

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	11 September 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Strategic and Local Transportation Projects Update Report
REPORT NUMBER:	EPI/12/167

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:

- a) Note the contents of this report;
- b) Endorse development through Nestrans as outlined in section 5 of the report, including Board decisions and progress on the 2012/13 programme of works; and
- c) Agree a response to Nestrans on the draft Regional Transport Strategy Main Issues Report.

3. FINANCIAL IMPLICATIONS

The projects described in this report 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

Nestrans

1 Nestrans Projects and Programmes

1.1 The Nestrans Board met on the 18th April 2012 and a copy of the minute is available within this report in Appendix A. The Board also met on the 20th June and 29th August 2012, and the minutes of these meetings will be included within a future report.

1.2 Nestrans Capital Programme 2012/13

1.2.1 The capital programme of expenditure for 2012/13 was approved at the Nestrans board meeting on 18th April. Details of the programme within Aberdeen City, totaling approximately £976,000, are listed below along with an update for each project.

1.2.2 Active Travel

Core Paths

Improvements to the following Core Paths will be taking place between August and November:

- Core Path 8: Auchmill Community Woodland
- Core Path 27: Fernielea
- Core Path 61: Hazledene Road – Countesswells Road/Hayfield Road
- Core Path 63: Den of Cults
- Core Path 66: Deeside Line
- Core Path 68: Den of Cults
- Core Path 69: Duthie Park
- Core Path 70: River Dee
- Core Path 78: Coastal Path

This will be accompanied by a programme of signage, interpretation and leaflet development.

Aberdeen to Blackburn Cycle Route

See section 3.

Cycle Demonstration Project

See section 4.

1.2.3 Public Transport

A96 Park and Choose

Work is continuing on the specimen design for inclusion in the AWPR contract.

Aberdeen City and Shire Joint Bus Stop Information Initiatives

The programme of provision/replacement of timetable display cases at bus stops throughout Aberdeen City and Shire is continuing.

Upgrade Bus Lane Enforcement Cameras on Strategic Bus Corridors

See section 15.

ARI Interchange

Construction of the improved interchange and associated bus priority measures, jointly funded with NHS Grampian, is now complete.

Airport Bus Turning Circle

Design and planning is underway.

King Street Bus Lane

The findings of the safety audit have now been implemented.

Night Time Transport Zone

The installation of lit signs at night time bus stops on Union Street should be complete by the end of the year.

1.2.4 Strategic Road Safety Improvements

Road Studs and Lining

A programme of renewing road studs and relining works on Wellington Road and the A944 has commenced.

1.3 Nestrans Revenue Programme 2012/13

1.3.1 The revenue programme expenditure for 2012/13 was approved at the same meeting and details of the programme, totaling £324,000, are listed below along with scheme updates.

1.3.2 Bus Action Plan

Bridge of Don Park & Ride Feasibility

See section 14.

Bus Link Improvements to Anderson Drive

Modeling of east-west priority along junctions on Anderson Drive and sections of bus priority on the corridor continues.

Upgrade of Backroom Office Equipment for Bus Lane Decriminalisation

See section 15.

1.3.3 Rail Action Plan

Contribution to Dyce Shuttle Bus

Tenders have been returned and awarded to Stagecoach.

1.3.4 Project Feasibility and Monitoring

Bridge of Dee - Project Feasibility & Development

See Section 18.

1.3.5 It is therefore recommended that Members endorse development through Nestrans as outlined above, including Board decisions and progress on the 2012/13 programme of works.

2 Regional Transport Strategy – Main Issues and Review of Regional Transport Strategy Actions

2.1 On 29th August 2012 the Nestrans Board considered a 'Main Issues and Review of Regional Transport Strategy Actions' Report to inform a refresh of the Regional Transport Strategy (RTS). A Strategic Environmental Assessment and Equalities Impact Assessment will be undertaken on any proposed changes to the RTS. The purpose of this review is not to change the direction of the RTS but to incorporate significant developments in policy and better align it with new land use policies and their transport implications.

2.2 Whilst officers of Aberdeen City Council have informally commented on the draft document, this Council is now being formally asked for their consideration of the report and their comments.

Background

2.3 The Current RTS was approved by Scottish Government Ministers in 2008, with the separate delivery plan published in 2010. A number of policies and actions have emerged in recent years that the RTS now needs to take account of, the most significant of which is the publication of the Structure Plan and emerging Strategic Development Plan (SDP), and the adoption of the Local Development Plans (LDP) for Aberdeen City and Aberdeenshire Councils.

2.4 These new land use plans will have significant implications for the region's transport network and the timeframe for the emerging SDP is 2035, significantly longer than the current RTS timeframe of 2021.

2.5 Officer workshops have helped identify what has changed since 2008, including legislation, key policy changes and forecast trends. This has informed the main issues to be considered in refreshing the RTS as well as

helping to identify new actions, and any adjustment to current actions that would support the delivery of a refreshed RTS. The Nestrans Board report on this can be found at the following link:

<http://www.nestrans.org.uk/51/board-meetings.html>

and the Main Issues and Review of RTS Actions is also included in this report as Appendix B.

Content

- 2.6 The Main Issues identified include the following:
- EU white paper on transport
 - Climate change legislation and guidance
 - Scottish Government Economic Strategy
 - Cycling Action Plan for Scotland
 - Scotland's Cities: Delivering for Scotland
 - National Planning Framework 2
 - Designing Streets
 - Scottish Government Infrastructure Investment Plan
 - Strategic Development Plan and Local Development Plans
 - Energetica Corridor
 - Air Quality
 - RTS Action Plans
- 2.7 The report also indicates the range of schemes that have been delivered across the region since 2008 and highlights progress on key indicators. Progress is variable, with rail patronage, cycling, road casualties and child active travel to school all improving, but congestion and bus journey times continue to increase. Forecasting trends takes into account the SDP plans to increase population and household numbers, the increasing proportion of the ageing population, the cumulative impact of the planned development, fuel costs, car ownership trends and technology.
- 2.8 An action plan showing the current RTS actions, proposed amendments and new actions is included in the report, together with a commitment to review the indicators and targets in the context of the refreshed strategy.
- 2.9 Nestrans also propose to hold a 6 week public consultation on the RTS refresh, with a North East Consultative Forum to be held in late September/early October.

Proposed Response

- 2.10 The Nestrans report poses a number of consultation questions within the main text. Officers have reviewed the document and recommend that this Committee welcomes the publication of the RTS refresh and broadly agrees with the contents, which reflect the economic, environmental and transport

priorities for the City. The following responses are suggested for Committee approval, subject to any further comments Members may wish to make:

1. Does the (document) fairly reflect the changes in policy, funding and trends since the publication of the RTS in 2008?

Yes. Increased emphasis on improving air quality, carbon reduction and sustainable travel are particularly welcome. The actions to explore new rail station opportunities, recognising and supporting new technological and fuel innovations and greater focus on locking in the benefits of new road infrastructure for sustainable modes appear to reflect local, national and international future planning.

2. Are there any other issues affecting the extension of the RTS that should be considered?

No further issues, but possibly the refresh document could mention the best practice and other benefits to be gained from partnership working, such as European Partnerships which are delivering benefits in terms of local knowledge e.g. on-going CARE NORTH (as referenced in this committee report) – development of carbon reduction strategies - and also via new technology such as the more recent partnership which will see the trialing of Hydrogen Buses in the region.

3. Are there any other trends that will influence the delivery of the RTS that need to be considered?

The importance of active travel and air quality is clear in relation to public health. Is it worth including some trends analysis on the health of the regional population?

4. Do you agree that the objectives remain valid and fit for purpose?

Yes.

5. Do you agree that the proposed wording changes of objective 2b?

Yes (this proposal seeks to articulate road casualties rather than road accidents – this appears more appropriate and is in line with local, regional and national targets/monitoring).

6. The objectives currently all carry an equal weighting. Is this still appropriate?

Yes – the resulting delivery plan should, however, be considered for prioritisation to ensure the most cost effective delivery of actions to ensure the optimum ability to meet the objectives.

- 2.11 It is therefore recommended that the Committee agree the above response to Nestrans on the draft Regional Transport Strategy Main Issues and Review of RTS Actions Report, subject to any further amendments Members may wish to make.

B) Issues for Information

Active Travel and Air Quality

3 A96 Aberdeen to Blackburn Cycle Route

- 3.1 The advertisement and consultation of the necessary Traffic Regulation Orders (TROs) for a shared pedestrian and cycle route along Auchmill Road (Phase 1 of the project) are being taken forward by Transport Scotland and Aberdeen City Council. The ACC TROs have now been successfully completed and it is anticipated that the delays experienced in progressing the Transport Scotland elements have now been resolved. Subject to a successful consultation process, the proposed sections should be implemented this financial year.
- 3.2 A further phase of the project has been proposed, seeing the route continue along Great Northern Road from the Haudagain Roundabout to Don Street to provide a cycle network to a consistent standard for trips to and from the north of the city centre. This will be reported to the Committee within the Traffic Orders at the Final Stage of the Statutory Process Report.

4 The Greenbrae Cycle Project

- 4.1 The advertisement and consultation of the necessary TROs for a shared pedestrian and cycle route running through the area (Links 2, 5 and 7 within the Greenbrae Cycle Project Action Plan) has taken place and will be reported to this Committee within the Traffic Orders at the Final Stage of the Statutory Process Report.
- 4.2 Officers are also looking to take forward two pedestrian and cycle path upgrades this year. One of these (Link 3) improves connections to Greenbrae School from houses in the Mariner's View development to the north, the other (Link 6) improves the connection to the industrial area around Denmore Road from the residential neighbourhood. These should be constructed in the autumn. It is anticipated that, by the end of the year, at least 11 of the 20 physical interventions identified within the Action Plan will have been successfully implemented.
- 4.3 Path improvements will be accompanied by directional signage and the publication and distribution of an area cycle map to households and businesses as well as a series of public events and promotions.

5 Hands Up Survey 2011

- 5.1 The Hands Up Scotland survey, where pupils are asked how they normally travel to school, takes place annually with all primary and secondary

schools invited to participate. In July this year, national survey results for 2011 were released as Official Statistics for the first time and these allow Aberdeen City Council to benchmark active travel to school levels with other local authorities and with Scotland as a whole.

- 5.2 2011 results show that Aberdeen still has the highest walk to school rate of all Scottish local authorities (58.3%) despite walking rates falling gradually since the survey began. The current rate is well above the national average of 45.9%.
- 5.3 Cycling levels amongst schoolchildren in Aberdeen are at their highest level (2.5%) since the survey began in 2008 and, looking at comparable Scottish cities, only Edinburgh has a higher cycling mode share.
- 5.4 Aberdeen City Council has the fourth highest active travel to school rate in Scotland, behind only Edinburgh, East Lothian and Stirling.
- 5.5 19.6% of pupils are driven to school. Again, this is below the Scottish average of 22.4% and is a significantly lower rate than comparable Scottish cities other than Edinburgh.
- 5.6 Therefore, although active travel rates continue to fall both locally and nationally, Aberdeen schools are still performing well. A minimal change has been observed between 2010 and 2011 and a stabilisation of travel behaviour is gradually becoming discernible.
- 5.7 Preparations are now underway for the 2012 survey which takes place during September.

6 Sustrans School Cycle Parking Fund 2012

- 6.1 In June, a series of successful applications were made to Sustrans Scotland's School Cycle Parking Fund 2012 for match-funding the following cycle and scooter parking facilities:
 - a cycle shelter at Torry Academy;
 - a shelter to cover the existing cycle stands at Ferryhill School and a new scooter rack for the school grounds; and
 - a cycle shelter and scooter rack to benefit junior pupils at Fernielea School.

The total value secured was £8,750.

- 6.2 The remainder of the funding will be supplied from the Council's Cycling, Walking and Safer Streets (CWSS) allocation from the Scottish Government. It is hoped that these facilities will be installed during the autumn.

7 Bike Week 2012

- 7.1 Bike Week 2012 took place 16th - 24th June. Aberdeen City Council, in partnership with Getabout, marked the occasion with a series of events throughout the week. The Getabout Bike Roadshow visited two primary schools, Kingsford and Kirkhill, and the Hill of Rubislaw Business Park to generate enthusiasm for cycling, and to allow participants to try out a variety of different bikes and to find out more about cycling to school and to work.
- 7.2 A family cycle ride, organised by Active Schools and open to all children and their families within the Hazlehead Associated Schools Group (ASG) also took place in Hazlehead Park and such was the popularity of the event that plans are underway to host a similar event on a larger scale next year open to all residents of the City.

8 European Mobility Week 2012

- 8.1 European Mobility Week 2012 will be marked in September with a further series of bike roadshows and other events throughout the City. The week culminates in In Town Without My Car (ITWMC) Day, where participating cities close a road to motor vehicles for a day and reserve the area solely for pedestrians and cyclists to allow citizens to experience the street in a different way, without the noise, pollution and danger of motor traffic. Following a successful event on Belmont Street in 2011, ACC will mark ITWMC Day 2012 on 23rd September by closing a section of the Beach Esplanade and filling it with events and activities for members of the public to participate in.

9 Give Me Cycle Space

- 9.1 Aberdeen City Council, during May and June 2012, worked in partnership with Cycling Scotland and seven local primary schools (Greenbrae, Culter, Cults, Hazlehead, Airyhall, Fernielea and Kingsford) to deliver 'Give Me Cycle Space' in Aberdeen. This was 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.
- 9.2 Following the campaign, Cycling Scotland commissioned Progressive, a Market and Social Research Agency, to evaluate its success. Results show that:
- 78% of drivers, 94% of parent drivers and 74% of parents felt the campaign was relevant to them;
 - 83% of drivers and 88% of parent drivers agreed that the campaign would make them slow down when driving around schools;

- 88% of drivers, 92% of parent drivers and 83% of parents said the campaign would make them more aware of children cycling to school;
- 85% of drivers and 91% of parent drivers said the campaign encouraged them to give children more cycle space on the road;
- 74% of parents said the campaign made them more confident in allowing their children to cycle to school; and
- 62% of parents interviewed were in favour of their children cycling to school.

9.3 Aberdeen City Council hopes to take part in the campaign again during 2012/13.

10 CARE North (Carbon Responsible Transport Strategies)

10.1 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'. We are awaiting a decision from the Secretariat as to whether a six month extension to the project, to March 2013, has been approved. An update on some of the projects being taken forwards as part of CARE North is provided in the following sections.

10.2 Car Club

10.2.1 A new car, located by the ferry terminal off Market Street, joined the Commonwheels Car Club fleet in August, bringing the total number of cars available in Aberdeen up to twelve. The Car Club now has over 200 members, more than 60 of which are private members, making this Commonwheels' fourth most popular Car Club in the UK. As well as the Council, a further five companies have joined the club as corporate members.

10.3 City Centre Transport Masterplan

10.3.1 Surveys are due to be carried out in September to gather information on pedestrian footfall and the origins and destinations of pedestrian trips. Meetings are also scheduled to take place with various key stakeholder groups who broadly represent the users of the City Centre to gather their views on what currently works well and what could be improved.

