

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	6 November 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Strategic and Local Transportation Projects Update Report
REPORT NUMBER:	EPI/12/188

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) Instruct officers to initiate a refresh of the LTS and to report back to this Committee with a suggested programme of activity including public and stakeholder engagement.

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 20th June and 29th August 2012 and copies of the minutes of these meetings are available in Appendix A. The Board also met on the 9th October 2012 and the minute of this meeting will be included within a future report.

1.2 Nestrans Capital Programme 2012/13

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

1.2.2 Active Travel

Core Paths

A series of improvements have now begun on the following Core Paths, with completion expected by February 2013:

- Core Path 8: Auchmill Community Woodland
- 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

Physical works will be accompanied by promotion and signage.

Aberdeen to Blackburn Cycle Route

The statutory consultation process for the Redetermination Order to allow shared cycle and pedestrian use on the footpaths along the A96 trunk road was completed on 11th September 2012 and no formal objections were received. The signing and lining of the route is now underway following the infrastructure improvements which were carried out last year. The Order will be completed by Transport Scotland within approximately 4 weeks of the installation of the signing and lining, therefore it will be necessary to cover the signs after installation and remove the covers as soon as the order comes into force.

A statutory consultation was carried out during March and April 2012 on the proposed redetermination to shared pedestrian and cycle use of those sections of footway under the control of Aberdeen City Council (sections of Great Northern Road, Old Meldrum Road and Muggiemoss Road). Although no statutory objections were received it subsequently came to light that the word “redetermination” was omitted from the consultation documents and therefore it was necessary to re-advertise

this order between 22nd September and 22nd October 2012. The outcomes of this process will be reported to this Committee within a separate report.

Toucan crossings will be provided at either end of the route, one on the A96 west of the Sclattie Park roundabout and the other on Great Northern Road beside its junction with Queen Street. These will be installed this year in time for the formal route opening.

Cycle Demonstration Project

Improvements to two popular paths will be taking place this financial year. One of these, Link 3 in the Greenbrae Cycle Project Action Plan (Greenbrae Drive to Seaview), should be completed by the end of December, while the other, Link 6 (Lochside to Denmore Road), will be completed during January and February 2013. These will deliver improved pedestrian and cycle links to Greenbrae School and to the Denmore Industrial Estate. A series of shared use paths have successfully been through the Traffic Regulation Order (TRO) process and are currently being formalised through signage. These are:

- Link 2 (Greenbrae Crescent to Greenbrae Drive)
- Link 5 (Dubford Road)
- Link 7 (Greenbrae Drive West)

Working in partnership with members of the local community, a refresh of the Action Plan has commenced to reflect some recent developments within the area. Links 15 (Lochside Road to Scotstown Road) and 16 (Lochside Road to Dubford Road) are to be removed from the Plan following discussions with the landowners. Link 15 appears unfeasible from an engineering point of view, while improvements to Link 16 are being taken forward by the landowners to their own specification. Links 13 (Dubford Road to Greenbrae Circle) and 14 (Greenbrae Circle to Greenbrae Drive) are also to be removed from the Action Plan because of the limited benefits they will bring in comparison to the expenditure required and due to the fact that these links are effectively duplicated elsewhere, therefore resources could be better spent elsewhere.

Due to the high costs and potentially limited benefits associated with Links 10 (Seaview Drive to Dubford Road) and 11 (Dubford Road to Dubford Gardens), alternative cycle routes, using quiet roads and existing pathways, have been identified which will be far more cost-effective than constructing brand new paths of considerable length and can be formalised merely by signage and promotion. It is also anticipated that similar paths to those originally outlined in the Action Plan may ultimately be delivered by the private sector as part of the forthcoming Dubford development. Although the revised routes will be predominantly on-road, these roads are lightly-trafficked and benefit from traffic-calming features. These routes will arguably be safer than those originally proposed, especially for child cyclists, as they will benefit from existing street lighting and natural surveillance. It is

anticipated that these routes will also be formalised by the end of the year.

A public event took place on 6th October to discuss these modifications with members of the community and to update them on the progress of the Action Plan. The event was also intended to further encourage and promote cycling to residents and comprised the Getabout Bike Roadshow and, a 'bike doctor' free for the local community. The event was attended by approximately 50-60 local residents and all proposals warmly received.

Hands Up Survey results for 2012 show that the cycle to school rate has doubled at Greenbrae School in the past year, with 6% of pupils now regularly cycling to school, compared to 3% in 2011. Following the installation of a scooter rack at the school earlier this year, 9% of school pupils are now regularly arriving by scooter, compared to 1% last year.

The next stage of the project will involve looking at ways of improving cycle access from the study area to the popular trip generators of Oldmachar Academy and the Middleton Park shopping facilities and preparing a cycle map of the local area in partnership with Greenbrae School pupils.

1.2.3 Public Transport

A96 Park and Choose/Dyce Drive Link Road

Work is continuing on the specimen design for inclusion in the Aberdeen Western Peripheral Route (AWPR) contract.

Aberdeen City and Shire Joint Bus Stop Information Initiatives

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

Upgrade Bus Lane Enforcement Cameras on Strategic Bus Corridors

Tenders have been returned and the tender has been awarded to Vysionics ITS Limited. It is expected that the system will be operational early 2013. The Councils' Finance and Resources Committee, at their meeting in October, agreed a £60 penalty charge for bus lane violations.

A four week public awareness campaign will be undertaken in advance of the system becoming operational to inform the public of the start date for civil enforcement and to explain the objectives of the scheme. Various advertising media will be utilised to promote the new system including local press, bus panels and websites.

Warning letters will be issued to motorists captured driving in bus lanes during the first two weeks of the publicity campaign, which is in line with

best practice and Department for Transport guidance, thus allowing drivers to change their habits prior to enforcement commencing.

Airport Bus Turning Circle

Design is underway and it is intended to lodge a planning application for this project in November 2012.

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 is continuing.

