leggart Terrace southwards to connect to the A90 at a new location; and
- The incorporation of measures to prioritise public transport.

Following review of the option sifting findings it was concluded that while this Concept was unlikely to satisfy the Deliverability criterion should other viable alternatives be available, it was considered that it should not be sifted out at this stage and should proceed to further appraisal to allow for further consideration in the event that other alternatives are not considered viable during more detailed appraisal.

4.2.12 Concept 9: Replacement of the Bridge of Dee

This concept was identified to assess the extent to which, in the event that proposals to widen the existing Bridge of Dee were not capable of being progressed due to their implications for the River Dee SAC, replacement of the existing Bridge of Dee would be capable of meeting the project objectives. It includes pedestrian / cyclists facilities within the replacement crossing.

Potential variants to this concept are:

- Cross-section arrangements for the replacement crossing;
- The potential need to divert Leggart Terrace southwards to connect to the A90 at a new location; and
- The incorporation of measures to prioritise public transport.

Following review of the option sifting findings it was concluded that while this Concept was unlikely to satisfy the Deliverability criterion should other viable alternatives be available, it was considered that it should not be sifted out at this stage and should proceed to further appraisal to allow for further consideration in the event that other alternatives are not considered viable during more detailed appraisal.

4.2.13 Concept 10: Free Flow North-South Movements

This concept was identified to assess the extent to which provision of a free flow link between the A90 south of the Bridge of Dee and the A90 north of the Bridge of Dee would be capable of meeting the project objectives. It includes construction of a new pedestrian / cycle bridge adjacent to the Bridge of Dee, for the same purpose as noted for Concept 1.

Potential variants to this concept are:

- The nature of the free-flow link as elevated structure or tunnel;
- The potential need to divert Leggart Terrace southwards to connect to the A90 at a new location; and
- The incorporation of measures to prioritise public transport.

Following review of the option sifting findings it was concluded that:

- As the Flyover Variant was unlikely to satisfy the Deliverability and Value for Money / Affordability criteria, it should be sifted out at this stage and should not proceed to further appraisal; and
- As the Tunnel Variant was unlikely to satisfy the Deliverability and Value for Money / Affordability criteria, it should be sifted out at this stage and should not proceed to further appraisal.

4.3 Conclusions

- 4.3.1 The draft pre-appraisal report available on the Council website gives a detailed summary of the work undertaken to date.
- 4.3.2 The option sifting process takes into account feedback from the third stakeholder workshop held in March 2011 and subsequent consultations with Historic Scotland and Scottish National Heritage. Although strategic traffic modelling provided an indication as to the operational effectiveness of the various concept options, further more detailed microscopic traffic modelling was undertaken on some options to verify their operational effectiveness. The draft pre-appraisal report gives further detail on the detailed modelling process but the outcomes did not impact on the concepts that are now being proposed for taking forward to the next stage.

4.4 Next Stage

- 4.4.1 The detailed modelling has been concluded along with the draft STAG pre-appraisal report. At its meeting in February 2012 the Nestrans Board approved a sum of £175,000 within the 2012/13 Revenue Budget to continue with the Bridge of Dee Study and commence the formal STAG and DMRB Stage 1 assessment.
- 4.4.2 Stakeholder involvement is a key element of the STAG process to ensure that all interests are considered in an open manner, to maximise confidence in the process and to, as far as is possible, reach consensus on outcomes. Whilst the pre-appraisal report is not a primary decision stage in the process, it is recommended that feedback is provided through the publication of the pre-appraisal report and an opportunity given for the public to comment.
- 4.4.3 In order to minimise delay in concluding the pre-appraisal process and starting the formal full assessment process, the pre-appraisal report has

been published on the Aberdeen City Council website alongside all other information relating to the study that is already available. This will give the public an opportunity to comment and an offer will be extended to meet with adjacent Community Councils. Any further feedback will be reported to a future meeting of this Committee.

4.5 It is therefore recommended that Members:

- b) note the findings and outcomes of the Bridge of Dee Pre – Appraisal;
- c) instruct officers to publish the Pre-Appraisal report and invite public and stakeholder comment, including offering to meet with the adjacent Community Councils and;
- d) instruct officers to continue to work with partners to undertake the formal assessment process as quickly as possible thereafter.