10.3.2 Preparing the City Centre Transport Masterplan will take several months and it is envisaged that a draft document will be submitted to the relevant Committees in early 2013.

11 Electric Vehicle Procurement Support Scheme

- 11.1 In the May update, Members were informed of the Electric Vehicle Procurement Support Scheme 2011/12. Aberdeen City Council was awarded a Scottish Government grant of £59,000 to purchase and install ten charging posts to service the Council's electric vehicles. These were installed at Marischal College, Spring Garden and West North Street car parks and at Kittybrewster and Tullos depots. Work is ongoing to install the supporting infrastructure to allow these points to become operational.
- 11.2 Further Government funding will be made available in 2012/13 to allow Community Planning Partnerships to extend the scheme, making it publicly available and funding the installation of further charging infrastructure in locations across the City. Officers are working with the local Electric Vehicle Association Scotland (EVAS) to establish preferred locations for publicly accessible charging infrastructure and to devise an electric vehicle strategy for Aberdeen which will outline how the network will operate.

12 Air Quality Action Plan Update

- 12.1 A report to the Housing & Environment Committee on 28th August updated Members on the Air Quality Action Plan, however there are a number of issues that also impact E,P&I. Currently exceedances to air quality mandatory limits are experienced on a number of corridors in the City and in some areas 90% of the pollution is from transport and therefore the responsibility of E,P&I.
- 12.2 The local authority has a statutory duty to annually review and assess air quality, declare Air Quality Management Areas (AQMAs) where national objectives are exceeded, or predicted to be exceeded, and to develop and implement Air Quality Action Plans (AQAPs) in AQMAs. Poor air quality causes up to 29,000 deaths in the UK each year, reduces the life expectancy of every person in the UK by an average of 7-8 years and results in health costs of up to £20 billion each year.
- 12.3 Failure to meet mandatory EU air quality objectives by 2015 may result in the imposition of fines on member states. The EU has stated it is prepared to take legal action over UK non-compliance. Should EU fines be imposed on the UK, the Scottish Government may pass on the fines to those authorities failing to address air quality issues in their areas (the production of an AQAP is not in itself sufficient compliance). Officers in Housing & Environment continue to monitor air quality and officers in E,P&I will continue to work with H&E to address the transport aspects of the exceedances, and will update Committee if any further action requires to be taken.

13 Travel Plan Guidance

- 13.1 The Aberdeen Local Development Plan Transport and Accessibility Supplementary Guidance, adopted by the Council in February 2012, states that *“More detailed guidance on what is expected as part of a Travel Plan will be available in Travel Plans: A Guide for Developers which is being prepared and will be published in 2012.”*
- 13.2 The guidance document is currently being prepared and will shortly be issued for internal consultation among various teams within the Planning and Sustainable Development service. A copy of the document will be presented to a future meeting of this Committee.
- 13.3 Application of this guidance should deliver high quality Travel Plans that are straightforward to prepare, evaluate implement and monitor. The clear identification of a recognisable standard and format for Travel Plans will simplify the process for all and, in the case of new development Travel Plans, streamline the planning and implementation process. Although advocating a standardised approach, the guidance allows flexibility for the tailoring of content on a site-specific basis.

Public Transport

14 Bridge of Don Park and Ride

- 14.1 Reference is made to the meeting of this Committee in May 2012, wherein Members noted the outcome of the option assessment for a permanent location for the Bridge of Don Park and Ride car park. The Committee resolved to instruct a report back on any potential conflict between the Development Framework (now renamed Spatial Development Brief) for the Aberdeen Exhibition and Conference Centre (AECC) and the preferred option for a permanent site for the Park and Ride agreeing that in the interim the current site continue as a temporary location.
- 14.2 Officers have since been working to prepare a Spatial Development Brief for the AECC. This is to guide potential Development Partners undertaking the tender process to become a Development Partner for Aberdeen City Council at the AECC site and it is intended that the document will aid the subsequent preparation of a masterplan for the site by the successful developer.
- 14.3 In the meantime, officers are continuing to gather information concerning the economic value of maintaining or expanding the current provision within the AECC site and of nearby alternative options in order that the Committee can be fully informed of all potential options and cost implications.
- 14.4 Due to the long term nature of the tendering process and masterplan development it is anticipated that an update report will be provided to this Committee within twelve months.

15 Bus Lane Enforcement

- 15.1 Responsibility for policing and punishing violations of bus lanes by non-permitted vehicles is being transferred from Grampian Police to Aberdeen City Council.
- 15.2 The tender to upgrade the existing bus lane enforcement camera system has been awarded. It is anticipated that the system will be delivered within budget and operational early 2013, following a refresh of the bus lane lining and signing and a public information and awareness campaign.
- 15.3 A report will be presented to the next meeting of the Finance and Resources Committee on 4th October 2012 recommending that the level of charge for civil bus lane enforcement violations be set at £60.

16 Festive Traffic Management

- 16.1 In partnership with Nestrans and bus operators, officers across the departmental services are working to ensure adequate publicity and promotion of the region's public transport options is carried out during the run up to the festive period in an effort to minimise the traffic congestion that typically occurs around the City Centre during November and December as members of the public seek to access the area in large numbers for Christmas shopping and seasonal events.
- 16.2 Traffic modeling of a variety of possible traffic management options has also been carried out in the area around the bus station in an attempt to find a solution which improves traffic flows and public transport journey times around this area. This is being discussed with the group and any appropriate options will be reported back to this Committee in due course for consideration.

17 Inter City East Coast Rail Franchise Consultation

- 17.1 The Inter City East Coast (ICEC) rail franchise is currently operated by East Coast Trains and delivers cross-boundary services between Scotland and England, specified and funded by the Department for Transport (DfT). The current franchise serves some 52 stations, including Aberdeen and there are currently three services per day in each direction between Aberdeen and London. There is also a train crew depot in Aberdeen, while Clayhills in Aberdeen is one of the franchise's servicing depots.
- 17.2 On 26 June, the DfT issued a consultation document on a new franchise, which will operate from December 2013. A copy of this is available from the DfT website at

<http://www.dft.gov.uk/consultations/dft-2012-24/>.

17.4 Nestrans has submitted a formal response to the consultation. The main points raised by Nestrans are:

- Nestrans supports six of the seven objectives, however there is concern regarding one objective (“realise the commercial potential of long-distance services....and making an appropriate contribution to the overall financial position of the railways”). It is suggested that this be replaced with a more general objective “to ensure value for money for taxpayers and passengers”.
- The ICEC franchise should be let as a multi-purpose operation along the route and additional services should not be transferred to the franchise.
- The ICEC should continue as a long-distance operator focusing on its current key markets of intercity, leisure and business travel. There is particular concern over the statement that “some current through journey opportunities would be lost”.
- There is potential for an additional early morning departure from Aberdeen to London to be considered for inclusion on the new ICEC franchise.
- The East Coast service must take full advantage of journey time improvements and offer services which are faster than comparative car journey times. The current Aberdeen to Edinburgh journey of over 2 ½ hours and overall journey times to London of over 7 hours are inadequate and must be improved upon. A better balance should be struck between timetabled journey times, punctuality and station wait times.
- It is imperative that the service specification beyond 2018 provides for effective through running between London and Aberdeen utilising new rolling stock on the non-electrified part of the route.
- Any proposals to provide other services must not do so at the expense of the existing through services.
- Technological advances in the areas of ticketing and passenger information should be encouraged and supported.
- Passengers have a right both to be safe and to feel safe when travelling on public transport. Stations should be well lit, covered by CCTV and be staffed as far as possible. On trains, staff should be very visible and adequately trained to deal with any incidents.
- Rolling stock should be upgraded to comply with modern safety standards.
- Service enhancements are necessary to facilitate improvements to the service. A number of commitments have been made and should be implemented, including the DfT’s commitment to introduce bi-modal rolling stock through the Intercity Express Programme and the Scottish Government’s aim to cut journey times between Aberdeen and the

Central Belt. The ICEC franchise should recognise the potential for such improvements and ensure that they are delivered timeously.

- It would not be appropriate to expect local authority or Regional Transport Partnership funding to implement such schemes, which should be funded by central government and the railway industry.

17.5 A full copy of the Nestrans response to the consultation comprises Appendix C. Officers within the service support the Nestrans response and feel that it sufficiently addresses the issues facing rail passengers in Aberdeen and reflects the aims and objectives for rail travel outlined in the LTS.

Major Projects

18 Bridge of Dee Study

18.1 In February 2012 a budget was secured from Nestrans to continue with the Bridge of Dee Study and to commence the formal Scottish Transport Appraisal Guidance (STAG) and Design Manual for Roads and Bridges (DMRB) Stage 1 assessments.

18.2 The formal STAG process is now ongoing with a programme being developed to establish elements of the study that will be progressed during 2012/13.

18.3 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 gives the public an opportunity to comment and an offer will be extended to meet with adjacent Community Councils.

18.4 Members will be kept up to date on progress of this study and it is hoped to be able to report a more detailed programme on the STAG process to Members at the next meeting of this Committee.

6. 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 Smarter Mobility aims of *Aberdeen – The Smarter City*: “We will develop, maintain and promote road, rail, ferry and air links from the city to the UK and the rest of the world. We will encourage cycling and walking”, and “We will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions.”

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 LTS and RTS from which the transportation schemes within this report are an integral part have been subject to Equalities & Human Rights Impact Assessments.

7. BACKGROUND PAPERS

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

8. REPORT AUTHOR DETAILS

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Appendix A

NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP

Minute of Meeting of the North East Scotland Transport Partnership Board

Aberdeen, 18 April, 2012

Present: Councillor Yuill (Chairperson) and Councillors Boulton, Dean and McCaig (Aberdeen City Council); Councillors Argyle, Clark, Robertson and Webster (Aberdeenshire Council); Eddie Anderson, Derek Provan and David Sullivan (External Members); and Dr Margaret Bochel (Head of Planning and Sustainable Development, Aberdeen City Council) (Adviser to the Board).

In Attendance: Derick Murray, Rab Dickson and Kirsty Morrison (Nestrans Office); Ewan Wallace, Julie Anderson and Richard McKenzie (Aberdeenshire Council); Martin Allan and Rebecka Coull, Aberdeen City Council; and Dave Macdermid (BIG Partnership).

Also in attendance: Gerry Donald (Head of Physical Planning, NHS Grampian – for article 2)

Apologies: Jennifer Craw (External Member).

The agenda and reports associated with this minute can be located at the following link:

<http://www.nestrans.org.uk/48/board-meetings.html>

HEALTH AND TRANSPORT PRESENTATION

1. The Chairperson invited Mr Gerry Donald (Head of Physical Planning, NHS Grampian) to join the meeting. Mr Donald –

- (1) advised that in the last twenty years there had been a steady growth of scientific evidence linking transport (particularly motorised road transport) and the negative impact that air and noise pollution, along with traffic accidents, has on public health;
- (2) estimated that cars were responsible for 40 – 90% of the various pollutants in the air;
- (3) outlined some of the potential adverse effects on people's health as a result of certain components of air pollution, including a detrimental

impact on the respiratory system or lungs, increased risk of asthma attacks (ozone), increased risk in lung cancer (particulate matter), increased risk of cardiovascular disease (carbon monoxide), detrimental affect on most organs, particularly the central nervous system of young children (lead), reduction in immune defence system of the lungs (oxides of nitrogen), increased risk of lung cancer, leukaemia and lymphoma (benzene, toluene and formaldehyde);

- (4) provided a synopsis on noise pollution and how, according to epidemiological studies, this can cause stress and disturbed sleep, which in turn can affect the attention span, memory and analytical and problem solving ability, and further that children exposed to continued loud noise showed an impaired acquisition of reading skills, attention span and problem solving abilities;
- (5) acknowledged that traffic congestion had a major impact not only on air, but also on noise pollution, and also to other behaviours, such as road rage;
- (6) suggested that there was an urgent requirement for the development of a Noise Pollution Plan akin to the Air Quality Management Action Plan; and
- (7) summarised the latest position on the parking arrangements at Foresterhill (ie that work was progressing well, and that two shuttle bus services would be operating from May).

The Board thanked Mr Donald for his informative presentation.

MINUTE OF PREVIOUS MEETING

2. The Board had before it the minute of its previous meeting of 15 February, 2012.

The Board resolved:

to approve the minute as a correct record.

LIAISON BETWEEN REGIONAL TRANSPORT PARTNERSHIPS AND THE SCOTTISH GOVERNMENT AND OTHERS

3. With reference to article 2 of the minute of its previous meeting of 15 February, 2012, the Board had before it a report by the Director which provided an update on liaison with other Regional Transport Partnerships (RTPs), the Scottish Government and others.

The meetings included –

- Regional Transport Partnership Lead Officers' meeting in Glasgow on 23 February, 2012
- HTAP Steering Group in Aberdeen on 28 February, 2012
- Transport Scotland in Inverness on 29 February, 2012
- Local Authority and Bus Operator Forum Steering Group meeting in Aberdeen on 1 March, 2012
- Regional Transport Partnership Chairs' meeting in Edinburgh on 7 March, 2012.

Officers advised that East Dunbartonshire Council had contacted Nestrans to seek political support for the Strathclyde Partnership for Transport (SPT) plan for bus regulation changes. Members queried as to whether officers were working with other rural RTPs on a 'rural' plan, as an alternative to the SPT plan. Officers confirmed that Nestrans and the PTUs of the two NE Local Authorities were preparing a response which would be discussed at the RTP Lead Officers meeting.

The Board resolved:

- (i) to note progress on liaison arrangements with other RTPs, the Scottish Government, and others;
- (ii) to note the arrangements for future meetings as detailed within the report; and
- (iii) to note that officers would report to the next meeting on the subject of the SPT plan.

ANNUAL REPORT

4. The Board had before it the annual report for 2011/12 which advised of the performance of the functions of Nestrans for the past year, and the business plan for the year ahead.

The Board resolved:

- (i) to approve the draft 2011/12 annual report and business plan 2012/13;
- (ii) to instruct that the annual report and business plan be published on the Nestrans website, and submitted to Scottish Ministers and Aberdeen City and Aberdeenshire Councils once the 2011/12 financial information has been confirmed and included within the report.

FIVE YEAR REVIEW

5. The Board had before it a report by the Director which presented a detailed review of the transport developments in the north east over the past five years. The report outlined the policy development which had taken place, detailed the processes that had been completed, advised of the issues that Nestrans had ensured had been discussed at a national level to ensure north east interests were

considered, set out the infrastructure projects that had been delivered, and outlined the strategic road improvements which had been undertaken.

Members noted the impressive list of achievements, and thanked the Director and his team for their commitment and hard work over the past five years.

The Board resolved:

to note the main achievements towards delivery of the Regional Transport Strategy between 2007 and 2012.

REGIONAL TRANSPORT STRATEGY – ANNUAL MONITORING REPORT

6. The Board had before it a report by the Director which presented monitoring information in relation to the agreed indicators and targets for the Regional Transport Strategy.

Members noted that 2011/12 information for the airport was not included within the report. Officers undertook to include this in the final report which would be published on the Nestrans website.

The Board resolved:

to note the positive trends emerging against many of the targets, and the progress towards meeting the targets that had been set.