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

An economic assessment of the retention and improvement of the Park and Ride within the Aberdeen Exhibition and Conference Centre (AECC) site has been undertaken. The report compares the loss of the Park and Ride site with 500 space and 1000 space car parks.

The value of the Park and Ride is considered in terms of user benefits including travel time, vehicle operating costs, public finances and local network benefits such as noise, local air quality, greenhouse gases, journey ambience and accident benefits.

As would be expected, the benefits increase as the volume of traffic using the Park and Ride increases and the report clearly shows that the financial benefit (net present value) of the Park and Ride site substantially outweighs any anticipated expenditure to create the infrastructure. The report results are included in Appendix B.

As reported to this Committee in September a tendering process is being undertaken to appoint a Development Partner for the AECC. There is an initial shortlist of 4 applicants and it is anticipated that the final appointment will be made in Summer 2013.

As developers are coming forward with opportunities for development of the whole AECC site, these may include alternate options for the Park and Ride. Officers will work with the developers throughout the

process to ensure that sustainable transport options are considered and that realistic Park and Ride options remain available.

Bus Link Improvements to Anderson Drive

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

Upgrade of Backroom Office Equipment for Bus Lane Decriminalisation

See Section 1.2.3.

1.3.3 Rail Action Plan

Contribution to Dyce Shuttle Bus

Tenders have been returned and awarded to Stagecoach. Patronage data continues to be gathered for this service and is showing a sharp increase in passenger numbers in recent months.

1.3.4 Project Feasibility and Monitoring

Bridge of Dee - Project Feasibility & Development

The pre-appraisal report (Volume 1 of 4), the outcomes of which were agreed by this Committee in May 2012, has been published on the Aberdeen City Council website alongside all other information relating to the study that is already available:

http://www.aberdeencity.gov.uk/transport_streets/roads_pavements/transport_projects/roa_access_from_south_home.asp

This gives the public an opportunity to comment and an offer was also extended to meet with adjacent Community Councils. A meeting was therefore arranged for Monday 22 October 2012 to facilitate this discussion to which all the affected community councils were invited. Unfortunately no representatives of the community councils were able to attend. Further efforts will be made to enable the community councils to discuss the pre-appraisal should they wish to and the further stages of the STAG process will also have continued opportunities for stakeholder and public engagement.

The formal Scottish Transport Appraisal Guidance (STAG) process is now ongoing and a programme has been developed for the STAG Part 1 Appraisal phase of the work including identification of elements of the study that will be progressed during 2012/13. The methodology will be in line with the STAG - Part 1 Appraisal Guidance Note (01/01/2012).

STAG Part 1 Appraisal Summary Tables (ASTs) will be prepared for each option assessed, detailing the findings in respect of:

- proposal details and background information;
- performance against the project specific objectives;
- implementability appraisal;

- environmental assessment;
- safety assessment;
- economic assessment;
- integration assessment; and
- accessibility and social inclusion assessment.

The following key elements of the work have been identified for progression during 2012/13.

- Technical Development - The first task required in this phase is to identify the physical implications of these improvements. Completion of this work will enable assessment of engineering feasibility and cost. This work will require the preparation of preliminary designs of structures for each concept.
- Environment - The key environmental attributes and characteristics of the study area will be summarised and environmental baseline data will be gathered from readily available existing information.
- Traffic Modeling – Further traffic modeling work will be carried out for each option being assessed and transport economic efficiency modeling work will also be undertaken.

The study will continue to involve full engagement with stakeholders throughout the appraisal process.

Part 1 ASTs and Volume 2 of the STAG report is anticipated to be completed for consideration by the end of March 2014. Members will be kept up to date on progress of this study through future reports or bulletins to this Committee.

- 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 and Local Transport Strategy

- 2.1 Reference is made to the September meeting of this Committee where Members agreed a response to Nestrans on the draft Regional Transport Strategy (RTS) Main Issues Report.
- 2.2 A formal 6 week consultation period on the refresh of the RTS commenced in early October with the Main Issues Report available on the Nestrans website and circulated to stakeholders. A separate Nestrans Board workshop took place on 9th October 2012 to consider the refresh, while it was also discussed at a meeting of the North East Transport Consultative Forum, a wide-ranging group of local and national stakeholders with an interest in all aspects of transport development in the north east, on 30th October 2012. Following the

consultation period, a revised RTS Action Plan will be considered by the Nestrans Board, with a Strategic Environmental Assessment (SEA) and Equalities and Human Rights Impact Assessment (EHRIA) prepared in parallel.

- 2.3 Aberdeen City Council's Local Transport Strategy (LTS) sets out a vision for transport in the City for a five year period. The current LTS was written in 2008 and is due to expire shortly.
- 2.4 The vision, aims, objectives and actions of the 2008 LTS were informed by the current RTS and are very much predicated on the AWPR being in place, with the resultant freed up network being 'locked in' to public transport, cycling and walking schemes to maximise the benefits of the new road. Since ongoing legal challenges have delayed the AWPR it is proposed that a full-scale review is not required at this time given that timescales for building the AWPR remain very much aligned with any future adoption of a Local Transport Strategy (i.e. 2013- 2018).
- 2.5 With the RTS in the process of being refreshed, therefore, what is proposed instead is to commence a similar refresh of the LTS, informed by the RTS refresh, and focusing on revisiting the visions, aims, objectives, actions and targets with text within the main document updated and revised as required. This will also reflect other relevant developments and strategies that have come to the fore since the LTS was originally developed in 2006/7, such as climate change legislation. Officers would also suggest an Action Plan for delivery to accompany the refresh.
- 2.6 It is anticipated that the refresh of the RTS will be completed by the end of December 2012, allowing the LTS refresh to commence in the New Year.
- 2.7 It is therefore recommended that Members instruct officers to initiate a refresh of the LTS and to report back to Committee with a suggested programme of activity including public and stakeholder engagement.