NESTRANS

5 NESTRANS Progress and Programmes

5.1 The NESTRANS Board met on the 8th December 2011 and the 15th February 2012 and a copy of the minutes of both these meetings is available within this report in appendix D. The minute of the latest NESTRANS Board meeting on the 18th April are to be approved at their next meeting and will be provided in a report to follow.

5.2 NESTRANS Capital Programme 2011/12

The NESTRANS capital programme for 2011/12 is now complete and a summary of each of the completed projects is provided below.

5.2.1 Active Travel

Core Paths

All works have been completed and comprised:

- Core Path 6 – Seaton Park drainage and resurfacing
- Core Path 27 – Den of Maidenraig path upgrade
- Core Path 78 – Coastal path upgrade
- Core Path 56 – Hazlehead path upgrade
- Core Path 26 – Grandholm path bridge replacement
- Promotional Signage and Leaflets

Aberdeen to Blackburn Cycle Route

Works completed. See section 7.

Cycle Demonstration Project

Works completed. See section 8.

5.2.2 Public Transport

BPIP Buchan Corridor / King Street Bus Lane Construction

A new bus lane southbound on King Street between East North Street and Castle Street became operational in August 2011.

Holburn Street Bus Lane Changes

An extension of the southbound bus lane on Holburn Street (both length of bus lane and operating hours) was completed in January 2012.

Links Road / Beach Boulevard Junction Improvements

The existing stop line has been moved back, traffic signal loops relocated and signal timings amended at this junction.

Jesmond Drive / Scotstown Road Junction

The bell mouth on the south / west side of the junction has been widened to allow buses to manoeuvre into Jesmond Drive without blocking both lanes on the approach to the junction.

Aberdeen City and Shire Bus Stop Information Initiatives

Bus timetable display cases have been replaced and / or provided at bus stops to ensure DDA compliance, that minimum standards and content can be provided, and which allows for standardised region wide improvements to timetabling information.

Night Time Transport Zone

Night time bus stops on Union Street have been implemented.

No 59 Bus Infrastructure Improvements

An infrastructure audit took place in support of a new hybrid bus fleet that is to be introduced and lay-by improvements were implemented on Foresterhill Road.

A96 Park & Ride

Legal costs for land acquisition.

5.2.3 Strategic Road Capacity Improvements

Contribution to 3rd Don Crossing

Site investigation work completed. Scottish Ministers have confirmed the CPO.

Berryden Corridor Improvements

Design work completed.

Segregated left turn Great Southern Road to Stonehaven Road

Traffic modelling carried out and indicated that no further work is required.

Guild Street / Wapping Street Signals

A fibre optic link cable was provided to implement SCOOT at this junction to improve vehicular and pedestrian flow.

Hareness Road / Souterhead Road Junction Improvements

Further investigation into a strategic improvement to be deferred until the impact of construction of the AWPR and outcome of the Bridge of Dee Study are known.

5.2.4 Strategic Road Safety Improvements

Kingswells Roundabout Toucan Crossing

A toucan crossing and footpath links were installed over the C89C north arm of Kingswells roundabout to assist cyclists and pedestrians along the A944 corridor.

Riverside Drive Variable Message Sign

Two variable message signs have been installed.

5.2.5 Strategic Road Prioritised Maintenance

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

Resurfacing work completed.

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

Resurfacing work completed.

A944 Skene Road

Resurfacing work completed.

Great Southern Road

Contribution to resurfacing work.

5.2.6 Rail

Access for All

Accessibility improvements to rail stations in the North East were agreed with Network Rail and implemented at Huntly, Inch, Inverurie, Stonehaven, Laurencekirk and Portlethen stations.

5.2.7 Various

Car Club

The Car Club was successfully launched in April 2012. See Section 6.2.

5.3 NESTRANS Revenue Programme 2011/12

The NESTRANS revenue programme for 2011/12 is now complete and a summary of each of the completed projects is provided below.

5.3.1 Rail Action Plan

Contribution to Dyce Shuttle Bus

Contribution complete.

5.3.2 Freight Action Plan

Care North Year 3 of 3

Contribution complete.

5.3.3 Bus Action Plan

Bus Link Improvements to Anderson Drive

Works complete and further work commissioned.

Bridge of Don Park and Ride Feasibility Study

Environmental and Transport Assessment completed. See Section 3.

Aberdeen Royal Infirmary Interchange

Design work completed.

Bus Lane Enforcement Camera Procurement

Business case prepared on options for bus lane enforcement.

