

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	22 January 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Strategic and Local Transportation Projects Update Report
REPORT NUMBER:	EPI/12/263

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;
- c) Approve a programme for the refresh of the Aberdeen Local Transport Strategy and instruct officers to begin the process and to routinely report on progress;
- d) Agree to Aberdeen City Council participating in 'In Town Without My Car Day 2013' and instruct officers to proceed with the necessary road closure on Sunday 22nd September 2013;
- e) Note the outline results from the pedestrian footfall surveys, on-street interviews, online survey and stakeholder workshops undertaken as part of the development of a Sustainable Urban Mobility Plan (SUMP) for Aberdeen;
- f) Inform officers if Members would like, either individually or as a group, a presentation on the full results of the SUMP consultation once these have been fully analysed; and
- g) Approve the summary draft response to the Cycling Action Plan for Scotland refresh and instruct Officers to submit a full and formal response to the Scottish Government on behalf of Aberdeen City Council.

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

1 Nestrans Projects and Programmes

1.1 The Nestrans Board met on the 9th October 2012 and on the 12th December 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 expenditure for 2012/13 was approved at the Nestrans Board meeting on 18th April 2012. The programme within Aberdeen City totals approximately £976,000 and an update on those projects still outstanding is provided below.

1.2.2 Active Travel

Core Paths

A series of improvements are taking place on the following Core Paths:

- Core Path 8: Auchmill Community Woodland - now subject to a larger scope of works than originally envisaged which should be complete by the end of February 2013;
- Core Path 61: Hazledene Road – Countesswells Road/Hayfield Road - the original scope of works is complete and further work is now taking place to take advantage of savings made elsewhere in the programme;
- Core Path 63: Den of Cults – work should be complete by the end of January 2013;
- Core Path 66: Deeside Line – the original proposal for works is due to be completed in February 2013. Additional drainage mitigation works are being investigated to take advantage of savings made elsewhere in the programme;
- Core Path 68: Den of Cults - work should be complete by the end of January 2013;
- Core Path 69: Duthie Park - works completed in December 2012;
- Core Path 76: Lovers' Walk - works completed in December 2012; and

- Core Path 78: Coastal Path - landslip has caused a gap in the path. A new reduced scope of work should be completed in February 2013.

Physical works will be accompanied by promotion and signage.

Aberdeen to Blackburn Cycle Route

Following the successful completion of the Traffic Regulation Order (TRO) process, work is now underway on implementing the first phase of the route, from Aberdeen to Dyce, including lining and signing and the upgrading of two pedestrian crossings to toucan crossings, one located on the A96, west of Sclattie Park Roundabout, and the other on Great Northern Road, opposite Queen Street in Woodside. This phase should be completed by the end of February 2013.

Cycle Demonstration Project

Following the successful completion of the TRO process, a number of shared use pavements in the project area (Dubford Road and stretches of Greenbrae Drive, Greenbrae Walk and Greenbrae Crescent) are currently being formalised through signage. This completes Links 2 (Greenbrae Crescent to Greenbrae Drive), 5 (Dubford Road) and 7 (Greenbrae Drive West) as outlined in the Greenbrae Cycle Project Action Plan.

By the end of February 2013, a popular pedestrian and cycle path running from the Seaview housing development to Greenbrae Drive (Link 3) will be upgraded to a tarmac surface while a second path running from the rear of Greenbrae School to Denmore Road (Link 6) will be implemented by the end of March. These works should improve access for cyclists and pedestrians to the school and to the retail and employment opportunities on Denmore Road and will be accompanied by the installation of physical build-outs on Greenbrae Drive to slow motor vehicles down on this busy residential street and to provide a safer crossing environment. As mentioned in a previous report to this Committee, a grant of £35,962 was received from Sustrans Scotland's Community Links Fund 2012/13 to match-fund these improvements.

Signage is being installed to alert users to these new paths and to direct cyclists to two further recommended on-road cycle routes, one running from Seaview Place to join with Link 3 (replacing Link 10 in the original plan), the other forming the first stage of Link 11 (Dubford Gardens to Dubford Road). Some maintenance work, including the laying of a new granite dust surface along a small section of the route, has also taken place along Link 11 in anticipation of formalising this as a cycle route during 2013/14.