B) Issues for Information

Active Travel and Air Quality

3 Hands Up Survey 2012

- 3.1 The 2012 Hands Up Scotland school travel survey took place during the week beginning 10th September, with all schools in Aberdeen requested to participate. 90% of primary schools and 75% of secondary schools ultimately took part in the survey, compared to 82% and 75% respectively in 2011. Following efforts from Sustrans Scotland, who co-ordinates the survey nationally, to include as many nurseries, SEN (Special Educational Needs) schools and independent

schools in this year's survey, 31% of nurseries, 38% of SEN schools and 63% of independent schools also took part.

- 3.2 Results from local authority primary and secondary schools are almost identical to 2011 results, with 58% of children regularly walking to school, 3% cycling, 11% travelling by bus and 20% being driven to school in both 2011 and 2012. Despite there having been little movement since last year, however, these results are welcome in that they demonstrate, as was suggested by last year's results, that active travel rates are stabilising following a number of years of decline.
- 3.3 Nevertheless, there are some noteworthy results. The cycle to school rate amongst primary school children is at its highest since the survey began, with almost 4% of all primary school pupils cycling to school regularly. Two primary schools also have record numbers of pupils cycling to school - Airyhall has 14% and Fernielea 12%. Torry Academy also reports 90% of pupils travelling to school by active modes of transport, the highest proportion in the City.
- 3.4 National results will be published during Spring 2013, allowing Aberdeen City to benchmark travel to school figures with other Scottish local authorities, and will be reported to this Committee in a future report. The next survey will take place in September 2013.

4 Sustrans Community Links Fund 2012/13

- 4.1 In May 2012, a series of bids were made to Sustrans Scotland's Community Links Fund 2012/13 for the match-funding of upgrades to some walking and cycling paths within the City. The following applications have been successful:
- Deeside Line - £60,000 awarded
 - Greenbrae - £35,000 awarded for path improvements in the area.
- 4.2 Officers are awaiting a response from Sustrans regarding which elements of the Greenbrae works they are willing to match-fund. The Deeside Line improvements will be delivered between November 2012 and January 2013. Match funded by Nestrans, this will see the tarmacing of the route, including drainage works, continuing to just short of Peterculter, leaving only 1500m of granite dust path left within the ACC boundary.

5 Sustrans School Cycle Parking Fund 2012

- 5.1 As reported to this Committee in September, £8,750 of match funding was received from Sustrans Scotland to install the following facilities at Aberdeen schools:
- 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 remaining funding was supplied from the Council's Cycling, Walking and Safer Streets (CWSS) fund and the facilities were successfully installed in September.

6 Cycle Friendly and Sustainable Communities Fund

- 6.1 Muirfield School has been successful in an application for match funding from Cycling Scotland's Cycle Friendly and Sustainable Communities Fund. Entitled the 'Muirfield MAD (Make a Difference) Group', the school proposes to develop a cycle skills trail in the playground for children, staff and parents to practice on, with the facility also available for the wider community to use during evenings, weekends and school holidays. This will be accompanied by a soft measures campaign, involving cycle training, events, leaflets, maps and other promotional items, to get school pupils and the community as a whole excited about and engaged with cycling.
- 6.2 The aim of the project is to develop a love of cycling for all, to open up new lifestyle choices for children, to encourage them to take a leadership role and to improve health and fitness levels in the Mastrick community. Further updates on this project will be supplied to this Committee as the project progresses.

7 European Mobility Week 2012

- 7.1 European Mobility Week (EMW) 2012 took place during September and the Council marked the occasion with a series of events and promotions throughout the week. As well as a sustainable commuter challenge for staff, which received more than 70 entries, the Getabout Bike Roadshow visited Hazlehead School, Bucksburn Academy and the University of Aberdeen during the week to generate enthusiasm for cycling amongst pupils and students. These events all received extremely positive feedback from participants, with the Principal Teacher of Physical Education at Bucksburn Academy writing after the event to say, *The kids are really buzzed about cycling, especially any potential events or activities that may be coming off. It's almost like the event had kick started our plans again. We hope the pupils will lead ideas off the back of this event.*
- 7.2 EMW traditionally culminates in 'In Town Without My Car Day', when participating local authorities close a road to motor vehicles and reserve the space solely for pedestrians and cyclists. Aberdeen City Council, in partnership with Getabout, celebrated In Town Without My Car Day on Sunday 23rd September by closing a section of the Beach Esplanade to traffic and filling it with sustainable transport-themed events and activities. These included the Getabout Bike Roadshow, a free bike doctor and rickshaw taxis along the Esplanade. ACC and Getabout staff were also there to discuss transport and air quality

issues with members of the public, First and Stagecoach came along to promote their services and some recent innovations in bus travel, while Commonwheels were also present to promote the benefits of the Car Club. Officers estimate that between 500 and 700 members of the public attended the event.

8 Council Staff Travel Survey

8.1 Aberdeen City Council has a Travel Plan in place which demonstrates the Council's commitment to minimising the impact of staff travel on the environment by reducing the level of unnecessary travel and encouraging those who have to travel do so in a more environmentally-friendly and efficient way. The Travel Plan is monitored via a biennial staff travel survey which aims to find out how staff members usually travel to work and while on work and what would encourage them to adopt more sustainable travel habits.

8.2 During April and May 2012, the third biennial staff travel survey was undertaken. Results from 2012, as well as from previous surveys, can be found on The Zone at:

http://thezone/OurEnvironment/Transport/tra_counciltravelplansurvey.asp

8.3 One of the key questions asked is how employees usually travel to their main place of work. The results of this question can be seen in the table below.

Q. How do you usually travel to your main place of work?			
	2008	2010	2012
Solo driving	46.2%	43.2%	45.6%
Car sharing	11.7%	11.9%	13.3%
Public transport	19.5%	21.7%	22.3%
Walk	18.8%	17.5%	14%
Cycle	2.7%	4%	2.7%
Motorcycle	0.7%	0.8%	0.7%

Results show that the number of employees travelling to work by car is increasing following a period of decline, whilst walking and cycling rates have fallen since 2010. There has been a slight increase in the number of staff members travelling to work by bus.