FARES AND TICKETING STRATEGY

7. The Board had before it a report by the Director which presented the draft fares and ticketing strategy. The report advised that the draft strategy had been discussed by the Local Authority and Bus Operator Forum, which included representatives from Nestrans, Aberdeen City and Aberdeenshire Councils, First Aberdeen and Stagecoach Bluebird.

The Board resolved:

to approve the draft strategy and refer it to Aberdeen City and Aberdeenshire Councils for their consideration and approval.

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 paragraph 6 of Schedule 7(A) of the Act.

DYCE SHUTTLE BUS

8. With reference to article 6 of the minute of its previous meeting of 15 February, 2012, the Board had before it a report by the Director which sought approval for funding to be granted to continue the Nestrans funded shuttle bus linking the station to the airport and industrial estates.

The Board resolved:

- (i) to note the content of the report;
- (ii) to homologate the appointment of Stagecoach Bluebird as the operators of the Dyce service 80 shuttle bus for the year 2012/13; and
- (iii) to homologate the expenditure of £22,250 on start up costs and a £1 per year subsidy.

BRIDGE OF DEE

9. With reference to article 7 of the minute of its meeting of 5 October, 2011, the Board had before it a report by the Director which summarised progress to date with the Bridge of Dee study.

The Board resolved:

- (i) to note the progress made with the Bridge of Dee study;
- (ii) to agree to the process and timetable outlined within the report, which had been designed to minimise delay over the summer period, and maximise progress with the study using the allocated budget in 2012/13; and
- (iii) to agree that the study be published on the Aberdeen City and Aberdeenshire Council websites when it is available, and that it be reported back to the next meeting of 20 June, 2012.

PROGRESS REPORT

10. With reference to article 8 of the minute of its previous meeting of 15 February, 2012, the Board had before it a progress chart summarising the work in the three sub strategies of the Regional Transport Strategy as at 10 April, 2012.

The Board resolved:

to note the content of the progress chart.

DECLARATION OF INTEREST

Dave Macdermid (Press Officer, BIG Partnership) declared an interest in the subject matter of the following article due to the nature of the

business to be transacted therein, and withdrew from the meeting during consideration of this item.

PUBLIC RELATIONS

11. The Board had before it a report by the Director which brought members up to date with discussions which had taken place between Aberdeen City and Shire Economic Forum (ACSEF) in relation to the suggestion that a joint tender be issued by ACSEF and Nestrans for a Public Relations contract. It was noted that Nestrans' current contract, with the consultant BIG, expired at the end of July, 2012.

Members were very clear that they wanted any new contractor to be very pro active, and requested that the tender include both qualitative and quantitative elements, and that a statement of intent be requested from all tenderers.

The Board resolved:

to approve the tender proposal detailed within the report.

APPOINTMENT OF DIRECTOR AS PROPER OFFICER

12. The Board had before it a report by the clerk to the Board which explained that legal advice had been sought now that the Strategic Transport Fund (STF) had been approved, as in order to receive STF funding directly into the fund, Nestrans would have to become a signatory to the appropriate Section 75 agreements. The legal advice from Aberdeen City Council stated that it would be a conflict of interest for the Head of Legal and Democratic Services at Aberdeen City Council (appointed proper officer for legal matters) to sign Section 75 agreements on behalf of two different organisations. The Board had therefore been requested, by email, to agree that the Director be appointed proper officer for the purpose of signing the Section 75 agreements, and were now being requested to homologate this decision.

The Board resolved:

to homologate the decision taken via email to appoint the Director as proper officer, and to note that as proper officer, the Director would be able to sign the appropriate Section 75 agreements on behalf of Nestrans as detailed in the report.

BUDGET MATTERS

13. With reference to article 10 of the minute its previous meeting of 15 February, 2012, the Board had before it a report by the Treasurer which provided an update on spend and programming of the Partnership's 2011/12 budget and forecast outturn in this regard.

The report advised that the Chair and Vice Chair had been asked to approve expenditure, in an attempt to make best use of the budget available within the financial year as follows –

- transfer £40,000 from the Ellon Park and Ride project to strategic maintenance works on the A98
- £20,000 to be added to the budget for the strategic maintenance works on the A98 from expected underspend elsewhere
- Contribution of £5,800 (50%) of the costs of an initiative to install audio/visual announcements in the JET 727 Airport bus service.

The report further advised that as Regional Transport Partnerships were not permitted to have a general fund balance or reserve, Nestrans could not retain a surplus in any year. Therefore, partners had been asked if they had any completed works in the year that complied with Nestrans Regional Transport Strategy, which could legitimately be funded by Nestrans and the following sections of strategic maintenance had been suggested –

- Great Southern Road, between bridge of Dee and King George VI Bridge
- A98 Portsoy (additional contribution)
- A93 – various sections between Banchory and Ballater.

The Board resolved:

- (i) to note the monitoring position and forecast;
- (ii) to note that the approval for the expenditure as detailed above had been agreed by the Director in consultation with the Chair and Vice Chairs of the Board and to therefore homologate this expenditure; and
- (iii) to approve the inclusion of the strategic maintenance as detailed above, limited to the budget available from underspend on other projects highlighted in the report.

AUDIT PROCEDURES

14. The Board had before it a report by Deloitte which provided a synopsis of their approach for the audit process and for identifying key areas in their approach for the year ahead.

The Board resolved:

to note audit planning report by Deloitte.

DECLARATION OF INTEREST

During discussion of the item below relating to the takeover of BMI by IAG (BA), Derek Provan declared an interest due to his position as Managing Director at Aberdeen Airport. Mr Provan chose to remain in the meeting during this discussion.

INFORMATION BULLETIN

15. With reference to article 13 of the minute of its previous meeting of 15 February, 2012, 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 as follows –

- The ScotRail Customer Forum
- Takeover of BMI by IAG (BA)
- Aviation consultation
- The Department for Transport announcements on rail
- Cross border train travel
- Airport masterplan
- £30 million investment for rail stations
- The Competition commission
- The Real Time bus app
- The Scottish Transport Awards
- Nestrans' Press Releases
- Getabout events
- Events in 2012/13

Members noted that responses to the consultation on 'Rail Fares and Ticketing Review', 'Rail Decentralisation' and 'Airport Masterplan' would be presented to a future meeting.

The Board resolved:

to note the content of the bulletin.

CONFERENCES AND PRESENTATIONS

16. With reference to article 14 of the minute of its previous meeting of 15 February, 2012, the Board had before it a report by the Director summarizing recent and forthcoming conferences of interest to the Partnership along with presentations by Nestrans and its partners.

Members noted that in addition to the list provided, that a meeting of the Local Committee of the Scottish Council for Development and Industry was taking place on 8 May, 2012 and that the Director was making a presentation to it.

The Board resolved:

to note the information as presented.

PENDING BUSINESS AND REPORTS FOR FUTURE MEETINGS

17. With reference to article 15 of the minute of its previous meeting of 15 February, 2012, 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 information.

AOCB

18. Councillor Boulton advised that she had been contacted by a number of elderly constituents who had complained at buses taking off too quickly, causing injury in a number of instances. She understood that there was pressure on drivers to adhere to timetables, but added that customer care had to be a high priority, particularly when there was now such an emphasis on encouraging members of the public to utilise public transport.

The Board resolved:

to note that the Director will raise these concerns at the next meeting of the Local Authority and Bus Operator Forum.

VALEDICTORY

19. The Chairperson took the opportunity, at this, the final meeting before the local government elections, to thank the two Vice-Chairs and all members of the Board and officers for their encouragement and support during his time as Chair. He said that he had enjoyed his time as Chair of the Board.

The Board then heard from Councillor Robertson who thanked the Chair for his work on behalf of the Board. She also paid tribute to the Nestrans officers who had progressed a number of key projects over the last 5 years. She also praised the working relationship between the two authorities and explained that the hard work of the members of the Board had made significant differences to communities in the North East. She concluded by expressing her gratitude to the knowledge and work of the external members who had helped develop the work of the Board in the last 5 years.

- IAN YUILL, Chairperson.

Appendix B

Regional Transport Strategy Re-fresh 2012

Main Issues and Review of RTS Actions

DRAFT

1. Introduction

- 1.1. Nestrans' Regional Transport Strategy (RTS) was approved by Scottish Ministers and published in 2008 and a separate delivery plan published in 2010.
- 1.2. There have been some changes in the Scottish Government's expectations for review of RTSs since their initial publication and current advice is that, rather than undertake a wholesale review of their strategies, Regional Transport Partnerships (RTP) should focus on delivery of the RTS in conjunction with constituent local authorities and other partners. Having said that, in the North East, there have been a number of actions and policies emerging in recent years that the RTS needs to take account of.
- 1.3. The most significant of these is the publication of the Structure Plan, the subsequent Strategic Development Plan (SDP) for the North East to 2035 which is currently being developed, the adoption of Local Development Plans for both Aberdeen City and Aberdeenshire and the adoption of a new Local Transport Strategy by Aberdeenshire in January 2012. The 2008 RTS was developed without the context of an up to date Structure Plan or Local Development Plans. These are now all in place and the RTS needs to support the delivery of these. Although the development plans are in line with the objectives of the current RTS, they will have significant implications for the region's transport network which need to be taken into consideration. The RTS also currently extends to 2021 and it is felt appropriate that the transport strategy is reviewed and better aligned to the timeline of the new SDP which will be to 2035.
- 1.4. The purpose of this review is therefore not to change the direction of the RTS but to incorporate significant developments in policy and better align it with the SDP and the transport implications of this development plan.

2. What has changed since the RTS was published in 2008?

Policy

EU White Paper on Transport

- 2.1. The EU White Paper on Transport 'Roadmap to a single European transport area – towards a competitive and resource efficient transport system' presents the Commission's vision for the future of the EU transport system and defines a policy agenda for the next decade. Four vision statements are identified:
 - Growing transport and supporting mobility while reaching a 60% emissions reduction target;

- An efficient core network for multimodal intercity travel;
 - A global level playing field for long-distance travel and inter-continental freight; and
 - Clean urban transport and commuting.
- 2.2. Carbon reduction is a key focus of this White Paper and will have implications for strategies at national, regional and local level. Also relevant to the north east are the policies set out for rail, air and sea transport including completion of a single European sky, revision of airport slot regulation, innovation and technology and safety, among others.

Climate Change legislation and guidance

- 2.3. The Climate Change (Scotland) Act 2009 created a statutory framework for greenhouse gas emission reductions in Scotland by setting an interim 42% reduction target for 2020 and an 80% reduction target for 2050. The transport sector accounts for about 26% of total Scottish carbon emissions.
- 2.4. While all other sectors have seen a reduction in emissions from the baseline year (1990); transport emissions (including international aviation and shipping) have continued to rise. Meeting the challenging targets set out in the Climate Change (Scotland) Act will require a significant contribution from the transport sector. The Climate Change Act includes this outcome in relation to transport: *“Almost complete decarbonisation of road transport by 2050 with significant progress by 2030 through wholesale adoption of electric cars and vans, and significant decarbonisation of rail by 2050.”*
- 2.5. The Climate Change Delivery Plan, also published in 2009, sets out the high level measures required in each sector to meet the targets set out in the Act. This delivery plan identifies a number of measures in the transport sector which will contribute to delivery of the targets and which are relevant to the SDP. These include:
- Improvements in energy efficiency of petrol and diesel vehicles, and increasing uptake of hybrid and electric engines with supporting infrastructure;
 - Smarter measures including reduced travel and modal shift to less carbon-intensive modes of transport such as public transport and active travel;
 - Demand management including road space reallocation;
 - Changes to the pattern of development to reduce the need to travel; and
 - Sustainable bio-fuels.

Scottish Government Economic Strategy

- 2.6. Published in 2011, this strategy identifies six strategic priorities which will accelerate economic recovery, drive sustainable economic growth and develop a more resilient and adaptable economy. The six strategic priorities are:
- supportive business environment;

- learning, skills and wellbeing;
- infrastructure, development and place;
- effective government; and
- transition to a low carbon economy (which is seen as an essential element within all strategic priorities).

2.7. This strategy recognises that an efficient transport system is a key enabler for enhancing productivity and delivering faster, more sustainable growth.

Cycling Action Plan for Scotland

2.8. The Scottish Government published its Cycling Action Plan for Scotland in June 2010. Currently 1% of journeys by Scottish residents are made by bicycle and this action plan sets a target to see this increase tenfold to 10% by 2020. This is a very ambitious target and there is uncertainty over whether it can be achieved. It does however emphasise the step change that is expected in the levels of cycling across the country in the coming years. Land use plans will have a significant role to play in this by ensuring that developments are located in areas and with the infrastructure that enables cycling to be an attractive option.

Scotland's Cities: Delivering for Scotland

2.9. Published in 2011, this document sets its vision as “a Scotland where our cities and their regions power Scotland’s economy for the benefit of all”. It recognises that good connectivity within and between cities and their regions is the key to widening the reach of cities as well as the importance of international connections via air and high speed rail. It specifically makes reference to the importance of inter-urban connectivity across road and rail resulting in better travel choices and improved journey times, particularly reducing the journey times between Aberdeen and Inverness and Aberdeen and the central belt. The importance of low carbon transport, utilising new technologies and intelligent transport systems is also highlighted.

National Planning Framework 2

2.10. NPF2 sets out the strategic development priorities to 2030 to support the Scottish Government’s central purpose – sustainable economic growth. In relation to transport, the framework stresses that it will be necessary to address significant development pressures over the next 25 years, particularly on the east coast where the population and number of households is growing most rapidly. It recognises that investment will be needed to enhance essential transport infrastructure, support urban expansion, improve access to facilities and services, facilitate sustainable economic growth and strengthen international gateways. The framework also puts significant emphasis on reducing carbon emissions and achieving a shift to more active and sustainable modes. The relationship between transport and land use is central to this agenda.

Designing Streets

- 2.11. Designing Streets updates and replaces PAN 76 New Residential Streets and, in doing so, makes a distinct shift, raising the importance of street design issues from the subject of advice to that of policy. The premise upon which the document is based is that good street design should derive from an intelligent response to location, rather than the rigid application of standards, regardless of context. It marks a move away from processes which tend to result in streets with a poor sense of place and to raise the quality of design in urban and rural development.

Infrastructure Investment Plan

- 2.12. Published in 2011 this document provides an overview of the Scottish Government's plans for infrastructure investment, including transport, over the coming decades. It looks at the availability of funding, examining a range of different funding models and sets out the key infrastructure requirements for each sector. For transport, the IIP builds on the projects and hierarchy identified in the Strategic Transport Projects Review (STPR) and there is renewed commitment for the AWPR and Balmedie – Tippetty projects as well as new longer term projects such as the dualling of the A96 from Aberdeen to Inverness. It also reaffirms the need to improve rail infrastructure between Aberdeen and Inverness and between Aberdeen and the central belt.