5.3.4 Project Feasibility and Monitoring

Bridge of Dee

Draft summary report has been prepared and requires to be agreed before moving onto next stage of the scheme. See Section 4.

Rob Roy Bridge Feasibility Study

Alignment design investigatory work has been completed.

5.4 The total received from NESTRANS during 2011/12 under capital and revenue was £1,510,313.79 and £188,434.51 respectively.

5.5 NESTRANS Capital Programme 2012/13

The capital programme expenditure for 2012/13 was approved at the NESTRANS board meeting on 18th April 2012 and details of the programme are listed below.

5.5.1 Active Travel

Core Paths (£266,000)

Provision / upgrade of selected Core Paths, promotional signage and leaflets and detailed design of schemes for 2013/14.

Aberdeen to Blackburn Cycle Route (£75,000)

Install Toucan crossings at either end of the new shared pedestrian / cycle route and sign and line the route in support of the revised Traffic Regulation Order.

Cycle Demonstration Project (£115,000)

Develop the feasibility work carried out in 2011/12 to install a series of new paths throughout the Greenbrae School catchment area and to formalise a number of shared use links through signing and lining.

5.5.2 Public Transport

A96 Park and Choose (£135,000)

Specimen design for inclusion in AWPR contract.

Aberdeen City and Shire Joint Bus Stop Information Initiatives (£60,000)

Replace and / or provide bus timetable display cases at bus stops within Aberdeen City and Shire.

Upgrade Bus Lane Enforcement Cameras on Strategic Bus Corridors (£200,000)

Install new camera system to improve enforcement of bus lanes.

ARI Interchange (£60,000)

Construction of improved interchange and associated bus priority measures (jointly funded with NHS Grampian).

Airport Bus Turning Circle (£25,000)

Design, planning and legal costs relating to land.

5.5.3 Strategic Road Safety Improvements

Road Studs and Lining (£40,000)

Renewing road studs and relining works on Wellington Road and the A944.

5.6 NESTRANS Revenue Programme 2012/13

The revenue programme expenditure for 2012/13 was approved at the the same meeting and details of the programme are listed below.

5.6.1 Bus Action Plan

Bridge of Don Park & Ride Feasibility (£20,000)

See Section 3. Continue with detailed study into recommended options.

Bus Link Improvements to Anderson Drive (£15,000)

Continue to investigate possible improvements to public transport movement along and across Anderson Drive post-AWPR.

Upgrade of Backroom Office Equipment for Bus Lane Decriminalisation (£55,000)

To facilitate the enforcement of bus lane violations.

King Street Bus Lane (£5000)

To implement the findings of a recent safety audit.

Night Time Transport Zone (£8000)

For the installation of lit signs at night time bus stops on Union Street.

5.6.2 Rail Action Plan

Contribution to Dyce Shuttle Bus (£46,000)

5.6.3 Project Feasibility and Monitoring

Bridge of Dee - Project Feasibility & Development (£175,000)

Complete and publish Pre Appraisal and commence formal appraisal process. See Section 4 for further details.

5.7 NESTRANS's total capital and revenue expenditure within Aberdeen City for 2012/13 is £976,000 and £324,000, respectively

5.8 It is therefore recommended that Members endorse development through NESTRANS, including Board decisions and 2011/12 and 2012/13 programmes of work.

6 CARE North (Carbon Responsible Transport Strategies)

6.1 Aberdeen City Council is a Partner in a three year European Union (EU) Interreg IVB CARE North (Carbon Responsible Transport Strategies for the North Sea Region) project. The brief is to 'develop innovative carbon reduction strategies for urban transport to maintain and improve

accessibility in a more carbon responsible way'. An update on various projects being progressed as part of CARE North is provided in this section.

6.2 Car Club

6.2.1 On Monday 2nd April the Commonwheels Car Club was formally launched in Aberdeen by Dr Margaret Bochel, Head of Planning and Sustainable Development. The event was publicised in a number of local papers and forums including the Press and Journal, Evening Express and Northsound radio.

6.2.2 The Car Club currently has eleven cars: two Ford Fiesta Econetics, two Hyundai i10s, five Kia Picantos, one Kia Rio and one Kia Sedona. Members book a car via the phone or the internet when they need it and are charged on a pay-as-you-drive basis.