8.4 Officers within E, P & I continue to progress initiatives to encourage a reduction in the number of staff travelling to work by car and an increase in the number travelling by active modes of transport including offering free membership of the Car Club, free membership of a car share scheme, promotion of salary sacrifice schemes for the purchase of bicycles and annual bus tickets, pool bicycles at Marischal College

and free advice and literature on travelling by bike, on foot or by public transport.

8.5 The next staff travel survey will take place in Spring 2014.

9 City Centre Transport Masterplan/Sustainable Urban Mobility Plan

9.1 In the September Report Members were informed of plans to carry out pedestrian footfall and on-street surveys to inform the background information for the City Centre Transport Masterplan. Two surveys were developed with the first taking the form of an online questionnaire and the second a series of questions asked face to face on-street over a two day period in five locations. In addition, cameras were set up in 27 city centre locations to observe pedestrian movements over a 7 day period. These were completed in conjunction with car park user surveys being undertaken to inform the development of a new City Centre Traffic Model. A series of “drop in” stakeholder workshops were also held at the end of October to gather the opinions of various transport issues across the City Centre. The outcomes of this process will be reported to the next meeting of the E, P and I Committee, with possible actions to be undertaken as a result.

9.2 In addition, it is proposed to reclassify the City Centre Transport Masterplan as a Sustainable Urban Mobility Plan (SUMP). Currently the European Commission provides the following guidelines on SUMPs:

A Sustainable Urban Mobility Plan aims to create a sustainable urban transport system, by addressing at least the following objectives:

- *Ensure the transport system is accessible to all;*
- *Improve the safety and security of its users;*
- *Reduce air and noise pollution, greenhouse gas emissions and energy consumption;*
- *Improve the efficiency and cost-effectiveness of the transportation of persons and goods;*
- *Enhance the attractiveness and quality of the urban environment.*

The policies and measures defined in a Sustainable Urban Mobility Plan should comprehensively address all modes and forms of transport in the entire urban agglomeration: Public and private, passenger and freight, motorised and non-motorised, moving and parking.

These aims and objectives fit with the City Centre Transport Masterplan and allow comparison with other Local Authorities across Europe. It also allows Aberdeen City to apply for EC grants and awards towards transport improvements.

10 Electric Vehicle Procurement Support Scheme

- 10.1 On the 10th of October 2012 the Scottish Government via Transport Scotland awarded Aberdeen Community Planning Partnership a grant of £120,000 for the 2012/13 financial year. This grant is for the supply and installation of electric vehicle charging infrastructure with connection to Transport Scotland's back office facility as part of the national "Plugged in Places" project.
- 10.2 The particular focus of this funding is to allow Aberdeen to become one of a number of country-wide strategic charging hubs, enabling electric vehicles to be driven throughout Scotland. The goal is to have 380 charging outlets in publicly accessible locations across Scotland, strategically placed along major routes at a maximum of 50 miles apart. Aberdeen City has been allocated a grant to purchase and install six charging points comprising two rapid charge, capable of recharging a standard electric car in under 30 minutes, two fast charge and two standard charge units within the City area. These will be made available to members of the public using a "Pay as you go" system.
- 10.3 Aberdeen City Council Officers have already expressed concern that this late funding announcement puts the Council under considerable pressure to have infrastructure procured and installed before the end of the current financial year, particularly as the value of the award will require a tender process to be undertaken. However, officers fully intend to spend the £120,000 that has been awarded and are currently drafting a programme to ensure that the work is undertaken in line with Transport Scotland timescales whilst ensuring compliance with procurement rules.
- 10.4 Officers continue to work 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.

11 Car Club

- 11.1 The Co-wheels Car Club (as it has been rebranded) in Aberdeen is now the fastest growing Car Club in the UK, with 305 members and 9 corporate members at the end of September.
- 11.2 A new car, located within the Donside development at Tillydrone in a dedicated parking space, is to be added to the fleet before the end of the year. This will be funded by the site developer with free membership of the Car Club offered to all residents of the development.

Major Projects

12 Strategic Transport Fund

- 12.1 A report on the implementation of the Strategic Transport Fund (STF) since the adoption of the Supplementary Planning Guidance (SPG): 'Delivering Identified Projects through a Strategic Transport Fund', was considered by the Nestrans Board on 9th October 2012. This report can be found at Appendix C.
- 12.2 The report outlined the income to the fund to date - £43,000 in the fund, of a total of £1,286,000 secured so far from committed development via Section 75 Legal Agreements and voluntary upfront payments. Officers in Planning and Sustainable Development continue to ensure this policy is consistently applied across the City.
- 12.3 The transport infrastructure projects outlined within the SPG to be delivered with this new fund are in the process of being prioritised for design and delivery, with this prioritisation being informed by information from the development industry across the region on likely build out rates of the housing and employment allocations within the respective Aberdeen City and Aberdeenshire Local Development Plans. Nestrans plans to hold a stakeholder workshop later this year to consult the development industry on a prioritised programme, with a view to reporting back to their Board in December 2012.
- 12.4 Planning and Sustainable Development officers continue to be involved in this prioritisation process and it is anticipated that a finalised programme will be commended to both Aberdeen City and Aberdeenshire Councils, respectively, for their consideration in the New Year.

The Supplementary Planning Guidance referred to above can be found at the following web link:

<http://www.aberdeencityandshire-sdpa.gov.uk/nmsruntime/saveasdialog.asp?IID=963&sID=38>

13 Aberdeen Western Peripheral Route

- 13.1 In July 2012, the UK Supreme Court heard an appeal against the decision of the Inner House of the Court of Session to refuse a legal challenge against the proposed route of the AWPR. On 17th October 2012 it was announced that the appeal had been rejected.
- 13.2 The defeat in this latest appeal now enables the planned route to go ahead. The Scottish Government has announced that it will be quantifying the total project costs and updating Parliament with revised figures as soon as possible. It is now anticipated that the route will be completed by Spring 2018.

14 Third Don Crossing

14.1 In May 2012, opponents of the scheme, including local residents served with Compulsory Purchase Orders (CPOs), launched a legal challenge at the Court of Sessions against the decision of Scottish Ministers to proceed with CPOs. The case is due to be heard in December 2012.