Strategic Development Plan and Local Development Plans

- 2.13. The Aberdeen City and Shire Structure Plan was published in August 2009 and presented a significantly different spatial strategy for the region, identifying three strategic growth areas which form the main focus for development. These corridors follow the strategic transport corridors within the region and were identified as providing clear opportunities to encourage people to use public transport. The Structure Plan also forecasts a significant growth in the region's population and therefore requirement for housing and employment land. The Strategic Development Plan, which will replace the Structure Plan, sets out a requirement for 67,000 new houses across the region to 2035.
- 2.14. Development of the new Strategic Development Plan, which will replace the Structure Plan is currently on-going and a Main Issues Report has been developed and consulted upon. It is proposed that the spatial strategy identified in the Structure Plan is not changed significantly in the new Strategic Development Plan, although the timeframe will extend to 2035.
- 2.15. The two Councils have also developed new Local Development Plans which give greater certainty to the likely location of the scale of development identified in the Structure Plan and the policies by which this development will be guided. They include the development of supplementary guidance covering masterplanning, transport and accessibility, public access, Energetica, air quality and a city centre development framework for Aberdeen.
- 2.16. Of particular relevance is the development of non-statutory supplementary guidance on a Strategic Transport Fund. This sets out a mechanism for mitigating the cumulative impact of this scale of development on the strategic transport network through a consistent and transparent methodology using developer contributions. This will be a significant source of income for the delivery of transport infrastructure

required as a result of the cumulative impact of development and is a significant policy shift from previous plans. The STF is discussed in more detail below.

Energetica Corridor

- 2.17. Energetica is an ambitious public-private project, designed to position Aberdeen City and Shire as a global energy hub. It aims to create a concentration of energy technology companies, housing and leisure facilities along a 30-mile corridor from Aberdeen to Peterhead. Transport and connectivity will be key to the success of this corridor.

Local Transport Strategies

- 2.18. Aberdeenshire Council approved a refreshed LTS in January 2012. The revised strategy embraces a simple guiding principle, to encourage individuals and businesses to consider ways to travel less, travel more actively and, where vehicular travel is necessary, travel more effectively. It identifies the need to work closely with communities and collaboratively with partners (including Nestrans) to ensure that local problems are addressed.
- 2.19. Aberdeen City Council's LTS was published in 2008 around the same time as the RTS and has remained unchanged to date.

Air Quality

- 2.20. The North East currently has three Air Quality Management Areas; the City Centre, Anderson Drive, Haudagain roundabout, Auchmill Road; and Wellington Road which have been identified as they are unlikely to meet national objectives and European limits for air quality for nitrogen dioxide and particulates emissions. The City Council published an Air Quality Action Plan in 2011 which sets out the measures that will be taken to improve air quality in Aberdeen. Of particular relevance, the EU has refused a UK application for extension to the timescales of non-compliance with air quality monitoring targets which may mean that financial penalties and imposed, rather than managed actions could result in the future. Poor air quality does nothing to support the economy of the city or town centres and can damage the attractiveness of the region as a whole as well as having significant implications for the health of the population. As a result, air quality is likely to become a more pressing issue in the future.

RTS Action Plans

- 2.21. The RTS, published in 2008, committed Nestrans to producing a number of action plans and sub-strategies, namely:
- Health and Transport Action Plan
 - Bus Action Plan
 - Rail Action Plan
 - Freight Action Plan
 - Regional parking strategy

- Road Casualty Reduction Strategy (published by the North East Scotland Joint Public Sector Group).

2.22. These documents are now all in place and being implemented and have fed into the delivery plan. A review of each of the action plans is either underway or planned as a result of the re-refresh of the RTS.

Infrastructure

2.23. A large number of infrastructure schemes have been delivered since the RTS was published in 2008 and these are summarised below:

Rail

- Laurencekirk Station opened May 2009 and new car park constructed
- Aberdeen station improvements
- Enhanced rail timetable between Aberdeen – Inverurie and additional carriages
- Minor accessibility improvements at NE Stations
- Car Park extended at Stonehaven

Sea

- Aberdeen Harbour Board – New rail freight terminals and Point Law peninsula improvements completed. Torry Quay redevelopment and deepening and widening of navigation channel and near approaches to the port works underway.
- Peterhead Port Authority - New 650ft quay at the Smith Embankment and a new 328ft breakwater at the Albert Quay opened in October 2010.
- Fraserburgh Harbour - Grant of £7.57M awarded from the European Fisheries Fund to deepen part of the harbour.

Air

- £10 million 124m runway extension at Aberdeen Airport opened Oct 2011
- main runway re-surfaced with energy efficient LED lighting
- improvements to taxi-ing areas
- new international arrival hall walkway
- streetscape at terminal frontage
- new multi-storey car park with 500 short stay spaces and dedicated cycle/motorcycle storage facilities
- bus/taxi lane on Argyll Road
- Access and egress improved through traffic control system upgrade and reallocation of lanes on Dyce Drive approach to roundabout on A96.

Strategic Road Improvements

Capacity

- Wellington Road dualling between Charleston Interchange and Souterhead roundabout
- College Street dualling
- Market Street corridor improvements implemented in support of Union Street pedestrianisation proposals

- A90 grade separated junction at Findon
- Wapping Street gyratory alignment improvement
- Segregated left turn lane constructed from King George VI Bridge to West Tullos Road
- Electronic Variable Message Signs installed within Aberdeen City Centre
- A944/B9119 roundabout signalisation (junction of Skene Rd/Lang Stracht)

Safety

- A947 Route Action
- A944 Mossat to Westhill Safety barriers
- Anti skid, signs and lines on A92, A944, A981, B997, A93, A97, A950
- A920 Riverside Rd/South Road, Ellon Traffic signals
- High St/Keithhall junction, Inverurie Traffic signals
- Interactive signs on A980 Raemoir and Riverside Dr, Aberdeen
- Puffin, toucan and zebra crossings at various locations
- Guild Street pedestrian safety – footway widening measures
- King Street lighting improvements

Strategic maintenance

- A92 Bervie Bridge
- Queen Elizabeth Bridge refurbishment
- Resurfacing on A92, A93, A944, A947, A952, A97, A98, A956 Wellington Rd and A956 Ellon Rd

Bus

- Establishment of a Bus Punctuality Improvement Partnership Agreement
- New bus stations at Peterhead and in Aberdeen
- Bus Quality Corridor Improvements on main radial routes – A947, A96, A93, A944, A90 (S) and A90 (N)
- Introduction of new Demand Responsive Transport services
- Ellon Park & Ride upgrade (phase 1)
- New bus lane southbound on King Street from E North St to Castle St/Shiprow
- Extension of bus lane on Holburn Street on approach to Bridge of Dee
- Airlink service between Dyce Railway Station and Airport launched Dec 2008 and supported until commercially viable. Bus stops and shelters installed and timetables published.
- Bus lane decriminalisation in Aberdeen City
- Night time transport zone created in Aberdeen City Centre
- ARI bus interchange improvements implemented and Foresterhill Road bus priority scheme agreed
- Direct Jet service launched Aug 2010 from bus/rail station/City Centre to Aberdeen Airport
- DDA compliant standardised bus timetable information being provided throughout region
- Bus Route Development Grant improvements on Stonehaven, Westhill and Banchory to Aberdeen services and No 5 service within Aberdeen City
- Online real time bus information service for First Aberdeen buses

- On-bus audio announcements on some routes
- Introduction of hybrid buses on Stagecoach service 59.

Freight

- Rail freight gauge enhancements, central belt to Aberdeen and Elgin
- Rail freight facilities opened at Raiths and Craiginches
- Freight maps produced for Aberdeen and Aberdeenshire areas
- Signal alterations on Wellington Road to aid southbound HGV progression

Walking and Cycling

- Westhill – Kingswells – Aberdeen Cycle Route
- Various core paths improvements
- Kingswells – Bucksburn path upgrade
- Peterhead Cycle Demonstration Town – various sections of cycleway, promotions and events
- Fraserburgh Cycle Network
- Banff and MacDuff Cycle Network
- Riverside Drive cycle route, Aberdeen
- West Cults Bridge on Deeside Way
- National Cycle Network Route 1 Donside Path upgrade from Seaton Park through Donside Paper Mills site
- A96 Inverurie – Kintore – Blackburn – Aberdeen Cycleway
- Kingswells Roundabout Toucan Crossing
- Inch Footpath
- Greenbrae cycle project

Travel Behaviour

- Getabout Partnership formed and brand launched April 2008
- Getabout website and associated social media accounts established
- Walkit website
- Local Rail Guides and Timetables published
- Getabout Cycle Roadshow
- Sustainable Travel Grant Scheme
- Free on-line travel plan builder and associated monitoring
- Liftshare Scheme
- Park & Ride festive campaigns and leaflets
- Various promotional events and Challenges e.g. Bike Week, Walk to Work, In Town Without My Car
- Travel Planning support to various businesses and organisations throughout the North East
- City Car Club and Mearns Rural Car Club

2.24. The Nestrans five year review, as published in the April 2012 Board papers, provides a more detailed list of achievements within this period however it is also worth mention a number of schemes which, although are yet to be delivered, have been progressed significantly and are approaching the delivery stage:

- AWPR is through the public local inquiry stage
- Balmedie – Tippetty is through the public local inquiry stage

- 3rd Don Crossing has planning permission and public local inquiry concluded
- A96 park and choose site has planning permission and land acquired
- A90(S) park and ride is being developed
- Aberdeen to Inverness rail line is now at the GRIP 3 stage
- Kintore station considered as part of above report
- Dualling of the A96 is included in the Scottish Government's Infrastructure Investment Plan
- A preferred option for Haudagain roundabout improvements has been tested and agreed
- Improvements to Inveramsay Bridge are committed.

Funding

- 2.25. Since 2008 there has been a significant shift in the economic climate and in the availability of funding. Councils have seen reductions in their grant allocation and key partners such as Sustrans and other organisations have also seen funding cuts in recent years. As a result, the public sector bodies have to deliver their priorities within a more constrained budget. In recent years, budget constraints have seen a significant reduction in the provision of supported bus services and reductions in funds available for investment in cycling and walking infrastructure. On top of this, the severe winters experienced in recent years has resulted in issues such as road maintenance rising much higher up the priority list.
- 2.26. Despite reducing budgets, a significant amount of private investment has been secured to deliver transport schemes and whilst the region's economy was not immune to the consequences of the recession, it has been one of the most resilient parts of both Scotland and the UK and is identified as an area to watch in terms of moving the country towards growth.
- 2.27. Looking to the future, the recent approval of the Strategic Transport Fund provides a potentially significant source of income for the delivery of strategic transport improvements to mitigate the impacts of development to 2035.

RTS monitoring and trends

- 2.28. Since publication of the RTS in 2008 an annual monitoring report has been produced to identify changes in trends and progress towards achieving the objectives. Some of the key findings from the most recent monitoring report (April 2012) are detailed below.

Table 2: Summary of key indicators and progress from the monitoring report

Areas where good progress has been made
Rail patronage continues to grow, with significantly greater growth than the Scottish average.
The number of road casualties has reduced.
The number of people cycling has increased.
The growth in road traffic over a 10 year period is reducing and an overall

reduction in annual vehicle traffic has been seen in the last two years.
Significant improvements in the number of children walking or cycling to school has been achieved and the proportion of children being driven to school is also starting to decline.
Areas where progress is not as good as was hoped
The proportion of people travelling to work by modes other than car driver has been maintained across the North East since 2005-06, although there have been slight increases in Aberdeen City. However, when looking at individual modes, it can be seen that increases in walking have been mirrored by decreases in bus use. There are also differences between the two local authority areas with levels of walking and car passenger declining in Aberdeenshire but increasing in Aberdeen City and rail use increasing by Aberdeenshire residents and declining in Aberdeen City.
Patronage at Ellon Park and Ride has seen a steady increase since it was opened in 2001 and an expansion to this facility is now being implemented. Patronage at Kingswells and Bridge of Don has generally been in decline for the last 6 years, however increases have been recorded in 2010 and 2011 and it is hoped that this is the start of an upward trend in park and ride use.
The number of passengers through Aberdeen Airport has been in decline in recent years however this was predominantly due to the economic downturn and they have returned to growth in 2011.
Areas where the trend is going in the wrong direction
Congestion on trunk roads has increased significantly between 2005 and 2010, particularly on the A90, although it should be recognised that there have been significant fluctuations year on year and the target that was set to reduce congestion was based on the assumption that the AWPR would be in place.
The proportion of goods moved by rail increased significantly between 2005 and 2006, however there has been little growth since. Road is still the main mode of transport for goods, accounting for 82%.
The volume of goods through Aberdeen harbour and Peterhead harbours decreased to 2009 and into 2010 for Aberdeen Harbour. Peterhead saw a significant increase in 2010 and Aberdeen has seen a return to growth in 2011. Overall however, the volume of goods has decreased.
Bus journey times are increasing. When compared to the equivalent journey time by car, the gap is widening.
Although there have been increases in the cost of car parking in recent years, the cost of bus travel has also increased and remains significantly more expensive when comparing 2 hours parking in a Council multi-storey to a peak day bus ticket.
Bus vehicle kilometres have decreased year on year between 2005/06 and 2007/08. Although this data is no longer presented in this way it is believed that this decline has continued.
Data collected through the Bus Quality Partnership indicates that bus patronage declined across the North East between 2008/09 and 2010/11, although figures for 2011/12 indicate this decline may have levelled off. This trend is reflected across

other areas of Scotland where patronage has declined during the years of recession.

- 2.29. The 2012 RTS monitoring report shows that, of 45 indicators for which indicative targets have been identified, using the most up to date data available, 20 are currently on target, 16 show some success and only 5 are moving in the wrong direction. In some cases, the interim targets for 2011 have already been met. The full monitoring report is available on the Nestrans website via this link: <http://www.nestrans.org.uk/rts-monitoring-report.html>

Consultation Questions:

1. Does the above fairly reflect the changes in policy, funding and trends since the publication of the RTS in 2008?
2. Are there any other issues affecting the extension of the RTS that should be considered?

3. What trends are forecast to 2035?

Population growth & housing requirement

- 3.1. The most recent population estimates for Aberdeen City and Shire show a population of around 468,000 in 2011, a growth of 25,000 since 2006. Population forecasts estimate that the population of working age will increase by around 25% in Aberdeen City and 15% in Aberdeenshire between 2010 and 2035. During this same period, the population of pensionable age is also forecast to rise by 25% in the City and by 50% in Aberdeenshire. The number of people aged 75 and over is anticipated to see even greater increases of +69% in Aberdeen City and +130% in Aberdeenshire between 2010 and 2035.¹
- 3.2. The Structure Plan and emerging Strategic Development Plan (SDP) aim to significantly increase the region's population to 480,000 by 2030 and 500,000 by 2035. In order to accommodate this level of growth, the main issues report for the SDP sets out a proposed housing allowance of over 67,000 homes between 2011 and 2035.
- 3.3. The planned growth in population and households will have a significant impact on the transport network as the number and pattern of trips increases and changes. In addition to the predicted increase in population, challenges will come from the changing composition of the population in years to come. If, as predicted, the proportion of people who are of working age (16 to 65) falls in comparison to the proportion of people of pensionable age, this will have a significant effect on the economy of the area and the way in which services are provided for an increasingly elderly population. Changes in other factors such as car ownership and the location of development will also have significant impacts on the pattern of trips and the transport network.