6.2.3 There are currently eight on-street spaces available at Queen Street, Albyn Place, South Silver Street, Hollybank Place, East Craibstone Street, Kittybrewster depot and Rosemount Viaduct. Three spaces are also provided in Marischal College surface access car park but it is hoped that these will be relocated to Littlejohn Street in due course.

6.2.4 In the next twelve months it is hoped to expand the Car Club to other on-street locations as well as to include electric cars. A trial of hydrogen vehicles also took place in May.

6.2.5 Further information is available at www.commonwheels.org.uk or www.aberdeencity.gov.uk/lez

6.3 Transport Masterplan for the City Centre

6.3.1 The City Centre Development Framework (CCDF) was agreed at the Enterprise, Planning and Infrastructure Committee on 24 May 2011. This document promotes a strategy to complement and enhance the features of the City Centre that make Aberdeen unique. The Development Framework identifies 9 character areas and urban quarters focussed on Union Street as the spine of the City Centre. In order to fully meet the aspirations of this Framework, as well as the City's statutory obligations on air quality, there is a requirement to consolidate ongoing and proposed transport projects within the City Centre into one document.

6.3.2 This consolidated document will take the form of the City Centre Transport Masterplan (CCTM). It will enhance and further develop the transport themes contained within the CCDF and will seek to provide a comprehensive and detailed guide to how transport connections will

develop over the next 5 to 10 years and how these connections will help to achieve regeneration of the City Centre as a whole. Although there is an adopted Local Transport Strategy, there is a requirement for a site specific document that deals with City Centre regeneration and specifically the transport element of this in a holistic manner.

6.3.3 The aim of the CCTM is to develop a layered modal strategy for improvement within the City Centre. It will propose policies, strategies or interventions to improve the existing situation and to fill any gaps in transportation infrastructure that have been identified. The policies, strategies and interventions will be consistent with and will assist in the delivery of the objectives and outcomes of all key national, regional and local documents. The layered modal strategy will also provide the basis for prioritising the delivery of improvements and setting timescales for action and will inform the production of an action and delivery programme. This key stage will be developed with stakeholders who broadly represent the users of the City Centre as well as the CCTM Project Team and internal Council colleagues. Once a draft modal strategy has been developed, more broad public consultation will be undertaken.

6.3.4 The Project Team who will be directly involved in the preparation of the CCTM will consist of:

- Aberdeen City Council officers (Transportation Strategy and Programmes and Masterplanning, Design and Conservation)
- NESTRANS, and
- Robert Gordon University (RGU)

The NESTRANS Regional Transport Strategy recognises the importance of a strong City Centre for the economy of the region as a whole. RGU is a partner in the CARE North project.

6.3.5 To date, the Project Team has met and agreed the principle and need for a CCTM document. The work involved in preparing a draft CCTM will take several months and it is envisaged that a draft document will be ready for submission to the appropriate Committees later in 2012. Committees will receive regular updates on the progress of the CCTM.

6.4 Electric Vehicle Procurement Support Scheme 2011/12

6.4.1 Aberdeen City Council was awarded a grant of £59,000 to purchase and install electric charging infrastructure under the Electric Vehicle Procurement Support Scheme 2011/12.

6.4.2 The objective of this Scottish Government scheme is to accelerate the progress of decarbonising road transport by promoting the uptake of electric vehicles in the Scottish fleet and providing a network of supportive

charging infrastructure by using public sector procurement as an exemplar model.

6.4.3 The scheme aims to:

- Provide a platform for electric vehicles to demonstrate their functionality and potential for emissions reduction;
- Develop a network of charging infrastructure to support public sector electric vehicle fleets across Scotland;
- Allow economies of scale to reduce costs via the procurement of a significant quantity of this emerging vehicle technology; and
- Stimulate increased confidence in the electric vehicle market through public sector leadership.

6.4.4 Using these funds, Aberdeen City Council commissioned APT Technologies to supply and install 10 charging posts. These were installed throughout April across Council sites, including Marischal College, Tullos Depot, Kittybrewster Depot, Spring Garden and West North Street car park. These posts will allow faster charging of the Council's current electric vehicles and will provide the opportunity to charge further vehicles should the Council purchase more.

6.4.5 The emphasis of this scheme is on locating outlets so they can support the fleet of Council owned electric vehicles. However, it is envisaged that this is only the first stage in developing a network of electric charging infrastructure across Aberdeen City that can be accessed by the general public in the future.