15 A90 (S) Park and Ride

15.1 Officers within Aberdeenshire Council are developing a new Park and Ride site by the A90 at Schoolhill, south of Aberdeen as part of the public transport objectives of the Regional Transport Strategy. This will compliment the existing Park and Rides at Bridge of Don and Ellon, and the A96 location that will be constructed within Aberdeen City. Preliminary design work is now complete, land negotiations are underway and a planning application has been submitted.

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

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, 20 June, 2012

Present: Councillors Finlayson, Grant, McCaig and Milne (Aberdeen City Council); Councillors Argyle, Buchan, Clark, and Latham (Aberdeenshire Council); Eddie Anderson, Jennifer Craw, and David Sullivan (External Members); and Stephen Archer (Director of Infrastructure Services, Aberdeenshire Council) and Dr Margaret Bochel (Head of Planning and Sustainable Development, Aberdeen City Council) (Advisers to the Board).

In Attendance: Derick Murray, Rab Dickson and Kirsty Morrison (Nestrans Office); Tom Buchan and Ewan Wallace (Aberdeenshire Council); Martin Allan (Aberdeen City Council); and Laura Grant (The Big Partnership).

Apologies: Derek Provan (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>

In the absence of a Chairperson, Eddie Anderson (Depute Chair) opened the meeting and welcomed all present to the first meeting of the Board following the recent local government elections.

APPOINTMENT OF CHAIRPERSON

1. Councillor Milne, seconded by Councillor Latham, proposed that Councillor Argyle be appointed as Chairperson of Nestrans.

The Board resolved:
to appoint Councillor Argyle as Chairperson.

At this juncture, Councillor Argyle took the Chair.

APPOINTMENT OF DEPUTY CHAIR

2. The Chairperson, seconded by Councillor Grant, proposed that Councillor Milne be appointed as a Deputy Chair of Nestrans.

The Board resolved:

- (i) to appoint Councillor Milne as a Deputy Chair; and
- (ii) to reaffirm Eddie Anderson as Deputy Chair.

APPOINTMENT OF A PROFESSIONAL ADVISER

3. The clerk to the Board advised that the relevant legislation and guidance relating to the membership and operation of Regional Transport Partnership's allows for the appointment of Advisers to the Board, for periods of four years, unless otherwise specified at the time of the appointment(s).

The Board resolved:

that due to the Council term being five years, to appoint Dr Margaret Bochel (Head of Planning and Sustainable Development, Aberdeen City Council) and Stephen Archer (Director of Infrastructure Services, Aberdeenshire Council) as Advisers to the Board for a period of five years.

MINUTE OF PREVIOUS MEETING

4. The Board had before it the minute of its previous meeting of 8 April, 2012.

The Board resolved:

to approve the minute as a correct record.

LIAISON BETWEEN REGIONAL TRANSPORT PARTNERSHIPS AND THE SCOTTISH GOVERNMENT AND OTHERS

5. With reference to article 3 of the minute of its previous meeting of 18 April, 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 Perth on 16 May, 2012
- Health and Transport Action Plan Steering Group in Aberdeen on 22 May, 2012 and 5 June, 2012
- Freight Forum in Aberdeen on 21 May, 2012
- Local Authority and Bus Operator Forum Steering Group meeting in Aberdeen on 24 May, 2012
- Scottish Transport Awards in Glasgow on 14 June, 2012
- Scottish Government Health Directorate in Edinburgh on 15 June, 2012

- Nestrans member induction in Aberdeen on 18 June, 2012

The Director advised that the information hubs for health transport were to be linked into appointments for patients; however, there was currently no Government funding available for this. The Scottish Ambulance Service was keen to progress this and had suggested that two members of its staff look at developing this system for six months. It was further suggested that Nestrans, Aberdeen City Council, Aberdeenshire Council, NHS Grampian contribute £6,000 each to fund these two posts for a further six months. This was contained within the Health and Transport Action Plan budget and would require its approval.

The Board resolved:

- (i) to agree to the proposal to fund posts to develop information hubs at a cost of £6000 (to be met from the Health and Transport Action Plan budget);
- (ii) to note progress on liaison arrangements with other RTPs, the Scottish Government, and others; and
- (iii) to note the arrangements for future meetings as detailed within the report.

STRATHCLYDE PARTNERSHIP FOR TRANSPORT – BUS REGULATION

6. With reference to article 3 of the minute of its previous meeting, the Board had before it a report by the Director which set out the north east response to the proposals by the Strathclyde Partnership for Transport (SPT) on the regulation of buses.

The Board resolved:

- (i) to note the joint north east response to the Strathclyde Partnership for Transport (SPT) proposals;
- (ii) to instruct officers to send a copy of this response to East Dunbartonshire Council in response to their letter requesting political support for these proposals; and
- (iii) to note that some of the issues detailed in the letter from East Dunbartonshire Council do not affect Nestrans but will require to be considered by the two local authorities.

ABERDEEN – INVERNESS RAIL ENHANCEMENTS

7. The Board had before it a report by the Director which updated members on the proposal to enhance journey times and frequencies on the Aberdeen – Inverness railway line.

The Board resolved:

- (i) to note the report and instruct officers to continue dialogue with Transport Scotland and Network Rail, and report back on the Aberdeen – Inverness enhancement project when the report is published; and

- (ii) to request that officers investigate the possibility of a case being made for an additional railway station at either Newtonhill or Persley.

PROGRESS REPORT

8. With reference to article 10 of the minute of its previous meeting of 18 April, 2012, the Board had before it a progress chart summarising the work in the three sub strategies of the Regional Transport Strategy as at 12 June, 2012.

The Sub Committee resolved:

to note the content of the progress chart.