¹ Source: National Records for Scotland: Population Projections for Scottish Areas (2011 – based)

- 3.4. As set out in the Structure Plan and the SDP main issues report, the vast majority of development will take place in the strategic growth corridors (Aberdeen City, Aberdeen to Huntly, Aberdeen to Laurencekirk and Aberdeen to Peterhead) and the two Local Development Plans set out the location of development in more detail.

Cumulative transport impact

- 3.5. In order to fully understand the impact of this planned level of growth on the transport network, Nestrans and the Strategic Development Planning Authority (SDPA) commissioned MVA Consultancy to undertake an appraisal of the two Local Development Plans to consider the planned changes in land use and the cumulative transport impacts associated with the scale and distribution of development proposals.
- 3.6. The following headline transport indicators resulting from this study demonstrate the anticipated impact of the construction of all planned housing and employment uses to 2023 compared to 2010 traffic and travel conditions:
- +20% rise in daily car trips;
 - +10% rise in daily public transport trips;
 - +30% rise in annual vehicle kilometres;
 - +15% rise in annual carbon emissions (tail pipe); and
 - Small decrease in region-wide time lost due to congestion per kilometre travelled.
- 3.7. These figures take account of anticipated changes in the proportion of the working and non-working age population and changing trends in car ownership, vehicle fuels and technology as well as the completion of the following transport infrastructure schemes which it is assumed will be delivered by 2023:
- Improved Edinburgh-Aberdeen, Aberdeen-Inverurie & Aberdeen-Inverness services;
 - Laurencekirk rail station & rail service changes;
 - Grade separation on the A90 at Findon;
 - A956 dual carriageway upgrade;
 - Union Street pedestrianisation and traffic management schemes;
 - An A96 to Aberdeen Airport link road;
 - A90 Balmedie-Tipperty dualling;
 - AWPR;
 - Park and Ride sites at Chaplebrae, Parkhill & Schoolhill and associated bus services;
 - Haudagain roundabout improvements; and
 - The 3rd Don crossing.

- 3.8. The study also identifies how the development plan is predicted to impact on the operation of key areas of the road and public transport network including the A90 south, A956, Bridge of Dee, A944, Lang Stracht, Haudagain, 3rd Don Crossing, Bridge of Don, A96 and A947. The results show that at many locations, congestion levels are anticipated to be in excess of present day conditions, including sections of the A90 South corridor, A96 corridor and A944 corridors.

The Strategic Transport Fund

- 3.9. The cumulative transport appraisal enabled, for the first time, a strategic overview of the impact of the proposals outlined in the structure plan and LDPs to be taken. The analysis identified the ‘hot spots’ on the strategic transport network where congestion is likely to increase significantly as a result of new development and the likely scale of intervention required to mitigate this impact. A high level package of interventions was identified and tested, over and above already committed transport schemes, including the AWPR, Haudagain roundabout, park and ride sites and Union Street pedestrianisation.

Table 1: Strategic transport cumulative impact requirements

Public transport
New station at Kintore
Bus priority measures
Bus frequency improvements
Additional bus services linking new development sites to city centre and other key employment destinations
Road network (over and above local road infrastructure requirements)
North Aberdeen
Parkway, Persley Bridge & Parkhill junction and capacity improvements
A96 corridor
Capacity improvements & upgrade AWPR Kingswells North junction
A944 corridor
Upgrade to A944 junctions and safety / limited capacity improvements on access to A93
A956 / A90 corridor
Junction capacity improvements
River Dee link

- 3.10. In order to address the cumulative impacts of development, Supplementary Guidance to the structure plan has been developed and adopted to deliver these identified projects through a strategic transport fund. The purpose of this guidance is to provide a mechanism for securing contributions from development to fund the delivery of this strategic infrastructure. In doing so, this guidance will help deliver the development potential identified in the structure plan and ensure support for sustainable economic growth priorities in Aberdeen City and Shire. The projects include road and public transport interventions in a variety of locations where the cumulative impact of new housing and employment is likely to cause increased congestion. By sharing the financial burden widely across the region, no one development will be liable for the cost of a specific project or delayed by its implementation. Under this new approach, developers will continue to make appropriate payments to mitigate their localised impacts such as local roads

improvements, education, affordable housing, community waste, and other services required to facilitate their development, as is currently the case.

- 3.11. These intervention areas have not previously been identified in the RTS but will be key to enabling the scale of development identified in the Structure Plan and the growth and success of the region as a whole. As with all other potential interventions of this scale, a full appraisal and assessment, detailed engineering design and environmental assessment of each location will be required in order to progress these interventions and identify the most appropriate solution. Incorporating these into the RTS will also require a high level appraisal against objectives, assessment of the alternatives and assessment under the SEA.
- 3.12. The supplementary guidance “delivering identified projects through a strategic transport fund” provides the details of this mechanism and can be viewed at <http://www.aberdeencityandshire-sdpa.gov.uk/nmsruntime/saveasdialog.asp?IID=963&SID=38>

The cost of fuel

- 3.13. The Department of Energy and Climate Change provide a range of projections on the cost of fossil fuels and present a number of different scenarios for the future. This is an area of significant uncertainty with many external influencing factors that are difficult to predict. It is however an issue that has the potential to significantly influence travel patterns, accessibility, the economy and the delivery of the RTS as a whole. The RTS needs to be aware of these potential changes and monitor likely future trends in order to be able to respond appropriate in the delivery of its actions.

Summary

- 3.14. The Structure Plan, Local Development Plans and emerging Strategic Development Plan set out a step-change in the scale of development proposed for the region. The impacts of this development on the transport network will be significant. The impacts on road traffic growth, congestion and emissions will present a significant challenge to achieving the Government’s central purpose of sustainable economic growth and without significant moves towards the adoption of cleaner fuels and alternative modes, a real challenge to achieving national climate change, air quality and cycling targets.
- 3.15. Advances in technology and trends towards increases in remote and smart working will go some way to altering travel patterns and reducing the need to travel, however it is not thought that this will be sufficient on its own to reduce congestion and emissions as the need to access work and services will remain.
- 3.16. The trend towards increasing levels of obesity and resulting poor health is also anticipated to continue. Tackling this rise, particularly in children, is monitored as a national indicator and in the Single Outcome Agreements of the two Councils. The RTS has a significant role to play in tackling this through the Health & Transport Action Plan and the promotion of active travel modes.
- 3.17. The re-refresh of the RTS needs to consider whether the objectives and actions, as set out in the current RTS, remain valid and fit-for-purpose in light of the trends identified

above, how they can be achieved and whether the RTS needs to do more, over and above the committed and proposed schemes listed above, in terms of reducing the anticipated increases in daily car trips and vehicle kilometres predicted through the cumulative impact study.

Consultation Question

3. Are there any other trends that will influence the delivery of the RTS that need to be considered?

4. Where do we want to be in 2030/35?

4.1. Our vision for transport in the north east, as set out in the current RTS is “*a transport system for the north east of Scotland which enables a more economically competitive, sustainable and socially inclusive society.*” This is a long term vision and one that is still relevant today and to 2035. It is therefore proposed to re-affirm and maintain this vision.

4.2. The objectives of the RTS were set following thorough consideration of the issues and, following STAG methodology, were developed to be SMART. The objectives of the RTS are long term and it will take many years for them to be achieved. They have however been reviewed in light of the progress made to date towards achieving them and the trends forecast to 2035 to ensure that they remain valid and fit for purpose. The objectives as set out in 2008 are detailed below:

Strategic Objective 1: Economy - To enhance and exploit the North East's competitive economic advantages, and reduce the impacts of peripherality

- a) To make the movement of goods and people within the north east and to / from the area more efficient and reliable.
- b) To improve the range and quality of transport to / from the north east to key business destinations.
- c) To improve connectivity within the north east, particularly between residential and employment areas.

Strategic Objective 2: Accessibility, Safety and Social Inclusion - To enhance choice, accessibility and safety of transport, particularly for disadvantaged and vulnerable members of society and those living in areas where transport options are limited.

- a) To enhance travel opportunities and achieve sustained cost and quality advantages for public transport relative to the car.
- b) To reduce the number and severity of traffic related accidents and improve personal safety and security for all users of transport.
- c) To achieve increased use of active travel and improve air quality as part of wider strategies to improve the health of north east residents.

Strategic objective 3: Environment - To conserve and enhance the north east's natural and built environment and heritage and reduce the effects of transport on climate and air quality.

- a) To reduce the proportion of journeys made by cars and especially by single occupant cars.
- b) To reduce the environmental impacts of transport, in line with national targets.
- c) To reduce growth in vehicle kilometres travelled.

Strategic Objective 4: Spatial Planning - To support transport integration and a strong, vibrant and dynamic city centre and town centres across the north east.

- a) To improve connectivity to and within Aberdeen City and Aberdeenshire towns, especially by public transport, walking and cycling.
- b) To encourage integration of transport and spatial planning and improve connections between transport modes and services.
- c) To enhance public transport opportunities and reduce barriers to use across the north east, especially in rural areas.

- 4.3. The objectives above, set in 2008, are long-term objectives that will take many years to decisively influence, although the annual monitoring report shows that good progress is being made towards many of them. It is not however considered that any of them have been met and indeed many will become increasingly more challenging to achieve given the level of development proposed, in particular objective 3c. It is not however felt that the direction of the RTS has changed and the review of the issues and trends to 2035 do not reveal any new issues that are not covered by the existing objectives. A further consideration is that the objectives and policies of a wide range of other regional and local policies, including the Structure Plan, Local Transport Strategies, ACSEF Economic Manifesto and SOAs are already aligned with the objectives of the RTS and we wish to see this alignment continue.
- 4.4. Discussion at an officer workshop in February 2012 identified a number of areas that may warrant further emphasis in the RTS, such as climate change requirements, recognition of new technologies and the importance of strategic walking and cycling links. It is however felt that these issues are covered by the current objectives and should therefore be dealt with in a revised delivery plan.
- 4.5. One small change is proposed to objective 2b, to refer to reducing the number and severity of traffic related casualties, rather than the number of accidents. This more accurately reflects ultimately, what we are trying to reduce and fits with the Scottish Governments Framework for Road Safety and the Local Authorities Joint Road Safety Plan.
- 4.6. Taking all the above points into consideration, it is not proposed to change the RTS objectives at this stage (beyond the minor wording change under objective 2b) but rather to review how they are best delivered.

Consultation Questions:

- 4. Do you agree that the objectives remain valid and fit for purpose?
- 5. Do you agree with the proposed wording change of objective 2b?
- 6. The objectives currently all carry an equal weighting. Is this still appropriate?

5. The preferred strategy package

- 5.1. The RTS sets out a number of policies and proposals for action under three sub-strategy headings:
 - External connections;
 - Internal connections; and
 - Strategic policy framework.
- 5.2. It is this list of policies and actions that we propose to re-fresh and add to in order to extend the strategy to 2035. In addition to the actions contained within the RTS a number of more detailed action plans have been developed since 2008 and are being delivered, namely:
 - Bus Action Plan
 - Rail Action Plan
 - Health & Transport Action Plan
 - Freight Action Plan
- 5.3. The following pages provide a list of the existing RTS actions, a short textual update and proposed amendments, including where new actions are proposed, which are highlighted in pink. The action plans listed above will also be reviewed and update following the review of the RTS and this is referenced under the appropriate actions below.
- 5.4. Your comments and feedback are requested on these proposed amendments.

Proposed updates and amendments to the strategy

External Connections	Adopted RTS Action	Update	Proposed amendments for consultation
EC1 Rail links and services	i) Reducing journey times to Edinburgh and Glasgow, and further south	The journey times of one or two journeys have been reduced however on the whole they remain the same. The Scottish Government's Infrastructure Investment Plan and STPR commit to reducing journey times between Aberdeen and the central belt by 20 minutes. Network Rail have submitted a draft GRIP3 report to Transport Scotland which investigates a preferred option for Aberdeen to Inverness line improvements.	This remains a relevant action. No change proposed.
	ii) Improved train capacity, comfort and reliability.	Additional services (and additional carriages) have been introduced to address the most severe overcrowding problems, as highlighted by Nestrans through surveys and significantly increasing patronage figures. Overcrowding issues do however remain on a number of services, particularly at peak times. Nestrans capital budget has also been used to fund Access for All improvements at stations across the North East.	This remains a relevant action. No change proposed.
	iii) Support for High Speed Rail connections to London, which benefit the north east.	The UK Government has committed to the delivery of High Speed Rail and has confirmed the route of the line from London to the West Midlands and Leeds. There are clear benefits of HSR to Edinburgh and Glasgow however realistically it will not extend north beyond the central belt due to distance and population density. It is therefore essential to ensure that the North East benefits from HSR in other ways and Nestrans is making the case that this be through securing our existing access to London airports, including Heathrow, based on the assumption that HSR to the central belt will reduce the pressure on London airports from reduced demand from the central belt.	This remains a relevant action. No change proposed.

External Connections	Adopted RTS Action	Update	Proposed amendments for consultation
		The Scottish Government has published 'Fast Track Scotland – Making the Case for High Speed Rail Connections in Scotland'.	
EC2 Strategic roads	i) Overcoming constraints on the network that have a direct impact on travel to / from the north east, such as the A90 through Dundee	A number of junctions on the A90 between Perth and Aberdeen have been grade separated, including junctions at Findon and Portlethen, to facilitate development and improve safety. There are however still a number of constraints on this route, including the stretch of road through Dundee. The STPR identified the need for a Dundee Northern Relief Road. The dualling of the A96 to Inverness is also identified in the Scottish Government's Infrastructure Investment Plan.	This remains a relevant action however it is proposed to amend it to include reference to the A96. 'Overcoming constraints on the network that have a direct impact on travel to / from the north east, such as the A90 through Dundee and dualling the A96 to Inverness.'
EC3 Inter-regional bus and coach travel	i) Support further development of inter-regional bus and coach travel between the north east and other Scottish towns and cities and further afield.	There has been an increase in the number of inter-regional coach trips and the launch of the Citylink Gold service to Glasgow has seen an increase in service and quality on this route.	This remains a relevant action. No change proposed.
	ii) Explore possible links to park and ride sites.	Planning permission has been granted for the park and ride site on the A96 and the application for the A90(S) site has been submitted. Bus operators have been consulted in the design process for the new park and ride sites and discussions are ongoing on how best to serve them.	This remains a relevant action. No change proposed.
EC4 Connections by sea	i) Closer joint working through the North East Ports Forum.	This forum no longer exists and its role has been subsumed into the North East Freight Forum which meets on a regular basis. The launch of the Freight Forum has seen significant improvements in joint working in this sector and a Freight Action Plan has been produced and is being implemented.	Propose amending action to: Closer joint working through the North East Freight Forum.
	ii) Improved access and facilities at ports and interchange with	The first phase of the Torry Quay redevelopment has been completed with upstream quays replaced by 300m of	This remains a relevant action. No change proposed.