6.5 Freight Movement and Efficiency

6.5.1 A study is currently underway to consider how freight distribution within Aberdeen's Air Quality Management Area (AQMA) could be made more efficient, reducing associated air quality and carbon emissions.

6.5.2 The first phase is the analysis of distribution on Union Street and on-street loading surveys have been undertaken with frontages surveyed regarding their loading patterns and requirements. Other work is considering the current legislative context for deliveries on Union Street, current best practice as well as the possible future implications of changes to Union Street.

6.6 Public Awareness and Events

6.6.1 Aberdeen City Council has been awarded Air Quality Action Plan Grant money from the Scottish Government for hosting an air quality awareness raising event in 2012. Given that poor air quality is predominantly caused by transport it is proposed to run a transport

themed event promoting sustainable transport. The date for this event would ideally be Sunday 23rd September as part of European Mobility Week. Further information will be provided on the nature of the event as details emerge.

6.7 CARE North Final Conference, Bremen

- 6.7.1 Councillor Corall and officers in Planning & Sustainable Development and Economic Development attended the CARE North Final Conference in Bremen on 20th - 21st March. The conference focused on the evolving role of low carbon transport solutions such as cycling, walking and collective transportation, and addressed the importance of behavior change and limiting road space as key elements to meet CO2 reduction targets.
- 6.7.2 Practitioners and researchers alike benefitted from extremely engaging discussions with a wealth of ideas and suggestions. The CARE North message will be submitted to Rio+20. Aberdeen City Council officers would also like to engage one of the presenters to include Aberdeen in the Cities Transport Review which would benchmark transport in Aberdeen against other cities.

6.8 CARE North Transport and Urban Realm Meeting

- 6.8.1 An opportunity has arisen for a Councillor or Councillors to attend the CARE North transport and urban realm meeting in Gothenburg which will allow attendees to see how the City has changed the focus of its Centre from an area dominated by traffic to one with a focus on business and movement. The Partner meeting will take place on Thursday 7th and Friday 8th June but the opportunity to extend the meeting either on Wednesday, 6th or to the afternoon of Friday, 8th for a demonstration of the City has arisen. This will be funded via CARE North and Nestrans.
- 6.8.2 To take advantage of this offer, from a City which is suffering from very similar congestion issues to Aberdeen, and to demonstrate the Council's commitment to and support for the project it is recommended that this Committee approve the attendance of (an) Elected Member(s), along with officers working on the project, at the CARE North transport and urban realm meeting in Gothenburg on 6-8th June 2012.

B) Issues for Information

Active Travel and Air Quality

7 Aberdeen – Blackburn (A96 Corridor) cycle path construction.

Phase 1 Haudagain and Auchmill Road sections.

- 7.1 The construction elements of Phase 1 have been completed and footway users are now benefiting from improved footway conditions and crossing points.
- 7.2 The advertisement and consultation of the necessary Traffic Regulation Orders (TROs) for shared pedestrian and cycle routes are being taken forward by Transport Scotland and Aberdeen City Council. It is anticipated that the consultation and advertisement of the local road sections will be reported to this Committee within the Small Scale Traffic Management and Development Associated Proposals Outcomes Report.
- 7.3 Subject to successful completion of the TROs, funding has been secured for the implementation of the signing and lining required for the orders and to install toucan crossings at either end of the route to aid access for cyclists to the facility.
- 7.4 The on road section of the cycle route along the old Inverurie Road will be implemented in spring / summer 2012.
- 7.5 Officers will also be developing the design and programme of the further phases of the route in order to progress the route out towards Blackburn subject to future funding and developments along the corridor.

8 Cycle Demonstration Project

- 8.1 During March the first wave of new infrastructure as outlined within the Greenbrae Cycle Project Action Plan was installed within the project area, comprising a series of dropped kerbs and a new path through the grounds of Greenbrae School. The advertisement and consultation of the necessary TROs for shared pedestrian and cycle routes has recently taken place and the outcomes will be reported to a future meeting of this Committee within the Small Scale Traffic Management and Development Associated Proposals Outcomes Report.
- 8.2 A report on the progress of this project during 2011/12, and looking at priorities for 2012/13, has been prepared and can be viewed on the Council's website at www.aberdeencity.gov.uk/communitycycling or provided on request.