A launch event to formally open the new routes is being planned for the springtime and will coincide with the publication of a 'Greenbrae Cycle Map', showing all the cycle routes and facilities in the area.

Officers have identified a further route for implementation during 2013/14 to link residents of Dubford to the community facilities on Jesmond Drive, particularly Oldmachar Academy and the Middleton Park retail opportunities. This will likely take the form of an extension of the shared use facility along Scotstown Road and Jesmond Drive. Should a budget be secured for this work, further details will be provided in a future report.

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 timetable display cases at bus stops throughout Aberdeen City and Shire is continuing.

Upgrade Bus Lane Enforcement Cameras on Strategic Bus Corridors

Bus lane camera posts are now in place, while cameras and backroom equipment should be installed by the end of January 2013. System testing will be carried out between January and March alongside a publicity campaign before the scheme becomes operational in April.

Airport Bus Turning Circle

The planning application was lodged at the end of November 2012. Design and tender documents should be complete by the end of March 2013.

Night Time Transport Zone

Lit signs for late night bus stops in the City Centre have been purchased and will be installed by the end of March.

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

It is not anticipated that any further work will be carried out by officers this financial year as the Council is in the process of tendering for a development partner for the Aberdeen Exhibition and Conference Centre (AECC) and the outcome of this will have a significant impact on the final location of the Park and Ride site.

Bus Link Improvements to Anderson Drive

A report has been completed, identifying the possible introduction of pedestrian phases on all legs of the Lang Stracht/North Anderson Drive junction and possible improvements to signal timings on the east – west movement of traffic at the Great Western Road/Anderson Drive junction. Work is ongoing to identify further improvements that can be made along this corridor.

Upgrade of Backroom Office Equipment for Bus Lane Decriminalisation See Section 1.2.3.

1.3.3 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, can be found on the Council website alongside all other information relating to the study:

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

A meeting was held with adjacent Community Councils on 10th December 2012 to enable them to discuss the pre-appraisal and subsequent progress on the Scottish Transport Appraisal Guidance (STAG) process. There are also continued opportunities for stakeholder and public engagement throughout the appraisal process.

The following additional elements of work have been identified for progression during 2012/13:

- Environmental Assessment – to be completed in January 2013;
- Technical Development - to be completed in February 2013; and
- Traffic Modelling – to be completed in February 2013.

Part 1 Appraisal Summary Tables (ASTs) and Volume 2 of the STAG report should be completed for consideration by the end of March 2014.

1.3.4 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 Local Transport Strategy

2.1 In the November report, Members were advised of the need for a refresh of the Aberdeen Local Transport Strategy (LTS) and instructed

officers to report back to this Committee with a suggested programme of activity including public and stakeholder engagement.

2.2 The proposed programme of activity is as follows:

- February 2013 – Preparation of a Main Issues Report (MIR), Monitoring Statement, Strategic Environmental Assessment (SEA) Scoping Report and Habitats Regulation Assessment (HRA).
- April 2013 – Consultation with stakeholders and members of the public on the MIR, SEA and HRA.
- May 2013 – Collation of comments on MIR, SEA and HRA.
- June 2013 – Refresh of LTS 2008 to Draft LTS 2013.
- July 2013 – Draft Action Plan.
- September 2013 – Present Draft LTS and Draft Action Plan to E,P&I Committee with Equalities and Human Rights Impact Assessment (EHRIA) and SEA.
- October 2013 – Consultation with public and stakeholders.
- November 2013 – Collation of comments and changes to documents.
- January 2014 – Present Final LTS and Action Plan to E,P&I Committee.
- February 2014 - Publish LTS, Action Plan, Executive Summary and SEA.

2.3 It is therefore recommended that Members approve the programme for the refresh of the Aberdeen Local Transport Strategy and instruct officers to begin the process accordingly and to routinely report on progress.

3 European Mobility Week 2013

3.1 European Mobility Week is an annual campaign in September which encourages local authorities throughout Europe to introduce and promote sustainable transport measures and to invite citizens to try out alternatives to car use. The week culminates in 'In Town Without My Car Day', where participating local authorities close a road to vehicular traffic, allowing citizens to experience the benefits (in terms of health, noise, safety and general atmosphere) of a usually busy street becoming traffic-free for the day.