External Connections	Adopted RTS Action	Update	Proposed amendments for consultation
	passenger ferries.	deepwater berthing and creation of additional room in the River Dee. Deepening and resurfacing of Commercial Quay East has been completed. Point Law peninsula further developed with additional bulk facilities and a single point of access created.	
	iii) Development of new freight and passenger facilities.	<p>The Port authority at Peterhead has completed £33.5M plans for new 650ft quay at the Smith Embankment and a new 328ft breakwater at the Albert Quay. It was opened on time and within budget in October 2010.</p> <p>A grant of £7.57M has been announced from the European Fisheries Fund to deepen part of Fraserburgh Harbour to give access to more boats and improve local facilities.</p> <p>Significant improvement in access between Aberdeen Harbour and the bus and rail stations has been achieved through the development of the new bus station and Union Square. There is however still scope for improvements to access and facilities at both Aberdeen and other harbours.</p>	<p>It is proposed that this action is amended to reflect recent improvements, but recognise that there are still opportunities to further improve both freight and passenger facilities at the region's ports.</p> <p>'Continue to enhance freight and passenger facilities at north east ports'</p>
	iv) New action	A new contract for Northern Isles ferry services will operate from July 2012. Daily services from Aberdeen to Lerwick (with connections via Kirkwall).	<p>Proposed new action</p> <p>It is proposed that a new action is added to:</p> <p>Continue dialogue with the Scottish Government and Northern isles ferry service operator to ensure continuing services from Aberdeen'</p>
EC5 Connections by air	i) Support expansion of direct destinations from Aberdeen and frequency of popular services.	The number of destinations served from Aberdeen has risen from 46 in 2007 to 50 in 2012. September 2012 also saw the launch of a new route to London City. Although new routes have been added in recent years, this remains a relevant action and is key to the economic success of the region.	This remains a relevant action. No change proposed.

External Connections	Adopted RTS Action	Update	Proposed amendments for consultation
	ii) Support runway extension to facilitate wider range of destinations and more efficient, modern aircraft.	The runway extension at Aberdeen Airport was completed in September 2011 and added 124m to the runway. Consultation on the Airport Masterplan is currently underway and it is anticipated that additional runway extensions may be required in the period from 2020 to 2040. Planning approval already exists for a further 176m extension.	This remains a relevant action.
	iii) Ensure protection of slots for Aberdeen services at key hubs such as London Heathrow.	This is being actively pursued through a number of channels, including Nestrans response to the recent aviation consultation issue as well as our input into the case for High Speed Rail (see above). Nestrans, along with Hitrans, has also commissioned an evidence note to determine the importance of access to London from the North of Scotland.	This remains a relevant action. No change proposed.

Internal connections	Adopted RTS Action	Update	Proposed amendments
IC1 Rail connections	i) Increased frequency of services between Inverurie-Aberdeen-Stonehaven through Aberdeen Crossrail and improved services to Inverness.	A new station was opened at Laurencekirk in 2009. The term 'Crossrail' is no longer used, with the preferred strategy to push for the delivery of the elements of Crossrail incrementally rather than as one large package. Discussions have been ongoing with Transport Scotland regarding enhanced Aberdeen-Inverness Sunday services. An additional service now stops at Stonehaven and Laurencekirk on a Saturday morning and at Laurencekirk at 2105 Mon-Sat. It is the intention to explore opportunities to extend trains on the Inverness-Aberdeen line through to Montrose to improve local services, however awaiting publication of the GRIP3 report for Aberdeen-Inverness improvements before investigating this opportunity.	This action remains relevant although it is proposed that it is amended to: 'Seek to secure an increased frequency of services between Inverurie-Aberdeen-Stonehaven and improved services to Inverness' The elements of Crossrail are still being delivered but are being taken forward incrementally as individual projects rather than branded as one package of improvements. This proposed change would

Internal connections	Adopted RTS Action	Update	Proposed amendments
			not therefore change the overall direction of this action.
	ii) Proposed new station at Kintore and further development of the rail system to be set out in the Rail Action Plan.	<p>The Rail Action Plan has now been developed and is being delivered. There have been significant increases in rail patronage at north east stations including 115% increase at Dyce and 171% increase at Inverurie between 2004/05 and 2010/11.</p> <p>Kintore station is being pursued as a priority and is identified as necessary to address the cumulative impacts of new development through the Strategic Transport Fund. The recently announced Scottish Government's New Stations Fund is also a potential source of contributory funding.</p>	This remains a relevant action however now that Kintore station is being progressed, the next priorities for rail development in the region should be identified through the rail action plan. This action plan will be reviewed in the context of the RTS re-refresh.
	<i>iv) New action</i>	Linked to the action above, it is proposed that a separate action be added to investigate the potential for further stations in the context of line upgrades, enabled by through running of trains across Aberdeen.	Proposed new action 'Investigate the potential for further stations in the context of upgrades to the existing rail lines enabled by through running of trains across Aberdeen and assessing future demand for local rail services.'
IC2 Road improvements	i) Strategic road capacity improvements – tackle constraints on the A90 Ellon to Peterhead, A96 west of Inverurie, Haudagain junction, Access to Aberdeen from the south, and at other junctions serving Aberdeenshire towns.	<p>A number of improvements have been delivered in this area including Wellington Rd dualling between Charleston Interchange and Souterhead roundabout, College St dualling, Market St corridor improvements, A90 grade separation at Findon, Wapping St gyratory alignment improvement and segregated left turn lane at King George VI Bridge into West Tullos Rd.</p> <p>The Scottish Government have also announced their intention to dual the A96 in the long term as part of their Infrastructure Investment Plan; Balmedie-Tipperty dualling has been approved and a preferred option has been agreed and commitment given to improve the Haudagain junction</p>	<p>Although a number of improvements have been made, a number are still to be delivered. This therefore remains a relevant action.</p> <p>The action should consider and identify which routes/constraints are priorities for resolution whilst keeping open the option to explore the feasibility of</p>

Internal connections	Adopted RTS Action	Update	Proposed amendments
		<p>once the AWPR is in place.</p> <p>A preferred option has also been identified for Inveramsay Bridge on the A96 and ground investigation works commenced.</p>	longer term projects.
	<p>ii) Strategic road safety improvements – alignment and junction improvements on A90 South. Overtaking, junction and alignment improvements on A90 north and A96. Route Action on A92, A93, A944, A947.</p>	<p>A number of strategic road safety improvements have been delivered including:</p> <ul style="list-style-type: none"> • A947 route action • A944 Mossat to Westhill safety barriers • anti-skid, signs and lines on A92, A944, A981, B997, A93, A97, A950 • A920 Riverside Rd / South Rd, Ellon traffic signals • Interactive signs on A980 Raemoir and Riverside Drive, Aberdeen; • A new merge lane at the northern Laurencekirk junction; • Puffin, toucan and zebra crossings at various locations • Guild St pedestrian safety – footway widening measures • King Street lighting improvements. 	<p>Significant progress and funding has been dedicated to this area, however strategic road safety improvements will remain a key action.</p> <p>The action should consider and identify which routes/areas are priorities for resolution. Specific reference should be made to key priorities such as Laurencekirk junctions.</p>
	<p>iii) Car share lanes – trialling priority lanes for cars with multiple occupancy.</p>	<p>A study has been undertaken to look at a High Occupancy Vehicle lane on Stonehaven Road on the A90. This study concluded that the introduction of such initiatives will need to wait until the AWPR has been constructed in order to generate significant benefits.</p>	<p>This remains a relevant action.</p> <p>No change proposed.</p>
	<p>iv) Prioritised maintenance for strategic routes, with particular benefits for public transport and sustainable modes.</p>	<p>Significant funding has been put towards strategic maintenance including at A92 Bervie Bridge, Queen Elizabeth Bridge refurbishment and resurfacing on A92, A93, A944, A947, A952, A97, A98, A956 Wellington Rd and A956 Ellon Rd.</p>	<p>This remains a relevant action.</p> <p>No change proposed.</p>
	<p>v) Support Local Authorities in bringing forward LTS projects</p>	<p>The objectives of both Councils' LTSs are in line with the RTS and the Nestrans delivery plan developed and</p>	<p>This remains a relevant action.</p> <p>No change proposed.</p>

Internal connections	Adopted RTS Action	Update	Proposed amendments
	that contribute to strategic objectives.	approved in partnership with the two Councils.	
	vi) The above actions build on the AWPR and dualling of A90 Balmedie-Tipperty which are being taken forward by Transport Scotland and are due to be completed in 2012.	Due to legal challenge, the timescales for delivery of the AWPR and associated projects, including Balmedie-Tipperty have been delayed. The AWPR case was heard in the Supreme Court in July 2012.	This remains a relevant action however it is proposed to bring it up-to-date to reflect the current situation: ‘The above actions build on the AWPR and dualling of A90 Balmedie-Tipperty which are being taken forward by Transport Scotland’
	vii) New action	<p>To facilitate the development of the Local Development Plans for Aberdeen City and Aberdeenshire, Nestrans and the SDPA commissioned a study to examine the cumulative impact on the strategic transport network of the scale of development proposals in the Structure Plan. It took into consideration the range of schemes already committed and assessed the additional impact of new development on the transport network.</p> <p>This study identified a number of areas where congestion is predicted to significantly increase and where intervention on the strategic transport network is required. A package of interventions has been identified to mitigate these impacts. These are:</p> <ul style="list-style-type: none"> • Parkway, Persley Bridge & Parkhill junction and capacity improvements; • Capacity improvements & upgrade AWPR Kingswells north junction; • Upgrade A944 junctions and safety / limited capacity improvements on access to A93; • A956/A90 junction capacity improvements; and 	<p>Proposed new action</p> <p>Strategic road improvements to mitigate the cumulative impact of development:</p> <ul style="list-style-type: none"> • Parkway, Persley Bridge & Parkhill junction and capacity improvements; • Capacity improvements & upgrade AWPR Kingswells north junction; • Upgrade A944 junctions and safety / limited capacity improvements on access to A93; • A956/A90 junction capacity improvements; and • River Dee link <p>These improvements will be funded through the Strategic Transport Fund and in line with</p>

Internal connections	Adopted RTS Action	Update	Proposed amendments
		<ul style="list-style-type: none"> • River Dee link. <p>These actions predominantly contribute to the economy objective of the RTS particularly making the movement of people and goods more efficient and reliable and improving connectivity. They also provide opportunities to improve safety for all road users, including pedestrians and cyclists and reduce the impact on air quality by improving the flow of traffic.</p> <p>A number of public transport interventions were also identified as part of the package of mitigation measures and these are dealt with under separate RTS headings below.</p>	<p>the SDPA supplementary planning guidance “Delivering Identified Projects through a Strategic Transport Fund”.</p>
<p>IC3 Bus Improvements</p>	<p>i) Quality bus corridor improvements to services and facilities.</p>	<p>The Quality Partnership between Nestrans, the local authorities and bus operators was re-freshed and signed by all partners in 2010. This sets an updated set of standards and targets which are monitored on an annual basis. A Bus Punctuality Improvement Partnership (BPIP) has also been established and corridor action plans established for Buchan / King Street and A96 corridors.</p> <p>Other bus quality partnership improvements delivered include:</p> <ul style="list-style-type: none"> • Bus Quality Corridor improvements on main radial routes – A947, A96, A93, A944, A90(S) and A90(N); • Airlink service between Dyce railway station and the Airport launched in December 2008 and supported until commercially viable, bus stops and shelters installed along the route and timetables published. • Night time transport zone set up in the city centre; • ARI bus interchange improvements; • Direct Jet service launched Aug 2010 from Aberdeen bus station to the Airport. • Bus Route Development Grant improvements on 	<p>This remains a relevant action. No change proposed.</p>

Internal connections	Adopted RTS Action	Update	Proposed amendments
		<p>Stonehaven and Banchory to Aberdeen services and No 5 service within Aberdeen.</p> <ul style="list-style-type: none"> Route infrastructure improvements to support the introduction of hybrid vehicles on Stagecoach service 59. 	
	<p>ii) Develop a Bus Action Plan to improve quality and reliability of services and set out proposals for extending bus priority measures.</p>	<p>A Bus Action Plan has been produced and is currently being delivered. This will be re-freshed in line with the re-fresh of the RTS and a review of the standards and targets. Bus priority measures have been delivered through the city council's Scoot system at signal controlled junctions, a new bus lane on King Street/Castle Street linking to Union Street, extension of the bus lane on Holburn Street on approach to Bridge of Dee and designation of a bus lane on Foresterhill Road through the ARI site have all been delivered. Decriminalisation of bus lane enforcement has also been approved and will be implemented in Aberdeen in 2012.</p>	<p>It is proposed to amend this action to:</p> <p>Review and continue to deliver the Bus Action Plan to improve quality and reliability of services and set out proposals for extending bus priority measures.</p>
	<p>iii) Explore Rapid Transit options through the Bus Action Plan.</p>	<p>This has not been progressed to date and it is questioned whether bus rapid transit is relevant for the North East within the timeframe of the RTS given the scale of capital investment that would be involved. It does however remain an option that could be explored in the longer term, taking account of technological advances if appropriate.</p>	<p>It is proposed that this action is amended to 'Explore the options for rapid transit in the longer term through the Bus Action Plan'.</p>
	<p>iv) Expand Park and Ride provision linked to the development of the AWPR.</p>	<p>Plans for two new park and ride sites on the A90(S) and A96 are being progressed with the site on the A96 already having planning permission and the A90(S) site currently going through the planning process.</p> <p>Park and Ride facilities at Bridge of Don and Kingswells continue to operate, although there is an ongoing review being carried out by Aberdeen City Council as to the permanent location and any opportunity to increase the existing provisions. A park and ride site at Ellon has been established and use of this site continues to grow year on</p>	<p>This remains a relevant action, however it is proposed that it is updated to also identify the potential for mini-hubs and facilitate opportunities to use existing bus services.</p> <p>'Expand Park and Ride provision linked to the development of the AWPR and explore the potential for mini-</p>

Internal connections	Adopted RTS Action	Update	Proposed amendments
	v) Improve information provision including expanding real-time information systems across Aberdeen City and Shire.	<p>year.</p> <p>Both Councils have published and are now delivering bus information strategies. Significant improvements have been made to at-stop timetable information across the region through the Quality Partnership.</p> <p>Progress on real time information has been made with Aberdeenshire currently developing a system and the launch of the real time bus weblink. Technological advances are now seeing the introduction of QR codes and Near Field communications technology.</p> <p>On bus audio announcement equipment is also being installed on the Jet services and Deeside corridor vehicles.</p>	<p>hubs that can be served by existing bus provision.'</p> <p>This remains a relevant action. No change proposed.</p>
	vi) New action	<p>Strategic bus priority and bus frequency improvement measures have been identified through the cumulative impact assessment as required to mitigate the cumulative impact of the scale and location of development identified in the Structure Plan.</p> <p>These actions contribute to the range of RTS objectives particularly linking residential and employment areas, accessibility, mode shift and environmental objectives.</p>	<p>Proposed new action:</p> <p>Strategic bus priority and bus frequency improvements as well as additional bus services linking new development sites to the city centre and key employment destinations to mitigate the cumulative impact of development.</p> <p>These improvements would be supported through the Strategic Transport Fund and in line with the SDPA supplementary planning guidance "Delivering Identified Projects through a Strategic Transport Fund".</p>
IC4 Demand	i) Support extension of 'Dial-a-Bus' and similar services to serve those unable to access	Support has been provided to a number of DRT services including assistance with the purchase of vehicles for services in the City and for the Buchan Dial-a-Bus service in	This remains a relevant action. No change proposed.