PUBLICATIONS AND CONSULTATIONS

9. With reference to article 9 of the minute of its meeting of 15 February, 2012, the Board had before it a report by the Director which summarised and advised on a number of different publications and consultations as follows and sought approval of draft responses as appropriate –

- the airport masterplan
- new railway stations fund
- Reforming our Railways: Putting the Customer First
- rail fares and ticketing review
- rail decentralisation
- Network Rail – alternative solutions scoping document
- A96 Inveramsay Bridge Improvement

The Board resolved:

to note the report and the documents referred to above, and to endorse the comments as Nestrans' response to the consultations.

DECLARATION OF INTEREST

Laura Grant (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

10. With reference to article 11 of the minute of its previous meeting of 18 April, 2012, 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) regarding a joint Public Relations contract.

The Board resolved:

to approve the tender proposal as detailed within the report.

BOARD MEETING DATES

11. The Board had before it proposed dates and times of future meetings for consideration. It was noted that two of the previously agreed dates (22 August, and 10 October) now clashed with meetings of Aberdeen City Council.

The Sub Committee resolved:

to agree that meetings would be held on the following dates, and that all meetings would commence at 2pm –

- Wednesday 29 August
- Tuesday 9 October
- Wednesday 12 December.

EQUALITIES DUTIES

12. The Board had before it a report by the Director which provided members with an update on Nestrans' Equalities Duties, and presented an annual report in this regard.

The Board resolved:

to approve the report and the appendix as the Partnership's report on Equalities.

UNAUDITED STATEMENT OF ACCOUNTS AND ANNUAL AUDIT PLAN

13. The Board had before it a report by the Treasurer which presented the unaudited Statement of Accounts for 2011/12, and a plan by Audit Scotland proposing audit arrangements for the 2011/12 audit.

The Board resolved:

- (i) to note the unaudited financial statements for 2011/12;
- (ii) to approve the issuing of these statements to the external auditor and the Controller of Audit; and
- (iii) to note the Nestrans' 2012 audit planning report, as appended to this minute.

INFORMATION BULLETIN

14. With reference to article 15 of the minute of its previous meeting of 18 April, 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 –

- ScotRail Customer Forum

- Flights to London City / easyJet event in Parliament
- Aviation consultation update / UK all party Parliamentary Group on Aviation
- English review of strategic road network
- Scottish Government review of community planning
- Update on Northern Isles ferry services tender
- Bridge of Dee study
- ScotRail timetabling
- A944 / B9119 junction improvements
- Nestrans' press releases
- Getabout events
- Dyce Shuttle Bus

The Board resolved:

- (i) to request that the Director arrange a meeting between the press and the new Chairperson at an early date in order to get the key messages from Nestrans across;
- (ii) to request that the Director updates the Board on his proposal to organise an event for MPs in relation to the aviation policy;
- (iii) to note that the Director would speak to Derek Provan about the possibility of reinstating flights to Stansted;
- (iv) to note that a report on the possible reduction of congestion at Dyce Station associated with the shuttle bus (by utilising a different area of the station for turning of the bus) would be presented to a future meeting of the Board;
- (v) to note that for the shuttle bus the Director would provide information on customer feedback following a customer satisfaction survey and investigate whether the advertising of the bus within the airport could be improved and report back to a future meeting of the board; and
- (vi) to otherwise note the content of the bulletin.

CONFERENCES AND PRESENTATIONS

15. With reference to article 16 of the minute of its previous meeting of 18 April, 2012, the Board had before it a report by the Director summarising recent and forthcoming conferences of interest to the Partnership along with presentations by Nestrans and its partners.

The Board resolved:

to note the information as presented.

PENDING BUSINESS AND REPORTS FOR FUTURE MEETINGS

16. With reference to article 17 of the minute of its previous meeting of 18 April, 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.
- PETER ARGYLE, Chairperson.

NORTH EAST TRANSPORT PARTNERSHIP

Minute of Meeting of the North East Transport Partnership

Aberdeen, 29 August, 2012

Present: Councillor Argyle (Chairperson); Councillor Milne (Deputy Chair); and Councillors Finlayson, Young (as substitute for Councillor Grant) and Yuill (as substitute for Councillor McCaig) (Aberdeen City Council), Councillors Buchan, Clark and Latham (Aberdeenshire Council), Jennifer Craw and Derek Provan (External Members).

In attendance: Martin Allan (Aberdeen City Council), Jenny Anderson (Nestrans), David Bell (Deloitte), Tom Buchan (Aberdeenshire Council), Rebecka Coull (Aberdeen City Council), Rab Dickson (Nestrans), Will Hekelaar (Aberdeen City Council), Dave McDermid (BIG Partnership), Derick Murray (Nestrans), Colin Parker (Harbour Board) (item 1 only), Katherine Purvis (Aberdeen City Council), Ewan Wallace (Aberdeenshire Council), and Karlyn Watt (Deloitte).

Apologies: Eddie Anderson (External Member), Stephen Archer (Adviser to the Board), Dr Maggie Bochel (Adviser to the Board), Councillor Grant (Aberdeen City Council), Councillor McCaig (Aberdeen City Council), and David Sullivan (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>

INTRODUCTION – HARBOUR OPERATIONS CENTRE

1. Colin Parker (Chief Executive, Aberdeen Harbour Board), welcomed members of Nestrans to the Harbour Operations Centre and provided a short presentation on the Harbour Board and Operations Centre. The Harbour Board's Annual Review document was circulated for information.

MINUTE OF PREVIOUS MEETING

2. The Board had before it the minute of its previous meeting of 20 June, 2012.

The Board resolved:

(i) to note that Jennifer Craw had been in attendance; and

(ii) to approve the minute as a correct record, subject to Jennifer Crow being added to the list of attendees.