9 Sustrans Grants for School Travel Projects

- 9.1 Between January and March 2012, two grants were received from Sustrans Scotland for school travel projects, with £19,000 received for

cycle parking facilities and £2350 for 'soft measures' projects. Further details are in the next section.

10 External Funding for Active Travel Projects 2011/12

10.1 Throughout 2011/12 the Council's Transportation Strategy and Programmes Team continued to seek to take advantage of external funding opportunities for active travel projects.

10.2 External funding is vital for some projects, such as school travel initiatives, for which no internal funding source currently exists, and increases the available budget for other projects.

10.3 Below is a breakdown of the funding that was successfully attracted during 2011/12 for active travel projects:

- **Sustrans Community Links Fund - £19,050**, used to match fund the upgrade of two walking and cycling paths, one alongside Persley Walled Gardens (£4,050), which forms part of the National Cycle Network Route 1, and the other a Core Path connecting Heathryfold to Auchmill (£15,000).
- **Sustrans School Cycle Parking Fund - £31,600**, used for the installation of new and / or improved cycle and scooter parking facilities at the following schools: Charleston School, Glashieburn School, Greenbrae School, Mile End School, Cults Primary School (match funded with Nestrans) and Fernielea School, Northfield Academy and Riverbank School, the latter three match funded by the Council's Cycling Walking and Safer Streets (CWSS) allocation from the Scottish Government.
- **Sustrans School Soft Measures Fund - £2,350**. Greenbrae School successfully bid for £850 for a bicycle maintenance project, and Stoneywood School received £1,500 for the purchase of road safety education equipment.
- **Cycling Scotland Bikeability Grant - £1,440**, awarded to aid local authorities in the delivery of Bikeability in schools and currently being used for a project benefitting three primary schools – Kirkhill School, Riverbank School and St. Joseph's RC School.

Also:

- **Nestrans - £3,776.12**, additionally awarded to match fund with Sustrans a new cycle shelter at Cults Primary School and to pay for the repair of damaged cycle lockers at St. Machar Academy.
- **CWSS - £29,079.80** was allocated from the Council's CWSS fund to match-fund cycle parking facilities at Northfield Academy, Fernielea School and Riverbank School and to pay for scooter and cycle parking facilities at the following schools: Charleston School, Culter School, Harlaw Academy, Kingsford School, Kirkhill School and Muirfield School.

11 Give Me Cycle Space Campaign

- 11.1 As reported to this Committee in January, Aberdeen City Council is working with Cycling Scotland to deliver the 'Give Me Cycle Space' campaign in Aberdeen. This is a social marketing campaign to increase awareness amongst drivers of children cycling to school and to encourage drivers to give cyclists plenty of room when passing them on the road.
- 11.2 The campaign is running from 8th May to 15th June, using a mix of media. Billboards, bus stop adverts and lamp post banners are being used on-street, while adverts will be running in the local press, on local radio and on both local and national television.
- 11.3 The on-street advertising is concentrated around seven primary schools (Greenbrae, Culter, Cults, Hazlehead, Airyhall, Fernielea and Kingsford) and pupils at each school are taking part in a number of cycling-related activities to coincide with the campaign, culminating in a visit from The Clan, Scotland's premiere bike stunt team, to two of the schools in June.

12 Bikeability

- 12.1 Bikeability Scotland is the new multi-level cycling proficiency training scheme for Scottish schools. Following the withdrawal of Grampian Police from supporting schools in the delivery of cycle training, the Council has been working with Cycling Scotland, the national cycle promotion organisation, to introduce a new model of delivery for Aberdeen.
- 12.2 The Council's City Wardens team is now taking the lead on this with a number of Wardens recently becoming qualified Cycle Trainers. This will allow them to cascade training down to parents, teachers and volunteers at schools, training them as Cycle Training Assistants. It is hoped that having a local resources in the form of the Wardens, able to train future trainers themselves, will prove a sustainable delivery model for Aberdeen, with the Wardens also on hand to help out directly with the training of the children in schools when needed.