Internal connections	Adopted RTS Action	Update	Proposed amendments
Responsive Transport	conventional buses and to link with scheduled bus services.	Aberdeenshire.	
	ii) Support community transport providers and encourage development of services.		This remains a relevant action. No change proposed.
	iii) Seek to ensure that taxis are provided in an efficient and effective way, which meets the needs of customers.	Sections of bus lane that have been introduced are accessible to taxis and private hire vehicles and other road capacity improvements have benefited taxis and private hire. The City Council has reviewed taxi provision in the city centre and established night time taxi ranks.	This remains a relevant action. No change proposed.
IC5 Transport Interchange	i) Maximising interchange potential of Guild Street development and link with Union Street and support enhancement of other interchange points in Aberdeen.	Significant improvements have been made through the bus station and Union Square development and some improvements made to footpaths and crossings linking to Union Street with the bus / rail station and Union Square development. Aberdeen City Council is currently developing a City Centre Transport Masterplan which will deal with issues of interchange and connectivity.	This remains a relevant action however it is proposed to bring it up-to-date to reflect the current situation. Maximise the interchange potential of the bus and rail station developments, the links between Union Square and Union Street and support enhancement of other interchange points in Aberdeen.
	ii) Support further improvements to interchange facilities in Aberdeenshire towns, in particular building on developments at Inverurie, Peterhead and Banchory.	A new bus station has been developed at Peterhead and Aberdeenshire Council has carried out a significant amount of work in identifying and improving interchanges in Aberdeenshire towns. This has included installation of journey planning kiosks and information provision at designated interchange points. There has however been a lack of progress at Inverurie due to land ownership issues, particularly in respect of the railway.	This remains a relevant action. Change proposed to bring the action up-to-date and reflect the current situation.
	iii) Work with operators to develop integrated ticketing	This is being progressed through a ticketing task group. A Fares & Ticketing Strategy was approved by Nestrans and	It is proposed that this action be amended to reflect the

Internal connections	Adopted RTS Action	Update	Proposed amendments
	across services and operators in the north east.	the two Councils in 2012. One of the key actions contained within the strategy is the development of an integrated ticket and longer term aspirations to introduce smart ticketing.	opportunities for smart ticketing, either through smartcards or other emerging technologies: Work with operators to develop integrated and smart ticketing across services and operators in the north east. The details of this action are contained with the Fares & Ticketing strategy.
IC6 Walking and Cycling	i) Support investment in measures to increase safety and security of walking and in particular to facilitate interchange between different modes of transport.	Since the publication of the RTS, Core Path Plans have been adopted in both Aberdeen City and Aberdeenshire and Nestrans has contributed funding towards the development and improvement of a number of these paths. This has included the funding of the West Cults Bridge on the Deeside Way which was opened in 2010.	This remains a relevant action. No change proposed.
	ii) Urban realm improvements to improve the pedestrian environment.	Puffin, toucan and zebra crossings have been created at a number of locations. Improvements have also been made to widen the pedestrian crossing enclosure on Guild St and to widen the pavement on Guild Street to cater for the increased pedestrian traffic accessing Union Square.	This remains a relevant action. Change proposed to emphasise the strategic importance of pedestrianisation in City and town centres. 'Urban realm improvements to improve the pedestrian environment, including the pedestrianisation of Union Street.'
	iii) Support the extension of low speed zones, particularly where it improves the environment for pedestrians and cyclists and increases safety for children.	Residential low-speed zones have been implemented in many parts of Aberdeen and Aberdeenshire, and Aberdeen City Council has introduced one of the most extensive 20mph zones in the country, covering the City Centre. Time restricted 20mph zones have also been created around	This remains a relevant action. Change proposed to update and emphasise continuation.

Internal connections	Adopted RTS Action	Update	Proposed amendments
		every school in the region.	
	iv) Continue development of cycle routes on key routes within Aberdeenshire, into Aberdeen and on routes through the City.	<p>Significant work has been carried out to improve links for cyclists, including:</p> <ul style="list-style-type: none"> • Construction of the Westhill-Kingswells-Aberdeen cycle route; • Kingswells – Bucksburn path upgrade; • Peterhead cycle demonstration town – various sections of cycleway; • Fraserburgh cycle network improvements; • Banff and MacDuff cycle network improvements; • Riverside Drive cycle route, Aberdeen; • West Cults Bridge on the Deeside Way; • NCN1 Donside Path upgrade from Seaton Park through Donside Paper Mills site; • A96 Inverurie-Kintore-Blackburn-Aberdeen cycleway. <p>Many of these schemes also have significant benefits for pedestrians.</p>	<p>This remains a relevant action but it is proposed that it be strengthened on the issue of creating a network of routes and is amended to:</p> <p>Continue development of a connected network of strategic cycle routes on key routes within Aberdeenshire, across the boundary into Aberdeen and on routes through the City.</p>
IC7 Airport Surface Connections	i) Encourage enhanced bus services to Aberdeen Airport to be detailed in the Bus Action Plan and Delivery Plan.	<p>The launch of the Stagecoach Jet 727 service from Aberdeen bus station direct to the airport has achieved a significant improvement in public transport links to the airport. This combined with the service 80 shuttle bus service between Dyce station and the airport and the section of bus lane from the airport to Dyce Drive has significantly enhanced public transport accessibility.</p> <p>Access to the airport should be encouraged by all modes and Nestrans has part funded the installation of a cycle shelter and racks at the airport.</p>	<p>It is proposed that this action be amended to cover enhanced access to the airport by all modes of transport.</p> <p>Change action to ‘work with Aberdeen Airport in developing and monitoring a Surface Access Strategy to ensure high quality links to the airport by all modes.’</p>
	ii) Support a shuttle bus between Dyce station and the airport	The service 80 Dyce shuttle bus was introduced in 2008 and initially subsidised by Nestrans and BAA. It is now operated	Recognising the importance of Dyce as an international

Internal connections	Adopted RTS Action	Update	Proposed amendments
	terminal.	by Stagecoach and subsidised by Nestrans in the hope that it can move towards being a commercial service in the near future. Further plans are being developed to improve facilities for buses at Dyce Station.	gateway it is proposed that this action be amended to 'Work with partners to develop links to the airport including the upgrade of Dyce railway station and improved access for public transport.
	iii) In the longer term, explore the potential for Bus Rapid Transit or enhanced rail services to the airport, providing faster, more reliable journey times.	No progress has been made on this action to date. Bus rapid transit may be explored in the longer term however in terms of access to the airport it may be better to widen this action out to high quality transport links in general.	It is proposed that this action is amended to 'support high quality transport links to the airport using innovative and technological advances where appropriate'.
IC8 Port Surface Connections	i) Support measures to improve access to port facilities.	Nestrans and Aberdeenshire Council are partners in a European InterReg project GreCor, looking to ensure good access between ports and their hinterlands.	This remains a relevant action. No change proposed.
	ii) Facilitate improved interchange between Aberdeen ferry terminal and bus and rail stations.	Significant improvements have been made for pedestrians accessing the ferry terminal from the bus and rail stations through the development of Union Square, however this remains a relevant action as Market Street still presents a significant barrier to smooth interchange and improvements to other aspects of interchange such as information provision and ticketing options could be made.	This remains a relevant action. No change proposed.
IC9 Freight	i) Support the development of modern intermodal freight terminals to provide future capacity for rail freight expansion.	A Freight Action Plan has been developed and is being implemented and a Freight Forum established to enable communication between industry and public bodies. A Freight Action Plan 2 is currently being developed. Rail freight gauge enhancements, Elgin to Mossend was completed in 2006 and rail freight facilities have opened at Raiths and Craiginches.	Update action to reflect current position, "retain and develop modern intermodal freight terminals to serve the region."
	ii) Investigate potential for	The Freight Action Plan sets out a number of actions in this	This remains a relevant action.

Internal connections	Adopted RTS Action	Update	Proposed amendments
	measures to provide more reliable journey times for HGVs and identify a trial route for implementation of priority measures.	area and this is currently being reviewed. Freight maps have been produced for Aberdeen City and Aberdeenshire and signal alterations on Wellington Road have aided southbound HGV progression.	No change proposed.
IC10 Powered two-wheelers	i) Support measure to improve safety of motorcycles and other powered two-wheelers and provide appropriate parking facilities.	Local authority and emergency service partners have conducted a high profile motorcycle safety scheme, Operation Zenith aimed at reducing powered two-wheeler casualties.	This remains a relevant action. No change proposed.

The Strategic Policy Framework	Adopted RTS Action	Update	Proposed amendment
TB1 Promoting travel planning and travel awareness	i) Implementation and future development of Nestrans' Travel Planning Strategy	A Travel Plan Strategy was developed in 2009 and significant effort has been focused on developing the Getabout brand and supporting the development of travel plans through the purchase of a Travel Plan Builder software, which is available to organisations across the North East. The RTS makes reference to the Dyce TMO which no longer exists and to the further development of TMOs generally. Rather than pursuing this model given that the Dyce TMO no longer exists, it is suggested that this be reworded to encouraging businesses to work cooperatively for common benefit.	This remains a relevant action although it is recommended that the strategy be updated in line with a re-fresh of the other action plans. This re-fresh should remove the reference to TMOs and insert a statement that Nestrans will facilitate and encourage businesses to work together on area-wide travel plans.
	ii) Continue to provide support through the Sustainable Travel Grants Scheme.	The Sustainable Travel Grant Scheme has provided a fund of £25,000 per year under which organisations and partners can bid for a 50% contribution up to £10,000 for projects that support travel by sustainable modes. Funding has been provided to a range of organisations including Grampian	This remains a relevant action. No change proposed.

		Police, NHS and private sector companies.	
	iii) Encourage increased take-up of car-sharing.	The number of participants in the Nestrans carshare scheme has increased significantly from 899 people in 2008 to 2,415 in 2012, saving over 4million miles in 2012. The launch of the Common Wheels Car Club in Aberdeen City and Laurencekirk in 2012 has also proven successful and aims to reduce the need for car ownership.	This remains a relevant action however it is proposed that it is updated to reflect the CarShare scheme: 'Encourage increased take-up of car-sharing and car club schemes'.
	iv) New action	With the establishment of the Getabout partnership and brand, it is felt appropriate to add in an action relating to the continued development and promotion of this brand through a wide range of events and activities to promote sustainable modes of transport.	Proposed new action: Continue to promote and strengthen the Getabout brand.
TB2 Promoting active travel	i) Encourage more people to walk and cycle more often	A range of bikes have been purchased for use at local events to encourage cycling in schools, communities and organisations. This reduces the cost of bringing commercial roadshows to the region and allows priority use by partners with rental by others. The monitoring report shows increases in the number of children cycling to school, the number of people walking and cycling to work and the number of cyclists on key routes. The Cycling Action Plan for Scotland has set a target of 10% of journeys to be undertaken by bicycle by 2020. This is a significant increase on current levels and consideration should be given to strengthening this action to achieve this target. Cycling and walking are the two key modes for which there is currently no detailed action plan within the RTS. To bring this in line with bus, rail and freight and to emphasise the importance of active travel modes, it is proposed that an active travel action plan be developed in partnership with the two councils and focuses on delivering improvements towards the national target for cycling.	This remains a relevant action however it is proposed that it be amended to: 'Develop an active travel action plan with the aim of encouraging more people to walk and cycle more often'. The active travel action plan should include infrastructure measures in line with the actions contained within IC6 as part of a package of measures to support increases in cycling and walking.
	ii) Work with NHS Grampian and	A Health & Transport Action Plan has been developed and	It is proposed that this action is

	Community Planning Partnerships to promote the benefits of active travel and achieve objectives for a healthier population	<p>an HTAP co-ordinator appointed. The delivery of this action plan is being progressed by a Steering Group with sub-groups for the three delivery themes – Promoting Active Travel, Improving Access to Healthcare and Transport & Public Health.</p> <p>It is proposed that this action is amended to reflect the wider aims of the Health and Transport Action Plan and is focussed more on improving the health of the population rather than active travel alone.</p>	amended to: 'Work with NHS Grampian and Community Planning Partnerships to deliver the Health and Transport Action Plan and achieve objectives for a healthier population.'
TB3 Improving safety	i) Work with Councils, Emergency Services and others to promote road safety as part of a comprehensive approach covering Education, Engineering, Enforcement and Encouragement measures.	The North East Scotland Road Casualty Reduction Strategy was published in 2009 and was developed in partnership by Aberdeenshire Council, Aberdeen City Council, Moray Council, Grampian Fire & Rescue Service, Grampian Police, Transport Scotland and Nestrans.	This remains a relevant action. No change proposed although the formation of new national forces for Police and Fire and Rescue may require a new approach to this area of work.
	ii) Improve security for users of public transport services and interchanges.	<p>Significant improvements have been made to safety and security at the bus / rail interchange in Aberdeen through the development of the bus station and Union Square. Peterhead bus station development has improved security and many buses have onboard security cameras. Seven of the region's eight railway stations have CCTV and customer help points. Passenger safety and security is a key consideration in all interchange improvements.</p> <p>Improvements to taxi rank provision during the day and also at night in the city centre, including taxi marshalls at night have improved security for users.</p>	This remains a relevant action. No change proposed.
IE1 Changing choices through incentives and partnerships	i) Work with operators to identify possible fare incentives to encourage increased bus use, particularly where this enables access to employment or training.	Fares & ticketing is a key element of the Bus Action Plan and a draft fares and ticketing strategy has recently been approved by Nestrans and the two Councils. Nestrans has also lobbied the Scottish Government in relation to changes to the concessionary fares scheme for young people as a result of feedback through community engagement.	This remains a relevant action. No change proposed.
	ii) Through the Local	The quality partnership for public transport continues to be	It is proposed that this action is