LIAISON BETWEEN REGIONAL TRANSPORT PARTNERSHIPS AND THE SCOTTISH GOVERNMENT AND OTHERS

3. With reference to article 5 of the minute of its previous meeting of 20 June, 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 –

- Scotland Railway Planning in Glasgow on 26 June, 2012
- Scottish Council for Development and Industry in Aberdeen on 26 June, 2012
- A press briefing in Aberdeen on 4 July, 2012
- Health and Transport Action Plan Steering Group in Aberdeen on 17 July, 2012 and 21 August, 2012
- Nestrans/ Hitrans/ Transport Scotland in relation to aviation policy in Edinburgh on 18 July, 2012
- Aberdeen and Grampian Chamber of Commerce in Aberdeen on 26 July, 2012
- Regional Transport Partnership Lead Officers' meeting in Perth on 15 August, 2012
- Local Authority and Bus Operator Forum Steering Group meeting in Aberdeen on 16 August, 2012
- Transport Scotland in Aberdeen on 20 August, 2012

The Board resolved:

- (i) to note progress on liaison arrangements with other Regional Transport Partnerships, the Scottish Government, and others; and
- (ii) to note the arrangements for future meetings as detailed within the report.

REGIONAL TRANSPORT STRATEGY REFRESH

4. The Board had before it a report by the Director which brought members up to date with the refresh of the Regional Transport Strategy that was being undertaken. The report presented proposals for the strategic environmental assessment, equalities impact assessment and consultation on the refresh.

The Director advised that it was his intent to consult Aberdeen City and Aberdeenshire Councils on this report.

The Board resolved:

- (i) to agree that the draft main issues report be circulated for consultation;

- (ii) to note the proposals in terms of the strategic environmental assessment and equalities impact assessment processes;
- (iii) to agree the proposals as detailed in the report in relation to the proposed consultation process; and
- (iv) to instruct the Director to arrange a workshop with members of the Board, in order for their views to be taken into account.

PROGRESS REPORT

5. With reference to article 8 of the minute of its previous meeting of 20 June, 2012, the Board had before it a progress chart summarising the work in the three sub strategies of the Regional Transport Strategy as at 22 August, 2012.

A number of queries were raised in connection with Western Peripheral Route, and it was agreed that the Director would write to Transport Scotland prior to the Regional Transport Strategy being circulated for consultation, in order that Nestrans would be in a position to answer these questions if they arise during the consultation period.

The Board resolved:

- (i) to note the content of the progress chart; and
- (ii) to instruct the Director to write to Transport Scotland prior to the Regional Transport Strategy being circulated for consultation, in order to get a formal response on the following questions (1) what is the current projected timetable for the Western Peripheral Route; (2) how long will it take from the end of any Court action, to commencement on site; and (3) have all legal avenues been exhausted at this stage?

DECLARATION OF INTEREST

During discussion of the following item, 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.

PUBLICATIONS AND CONSULTATIONS

6. With reference to article 8 of the minute of its previous meeting of 20 June, 2012, the Board had before it a report by the Director which summarised and advised on a number of different publications and consultations as follows and sought approval of draft responses as appropriate –

- Inter City East Coast Rail franchise
- Ministerial Statement on Railways
- High level output statement
- First Aberdeen network changes

- Draft Aviation Policy Framework.

A discussion took place in relation to the draft Aviation Policy, and it was suggested that it would be helpful if statistics and/ or other evidence could be provided in relation to emerging markets, and what the income for the area would be if the current projections are realised. The Director suggested that ACSEF or Scottish Enterprise may be able to assist with this.

The Board resolved:

- (i) to note the report and the documents referred to above, and to endorse the comments as Nestrans' response to the consultations; and
- (ii) to note that the draft response of the Aviation Policy would be brought to the next meeting for approval.

STATEMENT OF ACCOUNTS AND EXTERNAL AUDITOR'S REPORT

7. The Board had before it (1) a report by the Treasurer which presented the audited statement of accounts for 2011/12, and (2) a report by Deloitte which advised that they had undertaken an audit of Nestrans' financial statements, and presented their findings in this regard.

The Board resolved:

- (i) to note the audited statement of accounts for 2011/12, and the report by Deloitte; and
- (ii) to agree that a £10 charge for printing a copy of the statement of accounts be made; and
- (iii) to note that the statement of accounts could be downloaded free of charge from the Nestrans website.

BUDGET MATTERS

8. With reference to article 13 of the minute its meeting of 18 April, 2012, the Board had before it a report by the Treasurer which provided an update on spend and programming of the Partnership's 2012/13 budget and forecast outturn in this regard.

The Board resolved:

to note the monitoring position and forecast.

INFORMATION BULLETIN

9. With reference to article 14 of the minute of its previous meeting of 20 June 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 –

- Aberdeen to Stansted route
- Hydrogen buses launch

- Stagecoach green bus launch
- Jet 727, Jet connect and Deeside corridor audio announcements launch
- West coast main line franchise award
- ARI bus interchange
- Laurencekirk junctions
- North east bus fares and ticketing strategy update
- Nestrans' press releases.

The Board resolved:

to note the content of the bulletin.

CONFERENCES AND PRESENTATIONS

10. With reference to article 15 of the minute of its previous meeting of 20 June, 2012, the Board had before it a report by the Director summarising recent and forthcoming conferences of interest to the Partnership along with presentations by Nestrans and its partners.

The Board resolved:

to note the information as presented.

PENDING BUSINESS AND REPORTS FOR FUTURE MEETINGS

11. With reference to article 16 of the minute of its previous meeting of 20 June 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

- PETER ARGYLE, Chairperson.

Appendix B
Bridge of Don Park and Ride Site Economic Assessment Summary

7 SUMMARY AND CONCLUSION

7.1 Summary

Aberdeen City Council (ACC) appointed SIAS Limited (SIAS) under the North East Framework Commission to undertake an Economic Assessment of the potential options for a A90(N) Park & Ride site.

The four transport objectives of a Bridge of Don Park & Ride are to:

- 1 Support the implementation of the Local Development Plans in a manner which contributes to reduced congestion, improved journey times and benefits public transport users
- 2 Support the Regional and Local Transport Strategies by encouraging modal shift from private car use to public transport and active travel modes
- 3 Deliver overall environmental benefits
- 4 Reduce negative environmental impacts to a minimum level when developing infrastructure, including provision of appropriate mitigation measures

The study has included a Demand Assessment Process for the AM and PM Peak Periods on selection Options that utilise a range of data sources to determine potential demands for a series of site options with estimates of potential minimum and maximum occupancy utilisation. From the option analysis it has been possible to evaluate the transport impacts of each option in relation to a 2016 Reference Base condition, in turn allowing a comparison between the merits of each option for specific study objectives. The Reference Base case uses the existing utilisation rates and occupancy of the Bridge of Don Park & Ride applied to 2016 passing traffic flows, to give a baseline condition for 2016 to compare other options against. The economic assessment of Options was based upon 81% occupancy of the Park & Ride sites' car parking spaces by the end of the AM peak period.