13 Scottish Transport Awards 2012

- 13.1 Aberdeen City Council has been nominated for 5 awards at 2012's Scottish Transport Awards.
- Integrated Transport Project of the Year - Strategic Transport Fund (with NESTRANS, Aberdeenshire Council and Aberdeen City and Shire Strategic Development Planning Authority)
 - Achievements in Cycling – The Greenbrae Cycle Project

- Excellence in Walking and the Public Realm – The Green Streetscape
- Innovative Transport Project of the Year - The Greenbrae Cycle Project
- Innovative Transport Project of the Year - Strategic Transport Fund (with NESTRANS, Aberdeenshire Council and Aberdeen City and Shire Strategic Development Planning Authority)

Winners will be announced during a ceremony in Glasgow on 14th June.

14 Cycle Friendly Employer Award

- 14.1 Aberdeen City Council has been named a 'Cycle Friendly Employer' in recognition of the efforts made to encourage, promote and facilitate cycling to work amongst employees. Cycling Scotland, who administers the award, visited three Council buildings in November last year – Marischal College, Kittybrewster and Balgownie One – and certificates were presented to each of these in March.

Public Transport

15 Aberdeen City Bus Information Strategy

- 15.1 The Aberdeen City Bus Information Strategy was adopted in March 2011. As part of the Council's commitment to ongoing monitoring and review of performance in meeting the aims and objectives of the Strategy, the first annual progress report has been prepared and is available on the Council's website at http://www.aberdeencity.gov.uk/transport_streets/public_transport/put_bus_strategy_results.asp. Alternatively, a paper copy can be provided on request.

16 Night Time Buses

- 16.1 This project is nearing completion with the installation of lit signs in the night bus stops within the City Centre the only outstanding element. Due to difficulties in installation, which has led to an increase in costs, there has been a delay in progressing this but funding has now been secured and it is anticipated that the signs will be installed in the summer.

17 Audit Scotland Update Report on Transport for Health and Social Care

- 17.1 A report was submitted to this Committee in January 2012 advising members of the findings of an Audit Scotland Report on Transport for Health and Social Care and providing an update on the performance of the Council and partner organisations.

- 17.2 The Committee requested officers to report back in May with a detailed action plan setting out how the Council and partner organisations would tackle the areas for development following self assessment and how the Council would meet the recommendations set out by the Audit Scotland report.
- 17.3 At this stage there is still one Health and Transport Action Plan (HTAP) partner organisation to undergo self assessment. This is expected imminently following which all self assessments will be collated and an Action Plan prepared collectively with all HTAP partners. As was previously advised to Committee many of the potential actions cannot be delivered in isolation and the development of the required Action Plan must be undertaken in tandem with the partner organisations and in conjunction with the development of HTAP.
- 17.4 Due to the above, it is not possible to provide the requested action plan to Committee at this cycle. However, following identification of areas for improvements, officers have already started to take steps to address these areas in order to improve the Council's position ahead of a collective Action Plan being drafted. An update on progress made since January 2012 is provided in Appendix E.

Major Projects

18 Aberdeen Western Peripheral Route

- 18.1 An appeal by Mr Walton against the judgement of Lord Tyre ([2011] COSH 131) sitting in the Outer House of the Court of Session was heard before Lords Clarke, Bonomy and Philip sitting in the Inner House of the Court of Session between 13th and 16th December 2011. Their Lordships delivered their judgement on 29th February 2012 dismissing the appeal.
- 18.2 Following the issuing of the judgement, the unsuccessful party has a statutory right of appeal within 42 days to the UK Supreme Court in London, which acts as the final court of appeal for all United Kingdom civil cases. Mr Walton on the 12 April 2012 submitted an appeal to the UK Supreme Court. A hearing is set for the 9th and 10th of July.
- 18.3 At this stage it is difficult to be precise about the impact of the appeal will have on the project timetable, however it is likely that the appeal will delay the project by at least a further 9 to 12 months.

- 18.4 Officers from Aberdeen City and Aberdeenshire Councils and Transport Scotland are currently examining the impact of this further delay to the AWPR programme.

19 Access from the North

- 19.1 Further to the Access from the North - An Integrated Transport Solution report to this Committee on 26 November 2009 which detailed “sustainable transport solutions to improve access to and from the north of the City, supporting national, regional and local policy objectives for modal shift and reduced levels of car use”, and the subsequent Delivery Plan report to this Committee on 18 January 2011 detailing the programme for implementation of these proposals, this report updates members on progress of the Delivery Plan to date.
- 19.2 The Delivery Plan takes into account the impacts of all major infrastructure changes to the north of the city including the Third Don Corridor and Berryden Corridor in order to lock in the benefits to the surrounding networks and communities, and provide best value for the Council.
- 19.3 Minor improvements to the network have been achieved in the last financial year however the targets set in the original programme have not been met due to limited resources, both financial and staff time, being prioritised elsewhere. Endeavours will be made to allocate staff time to the development of the options in order that they are ready to put forward for funding streams this and next financial years.
- 19.4 Progress in project groupings

Denmore Road to Scotstown Road pedestrian improvements

Some improved pedestrian provisions, including dropped kerbs and tactile paving at crossing points, have been made along Denmore Road and Greenbrae Drive.