	<p>Authorities/Bus Operator Forum (LABOF) continue to develop the Quality Partnership for Public Transport and consider introducing Punctuality Improvement Partnerships</p>	<p>monitored and reviewed and was refreshed in 2010. The LABOF partners meet on a four weekly basis to discuss all elements of the agreement and delivery of the bus action plan.</p> <p>A Bus Punctuality Improvement Partnership was also launched in 2010 and action plans developed for the Buchan / King Street and A96 corridors. Monitoring of this continues on an annual basis.</p>	<p>amended to: ‘Through the Local Authorities / Bus Operator Forum (LABOF) continue to develop the Quality Partnership for Public Transport and the Bus Punctuality Improvement Partnership to achieve improvements in bus provision and increased levels of bus use.’</p>
	<p>iii) Support measures which encourage uptake of alternative fuels, particularly by public transport providers, to build on the north east’s role as an energy hub.</p>	<p>Given the adoption of the Climate Change (Scotland) Act, it is felt that there should be greater emphasis on alternative fuels for private cars as well as public transport.</p>	<p>It is proposed that this action be moved under a new carbon reduction heading (see below).</p>
IE2 Using enforcement	<p>i) Support enforcement of vehicle emissions standards to improve air quality in Aberdeen City Centre and towns across the north east.</p>	<p>Air Quality Management Areas have been established for Aberdeen City Centre and key strategic routes and an Action Plan developed to deliver improvements. Nestrans and ACC are involved in Interreg IV project –CARE North which is looking at creating a Low Emissions Zone (LEZ) in the City Centre. This study has proposed a detailed assessment of a bus or HGV focussed LEZ.</p>	<p>This remains a relevant action. No change proposed.</p>
	<p>ii) Support measures to enforce speed limits to improve road safety and reduce carbon emissions.</p>	<p>The local authorities and Grampian Police have formed a camera partnership, Nescamp to improve road safety through enforcement of speed restrictions.</p>	<p>This remains a relevant action. No change proposed.</p>
	<p>iii) Promote the establishment of a Casualty Reductions Partnership to support NESCOMP’s activities and support the trial of average speed cameras.</p>	<p>Although average speed cameras have been used effectively elsewhere in Scotland, they have not yet been used by Nescamp. The Casualty Reduction Strategy considered the benefits of forming a Casualty Reduction Partnership, but this has not been progressed.</p>	<p>Amend action to emphasise the prospect for joint working towards a shared vision of casualty reduction and cooperation among agencies towards achieving a safer transport system. Links to TB3i)</p>

	<i>iv) New action</i>	The Scottish Government have approved the decriminalisation of bus lane enforcement in Aberdeen, Edinburgh and Glasgow. Aberdeen City Council is in the process of implementing this new provision which it is anticipated will be in place by the end of 2012. Enforcement of bus lanes will be a key tool in facilitating the efficient movement of buses and taxis and in making bus travel a more attractive option.	Proposed new action: Support measures to enforce the operation of bus lanes to ensure the efficient movement of buses and taxis.
IE3 Parking	i) Develop a Regional Parking Strategy to ensure a coherent approach to parking controls and standards across the north east.	A Regional Parking Strategy has been developed. The role of the regional strategy is to set the policy framework under which actions can be delivered at a local level to meet the objectives of the parking strategy and those of the LTSs and RTS.	It is proposed that this action be updated to focus on the delivery of the regional parking strategy. Ensure a coherent approach to parking controls and standards across the north east through the delivery of the Regional Parking Strategy.
	ii) Support enforcement of parking restrictions, particularly where these exist to support strategic traffic movements, bus / pedestrian priority and road safety.	Resulting from the decriminalisation of bus lane enforcement the City Council is investing in a network of bus lane enforcement cameras. Meetings have also been held with Grampian Police and the City Wardens team to discuss traffic management in the run up to Christmas to try and increase enforcement of parking restrictions and yellow box junctions as these cause significant problems.	This remains a relevant action. No change proposed.
	iii) Investigate the potential for parking incentives to encourage use of small or multi-occupancy vehicles.	This remains a relevant action and is currently being explored by the City Council as well as incentives for low emissions vehicles.	This remains a relevant action. No change proposed.
CR1 Carbon reduction & Air Quality	i) Support measures which encourage uptake of alternative fuels, particularly by public transport providers, to build on the north east's role as an energy hub.	This action has been moved from the heading 'changing choices through incentives and partnerships' to a new carbon reduction & air quality heading in order to give this topic more emphasis in the re-freshed strategy. The Scottish Government's Green Bus Fund has seen new hybrid vehicles introduced on Stagecoach's service 59 in 2012 and a fund for Community Planning Partnerships has	It is proposed that this action be amended to: 'Support measures which encourage uptake of alternative fuels for public transport, private and public sector vehicles, to build on the north

		<p>seen the introduction of electric vehicles for a joint post service between the public sector agencies.</p> <p>Hyundai have recently loaned Aberdeen Commonwheels car club two of its fuel cell vehicles ahead of the 2012 All Energy Conference and funding from the Scottish Government and Scottish Enterprise and Aberdeen City Council will see the introduction of a fleet of 10 hydrogen buses by 2014.</p>	<p>east's role as an energy hub and work towards the decarbonisation of transport and improvements in air quality.</p>
	<i>ii) New action</i>	<p>Significant advances have and are being made in alternative fuel technologies such as hydrogen fuel, hybrid and fully electric vehicles with the introduction of the first hybrid buses in the North East in July 2012 on Stagecoach service 59 and the use of electric vans on a shared public sector mail run between Inverurie, Aberdeen and Peterhead. The RTS should support the development and trial of alternative fuels in order to increase their uptake.</p>	<p>Proposed new action:</p> <p>Support the development and trial of technological advances, such as hydrogen fuel and electric vehicles that will reduce carbon emissions from the transport network.</p>
	<i>iii) New action</i>	<p>The Climate Change Delivery Plan identifies a number of transport measures that will contribute to the delivery of climate change targets, including demand management measures.</p> <p>The Locking in the Benefits Study looked at the opportunities to maximise the benefits of the AWPR for other modes and identifies a number of pedestrian, cycling and public transport improvements that would capitalise on the benefits achieved through the AWPR.</p>	<p>Proposed new action:</p> <p>Support demand management measures, including the re-allocation of road space to public transport, cyclists and pedestrians in order to lock in the benefits of other schemes and where it can be demonstrated that this will help the efficient movement of traffic.</p>
E1 Engagement	<i>i) New action</i>	<p>Nestrans is now a formal Community Planning partner in Aberdeen City and Aberdeenshire and takes an active role in the Community Planning Partnerships with responsibilities for community engagement.</p> <p>The North East Transport Consultative Forum (NETCF) continues to operate and is used to inform and consult stakeholders on regional transport issues.</p>	<p>Proposed new action:</p> <p>Take an active and inclusive approach to engagement and consultation with communities and stakeholders.</p>

Summary of proposed new or significantly amended actions

External connections	
EC2	Inclusion of proposals to dual the A96, as included in the Scottish Government's Infrastructure Investment Plan
EC4	Continue dialogue with Scottish Government and the Northern Isles ferry operator to ensure continuation of service.
Internal connections	
IC1	Removal of the term Crossrail, although this does not change the meaning or direction of the action as the elements that made up Crossrail will be delivered incrementally as individual projects rather than an overall package.
	Investigate the potential for further stations in the context of upgrades to the existing rail lines enabled by through running of trains across Aberdeen and assessing future demand for local rail services.
IC2	New locations for strategic road capacity and safety improvements, including Laurencekirk junctions
	Road capacity improvements to mitigate the cumulative impact of development through the Strategic Transport Fund including: <ul style="list-style-type: none"> ~ Parkway, Persley Bridge and Parkhill junction and capacity improvements ~ A96 corridor capacity improvements ~ Upgrade AWPR Kingswells north junction ~ A944 junction and capacity improvements ~ A93 limited safety and capacity improvements ~ A956/A90 junction and capacity improvements ~ River Dee link
IC3	Explore the potential for park and ride mini-hubs
	Public transport improvements to mitigate the cumulative impact of development through the Strategic Transport Fund: <ul style="list-style-type: none"> ~ Bus priority improvements ~ Bus frequency improvements including links between development sites and key employment destinations
IC5	Addition of smart ticketing for public transport, alongside existing proposals for multi-operator ticketing.
IC6	Inclusion of a specific reference to pedestrianisation of Union Street as part of an existing action to improve the pedestrian environment.
	Greater emphasis on developing a connected and strategic cycle network.
IC7	A focus on improving surface access to Aberdeen Airport by all modes, rather than just bus.
	Improved access for public transport at Dyce railway station, including a bus turning circle.
	Removal of bus rapid transit in relation to access to the airport. It is proposed that this be changed to high quality transport links in general. Bus Rapid Transit remains in the strategy as a longer term action and may be an option for the airport however it is felt that opportunities for improving access to the airport should not be limited to this.
Strategic Policy Framework	
TB1	Removal of the reference to TMOs.

	Inclusion of car club schemes alongside carsharing initiatives.
	Continue to promote and strengthen the Getabout brand.
TB2	Develop an active travel action plan
	Specific reference to delivery of the Health & Transport Action Plan
IE2	Support measures to enforce the operation of bus lanes to ensure the efficient movement of buses and taxis.
CR1	Encourage the uptake of alternative fuels for public transport, private and public sector vehicles.
	Support the development and trial of technological advances, such as hydrogen fuel and electric vehicles.
	Demand management and other measures associated with Locking in the Benefits
E1	An active and inclusive approach to engagement and consultation with communities and stakeholders.

6. Monitoring and targets

- 6.1. Following adoption of the RTS in 2008 a set of indicators and targets was developed to monitor progress towards achieving the RTS objectives. A monitoring report is produced on an annual basis as referenced in paragraphs 2.28 and 2.29 above.
- 6.2. It is proposed that these indicators and targets be reviewed in the context of the refreshed strategy to ensure they remain appropriate. The targets in particular should be reviewed in the context of the lengthened timeframe of the RTS and consideration given to extending the targets to reflect this longer timeframe. This will also be an opportunity to review the targets already set and assess if they are realistic and / or sufficiently challenging.

Appendix C

Inter City East Coast Franchise

Department for Transport consultation: Draft response

Q1 Do consultees agree that the proposed franchise objectives are an appropriate expression of the priorities that should apply to the new ICEC franchise?

Nestrans would support six of the seven identified objectives, namely:

- ~ Supporting economic growth;
- ~ Improving overall passenger experience;
- ~ Performing reliably and punctually;
- ~ Being cost-effective and efficient;
- ~ Optimising environmental performance; and
- ~ Ensuring the benefits of the Intercity Express Programme trains are realised.

However, there is concern regarding the first objective (“realise the commercial potential of long-distance services....and making an appropriate contribution to the overall financial position of the railways”), which cannot be regarded as addressing a problem or issue and appears to imply that ICEC should be cross-subsidising other, less commercial parts of the network. Whilst recognising the commercial potential of the route, it should not be the first objective of the franchise. It is suggested that this objective be replaced with a more general objective “to ensure value for money for taxpayers and passengers”.

Q2 Are there any other issues that consultees believe the Department should take into account in determining the length of the new ICEC franchise?

A recommended franchise of 10 to 12 years seems to comply with the recommendation that longer franchises will encourage investment whilst avoiding a change of franchise in the years immediately preceding the anticipated opening of the High Speed Line to Yorkshire in 2032/33.

Q3 What are consultees’ views on the principle of the new ICEC franchise becoming a multi-purpose train operator along the route of the East Coast Main Line rather than focussing only on the InterCity services by the current operator?

Table 7.1 provides a list of the 22 services run by four different operators which currently operate on the East Coast Main Line between London Kings Cross and Newcastle. However, the ECML is the line between Kings Cross and Aberdeen via Edinburgh, so services north of Newcastle should also be included in the table.

We do not believe that the ICEC franchise should be let as a multi-purpose operation along the route and would oppose transferring additional services to the ICEC franchise. The ICEC should continue as a long-distance operator focussing on its current key markets of intercity, leisure and business travel and are particularly concerned by the statement that “some current through journey opportunities would be lost”.

Q4 Do consultees have any comments on which services might be considered for inclusion in the new ICEC franchise and how they might be specified?

There is potential for a further, additional early morning departure from Aberdeen-London. Allowing for arrival into London Kings Cross before midday would capture a significant business and leisure market between the north east of Scotland and the capital.

Q5 Are consultees aware of any other rail or non-rail major development schemes that are likely to have a significant impact on the new ICEC franchise?

The Scottish Government has committed to improving journey times between Aberdeen and the Central Belt, aiming to take 20 minutes off existing journey times. The East Coast service must take full advantage of such enhancements and offer services which are faster than comparative car journey times. The current Aberdeen-Edinburgh journey of over 2 ½ hours and overall journey times to London of over 7 hours are inadequate and must be improved upon. A better balance should be struck between timetabled journey times, punctuality and station wait times (as an example, Aberdeen-Stonehaven is timetabled as 17 minutes, yet Stonehaven-Aberdeen is timetabled as 25 minutes, presumably with 8 minutes lee-way to allow for late running. Up to 7 minutes wait time is timetabled between arrival and departure at Edinburgh Waverley, although in practice travellers often experience longer waits than this on the through train from Aberdeen-England).

Q6 Are there any research findings, evidence or other publications that consultees wish to bring to the attention of the Department as part of this refranchising process?

Not applicable.

Q7 Consultees' views are invited on the train service specification, including which aspects should be mandated by the Department and which can be left to commercial discretion: and also on whether or not there should be a change in the specified minimum service level when IEP trains are introduced?

The Intercity Express Programme (IEP) is a UK Government-led programme to upgrade the InterCity fleet, in particular replacing the diesel 125 rolling stock currently used on the East Coast service from 2018. It is imperative that the service specification beyond 2018 provides for effective through running between London and Aberdeen utilising the new rolling stock on the non-electrified part of the route. Excessive delays or changing trains at Edinburgh are not considered to be acceptable options for through travellers.

Q8 Consultees' views are invited on the potential for the franchise to serve locations accessible from the East Coast Main Line which currently have limited or no direct services to London.

The core function of the franchise should be to provide effective services for communities on the East Coast Main Line. Any proposals to provide other services

must not do so at the expense of the existing through services. As stated above, the key role of the East Coast franchise is to provide long distance intercity services and this should not be diminished.

Q9 Are consultees aware of any ways in which improved ticketing, smart ticketing and passenger information might be provided?

Technological advances should be encouraged and supported.

Q10 Do consultees support the use of NPS scores to monitor and improve service quality of the ICEC franchise? Are there any other approaches that might be more effective in securing improvements in customer experience?

The National Passenger Survey (NPS) is an effective way to monitor customer service. Separate targets for passenger satisfaction in relation to trains, information and stations is appropriate to enable action to be taken to make improvements where necessary.

Q11 What are the consultees' priorities for improvements to the stations managed by the ICEC franchisee?

There are no stations managed by the ICEC franchisee within the Nestrans area.

Q12 What do consultees believe are the most important factors in improving safety and security (actual or perceived)?

Passengers have a right both to be safe and to feel safe when travelling on public transport. Although safety records in the UK rail industry are high, the perception of security amongst rail users is not always as good as it could be. Stations should be well lit, covered by CCTV and be staffed as far as possible. On trains, staff should be very visible and adequately trained to deal with any incidents.

Rolling stock should be upgraded to comply with modern safety standards – concerns exist regarding the existing diesel 125 carriages with outdated window and door opening mechanisms.

Q13 Are there any increments or decrements to the DfT's proposed specification that stakeholders would wish to see and would be prepared to fund?

Service enhancements are necessary to facilitate improvements to the East Coast service. A number of commitments have been made and would be expected to be implemented. These would include the DfT's commitment to introduce bi-modal rolling stock through the Intercity Express Programme and the Scottish Government (through the Strategic Transport Projects Review and Infrastructure Investment Programme) to cutting journey times between Aberdeen and the Central Belt by 20 minutes. The ICEC franchise should recognise the potential for such improvements and ensure that they are delivered timeously. It would not be appropriate to expect local authority or Regional Transport Partnership funding to implement such schemes, which should be funded by central government and the railway industry.