3.2 Aberdeen City Council has taken part in European Mobility Week and 'In Town Without My Car Day' since 2009, arranging and supporting (with the Getabout group) a series of sustainable transport themed events and activities both internally and in schools, public sector institutions and businesses throughout Aberdeen City and Aberdeenshire. An 'In Town without My Car Day' event is usually held locally. These have been increasing in prominence, with the biggest to date being 2012's event at the Beach Esplanade, which included on the closed off section of road: the Getabout Bike Roadshow, which

allows members of the public to try out a variety of types of bicycle with the aim of showing them that cycling is an activity that can be enjoyed by all ages and abilities; free rickshaw rides along the promenade for members of the public; a free bike doctor undertaking maintenance of visitors' bicycles; members of the Council's Transportation and Environmental Health teams on hand to discuss transport and air quality issues; and representatives of the City's two main bus operators and the Commonwheels Car Club promoting public transport and car clubs as responsible modes of motor transport.

- 3.3 Following a number of fatal and serious pedestrian and cyclist accidents in Aberdeen during the last few months of 2012, road safety will be the main theme of this year's campaign. Activities will concentrate on raising awareness amongst all transport users about the need to be seen by, and to be vigilant around, others, with an emphasis on more vulnerable road users. For the 2013 event officers would like to host in a high profile location with opportunities for the public to participate in 'hands on' activities including gaining first hand experience of sitting in an HGV cab and understanding blind spots. In order to undertake this activity a large space will be required, therefore the preferred location, in terms of prominence, visibility and space, is Schoolhill between Blackfriars Street and Back Wynd. Discussions have now commenced with colleagues in the Traffic Management and Street Occupations teams over the suitability of Schoolhill as a location for such an event. Hosting the event on a Sunday should minimise disruption to the travelling public caused by the road closure, as traffic levels are lighter and public transport frequencies significantly reduced.
- 3.5 It is anticipated that the costs for the event will be met by Nestrans, via the Getabout partnership, with match-funding sought from the Scottish Government.
- 3.6 It is therefore recommended that Members agree to Aberdeen City Council participating in 'In Town Without My Car Day 2013' and instruct officers to proceed with preparing the closure of a suitable City Centre road to motor vehicles on Sunday 22nd September 2013 from approximately 0700 to 1800.

4 Sustainable Urban Mobility Plan

- 4.1 In the November update on the City Centre Sustainable Urban Mobility Plan (SUMP), previously the City Centre Transport Masterplan, Members were informed that surveys and consultation had been undertaken with members of the public and stakeholders. This work contributes towards Stage 3 of the SUMP, 'Analysis of Existing City Centre Transport Network', and took the form of footfall surveys, on-street interviews, an online survey and stakeholder workshops. Initial analysis of the results has been undertaken, however additional cross tabulation work on the results of the on-street and online surveys

is still ongoing. Given the large number of responses additional time has had to be factored in for analysis.

- 4.2 Here follows an outline of the results of the various consultation exercises. These are presented for information purposes only; at present no action is being proposed as a result of the information gathered.

Footfall Surveys

Footfall surveys were undertaken in the City Centre on Wednesday 3rd and Saturday 6th October 2012 between the hours of 0600 and 2200. Cameras were set up to capture pedestrian movements across the City Centre at 25 sites and counted movements in both directions. The table below summarises the findings:

	Wednesday 3rd October	Saturday 6th October
Total number of pedestrians passing through the 25 sites	171,521	199,863
Busiest times	1300-1330 and 1645-1715	1330-1515
Busiest sites (number of pedestrians in both directions)	Union Bridge (south side) – 15,271 Union St (north side at Music Hall) – 15,035 George St (south end at John Lewis) – 15,032	Station Steps (Guild St/Union Square) – 23,785 Union Bridge (south side) – 21,511 George Street (south end at John Lewis) – 18,788 Union Street (north side at Music Hall) – 15,791