Pedestrian improvements - King Street and Old Aberdeen

The implementation of improved pedestrian crossing points in Old Aberdeen and along King Street has been completed.

Pedestrian and cycle improvements in Grandholm

Upgrade and extension of existing path network.

Pedestrian and cycle improvements on Great Northern Road

Progress is being made towards the advertising of a Traffic Regulation Order for a shared cycle and pedestrian path along the initial section of the route to tie in with the Bucksburn to Blackburn A96 cycle route. This will also provide a toucan crossing adjacent to Haudagain Roundabout on

Great Northern Road. Footpath surfacing improvements have been implemented near to the roundabout.

Pedestrian and cycle improvements on Hilton Drive / Westburn Drive and Craigie Loanings

Improved pedestrian crossing points along Hilton Drive and at Sixways roundabout have been implemented.

Public transport improvements

A Bus Punctuality Improvement Project (BPIP) study has commenced along Great Northern Road/ Auchmill Road corridor.

No action taken to date:

Cycle provisions on Ellon Road

Cycle improvements to Core Paths 13 and 6

Cycle provisions on King Street

West North Street cycle and pedestrian facilities

Sustainable Transport Hubs

Beach Esplanade cycle facilities

Pedestrian and cycle connections in the vicinity of the Parkway

Cycle Facilities linking to the Berryden Corridor

- 19.5 The planning application for the Third Don Crossing was approved subject to conditions at the meeting of full Council on 23rd February 2011.
- 19.6 A Compulsory Purchase Order (CPO) was promoted in 2010 to acquire the land necessary to build the scheme. As there were objections raised over the use of the CPO, Scottish Ministers called for a Public Local Inquiry (PLI) to be held. An independent Reporter was appointed by Scottish Ministers to carry out the PLI which was held in November 2011.
- 19.7 Following the PLI the Reporter recommended that the CPO be confirmed and passed his findings and recommendations to Scottish Ministers in February 2012. Scottish Ministers considered his report and recommendations and confirmed the CPO in March 2012.
- 19.8 On Wednesday 28th March 2012 confirmed copies of the CPO were issued to all owners and occupiers of affected property as well as being advertised in local press and on street notices. Following this notice, objectors have a 6 week period in which to appeal the Scottish Ministers' decision.
- 19.9 A final decision has still to be made as to whether the scheme is delivered as part of the AWPR or as a stand alone project. Preparation of contract documentation is currently ongoing.

20 A96 Park and Ride / Dyce Drive Link Road

- 20.1 The necessary land has been acquired and planning permission granted for these schemes. Work is now underway to prepare specimen designs for inclusion in the AWPR contract.

21 Haudagain Junction Improvements

- 21.1 Scottish Ministers recently announced £3 million funding to take forward the design of the preferred option during 2013, subject to verification of the preferred option in conjunction with the Cumulative Impact Assessment for transport impacts of the Structure Plan and Aberdeen City Council and Aberdeenshire Council's respective Local Development Plans. The Scottish Government has given commitment to delivery of improvements at the Haudagain after the AWPR is open, committing funding from 2013 for the design process. Officers of this Council and NESTRANS met with Transport Scotland in April to discuss taking this forward and further discussions are planned in the coming months.

22 Berryden Corridor Improvements

- 22.1 The preferred option for this scheme was approved by this Committee in November 2009. The next stage of detailed design, costing and programming has been subject to bids to the Non Housing Capital Programme, unfortunately unsuccessfully due to other Council priorities. In 2011/12 NESTRANS funding supported the development of a footprint of the improvements, to ensure there was a minimum availability of knowledge should any developments progress along the corridor that need to take this transportation project into account. No further design work can be undertaken until such times as significant non housing capital funding becomes available and officers will continue to submit this scheme in future NHC programmes for consideration..

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.

7. REPORT AUTHOR DETAILS

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