The Demand and Economic Assessment has considered the following Park & Ride site options:

- Option 1 Do-Nothing: Closure of Existing P&R
- Option 2 Do-Minimum: Existing 500 space P&R Site remains open with increased utilisation
- Option 6 Closure of Existing and opening of 1,000 space AECC P&R

7.2 Conclusion

To conclude; based on the potential benefits resulting from the Demand and Economic Assessment, the following site Options provide the most potential benefits to the local network:

- Option 2 Do-Minimum: Existing 500 space P&R Site remains open with increased utilisation
- Option 6 Closure of Existing and opening of 1,000 space AECC P&R

Option 2 and Option 6 demonstrated positive net present value of benefits to the economy of between around £32 million to £49 million over 25 years. To yield the maximum benefits shown in the Economic Assessment for Option 2 and Option 6, improved Park & Ride utilisation rates require to be achieved.

To be able to economically define the benefit to cost ratio of Option 2, it is recommended that any costs associated with increasing the utilisation to achieve maximum usage are included in the analysis.

The results of the Economic Assessments for Site Option 1 (Do-Nothing: Closure of Existing Park & Ride) showed that there may be at the detriment of the local network, with a negative net present value to the economy of around £46 million over 25 years.



Appendix C Nestrans Board Report – Strategic Transport Fund

NORTH EAST SCOTLAND TRANSPORT PARTNERSHIP – 9 October 2012

Strategy - 3b Strategic Transport Fund

o Purpose of Report

The purpose of this report is to update the Board on the implementation of the Strategic Transport Fund (STF) since the adoption of the supplementary guidance 'Delivering Identified Projects through a Strategic Transport Fund'. It also outlines the proposed timescales for the next steps.

The report also asks the Board to designate two board members as 'Proper Officers' able to sign Section 75 agreements relating to the STF in the absence of the Director.

o Background

The Strategic Development Planning Authority adopted the supplementary guidance in December 2011. This guidance is non-statutory supplementary guidance in support of the Aberdeen City and Shire Structure Plan 2009 and was adopted with the intention that it would be reviewed and adopted as statutory guidance as part of the new Strategic Development Plan.

The purpose of the supplementary guidance is to seek contributions from housing and non-residential development for the delivery of identified strategic transport projects identified as required as a result of the scale of development proposed in the development plan. The calculations proposed for housing are based on a per unit cost linked to the number of bedrooms with an average cost of £2,064 per house.

For employment uses, a per hectare contribution is applied based on the Use Classes Order and weighted on the basis of relative land value and trip generation with an average cost per hectare of £62,010.

These contributions are to be used specifically for the delivery of the strategic transport projects identified through the Cumulative Transport Appraisal and developers will continue to make appropriate payments towards local transport improvements and other required infrastructure such as education and affordable housing.

o Update on the Fund

Since the adoption of the supplementary guidance in December 2011, contributions have been formally agreed for four developments. Three of these have been agreed through Section 75 agreements for which payment will be received on completion of the development and one through a payment upfront for which the 20 year period for retention of these funds will start on implementation of the planning permission.

These agreements account for a total agreed contribution of £1,286,000 of which £43,000 has already been paid.

Discussions are taking place within the two Councils on a large number of other sites that are coming forward and that will require to make an STF contribution.

Full details of the contributions received into the fund and expenditure will be provided in the Nestrans Annual Report for 2012/13.

o **Proposed timescales**

There are two streams of work that are currently being taken forward in relation to the STF:

- Prioritisation of the strategic infrastructure interventions; and
- Review of the supplementary guidance (required prior to adoption as statutory supplementary guidance under the Strategic Development Plan). This provides the opportunity to review and respond to a number of points that have arisen during the early implementation.

It is proposed that a discussion paper be prepared that covers both of these issues and that this is used as the basis to consult with the development industry through a stakeholder workshop in late 2012.

The prioritisation of infrastructure would then be reported back to the Board in December while the comments received on the supplementary guidance would be used to inform a review of the document and production of a revised draft for further consultation. The timescales the SDPA are working to in terms of producing the final supplementary guidance are that it be complete by the end of 2013 at the latest so that it is in a position to be adopted alongside the approval of the Strategic Development Plan.

o **Proper Officer**

At its meeting in April 2012, the Board homologated the decision to appoint the Nestrans Director as a Proper Officer under Schedule 1, paragraph 13 of the Transport (Scotland) Act 2005 which states that "a transport partnership shall appoint one of its employees as its proper officer for the purposes of sections 190, 191 and 193 of the Local Government (Scotland) Act 1973". The provisions under those sections of the 1973 Act refer to the service of legal proceedings and notices and the authentication of documents. This decision allows the Director to sign Section 75 agreements that relate to the Strategic Transport Fund on behalf of Nestrans.

Legal advice has been sought on designating further Proper Officers who are able to sign these agreements in the absence of the Director. It has been recommended by legal that the Board designate two of its Councillor members as Proper Officers who can perform this role if necessary. It is proposed that the Chair and Deputy Chair of Nestrans would be the most appropriate for this role.

o **Recommendation**

The Board is recommended to:

- Note the update on payments into the Strategic Transport Fund;
- Agree the proposed timescale for prioritisation;
- Note the proposed timescale for the SDPA to carry out a review and update of the supplementary guidance.
- Agree the appointment of the Chair and Deputy Chair as Proper Officers able to sign Section 75 agreements for the Strategic Transport Fund on behalf of Nestrans.

KM 26 September 2012