On-street Interviews

In addition to the pedestrian counts, concurrent on-street interviews were undertaken at five locations across the City. 301 responses were obtained and the results are summarised below:

- Just over half of the respondents (48% on Wednesday and 60% on Saturday) visited the City Centre every day.
- Shopping, work and visiting restaurants and cafes were the main reasons for visiting.
- Union Street, Union Square, and the Trinity, Bon Accord and St. Nicholas Centres were the most popular locations for people to visit.
- Walking and travelling by bus were the two most popular forms of transport into the City Centre both during the day and at night.
- The main reason for people choosing their mode of transport was convenience, with time and cost featuring too.
- Most interviewees perceived it as “easy” or “very easy” to get around the City Centre by walking, bus, motorbike, taxi and car. Cycling received a more mixed response with a third of respondents saying it was “very difficult” or “difficult” followed by “easy” as the most popular answers.
- For those who perceived a mode to be difficult, “takes too long” was the most popular answer for walking, “dangerous or scary” for cycling, “too expensive” for bus, “too dangerous” for

motorbike, and “too expensive“ for taxi. “Traffic congestion” followed by “difficult to park” topped the list for cars.

- The modes of transport that the greatest number of people had tried were walking and bus, followed by car, then taxis. Some people had tried cycling but very few had used a motorbike.
- When asked, without choices, what interviewees thought could be improved in terms of transport to, from and within the City Centre the most popular answers were:
 - Cheaper fares and greater competition for First Bus;
 - Better bus reliability with more regular services;
 - Increased bus lane provision;
 - Better and cheaper parking;
 - Better provision of cycle lanes; and
 - Reduced congestion in City Centre.
- When asked, without choices, what interviewees thought worked well in terms of transport to, from and within the City Centre the most popular answers were:
 - Bus lanes (when present);
 - Number of bus services, frequency and choice;
 - Good night buses;
 - Clean buses; and
 - Clean car parks.
- When asked if they had visited other cities in the UK or further afield and, if so, which ones and what they liked about them, the five most popular answers from interviewees were:
 - New York – lots to do, culture, good transport, ‘it buzzes’;
 - London – lots to do, great places to eat;
 - Edinburgh – easy to access, cheap buses, lots to do, good shops, independent shops;
 - Aberdeen – because its home; and
 - Glasgow – whole environment, shopping area.

Online Questionnaire

The online questionnaire ran from the 1st of October until the 2nd of November 2012. It was promoted via the websites of the Council and Nestrans and a press release was launched the week in which the questionnaire went live. This led to almost 500 questionnaires being completed. The results are summarised below:

- For those who accessed the City Centre daily, the most popular reason was “work” followed by “passing through”. For those who came once or twice a week it was “shopping” followed by “restaurant and café”.
- Union Street was the most popular area to visit followed by Bon Accord/St Nicholas, Union Square and then the Trinity Centre which was the same result as the interviews.
- For travel into the City Centre, bus was the most popular mode of transport during the day, followed by walking, driving alone and then car sharing. Car sharing was the most popular option for the evening, followed by bus, walking and taxi. Convenience

was the most popular reason for the chosen mode followed by time and cost.

- For perception of getting around by different modes of transport, most people perceived walking to be very easy, bus was neither easy nor difficult while taxi, motorbike and car were judged to be more easy than difficult. Only cycling was perceived as more difficult than easy.
- When asked why they had rated any mode as poor or very poor, the most popular response for bus was the poor level of service perceived, much of which related to the cost; for cycling it was the perceived danger and lack of cycle lanes; for taxis it was cost; for cars it was congestion and a perception of poor traffic management; for walking the main points raised were poor connectivity and narrow, badly maintained footways.
- When asked which modes they had tried, most people had tried walking or taking the bus with car just slightly behind. Very few had tried the motorbike.
- When asked, without choices, what respondents thought could be improved in terms of transport to, from and within the City Centre the most popular answers were:
 - Improve bus services/links;
 - Improve cycle lanes/routes;
 - Improve pedestrianisation/pavements/walking;
 - Sort road network/ease congestion;
 - Reduce/remove cars from Union Street and City Centre; and
 - Improve trains.
- When asked, without choices, what respondents thought worked well in terms of transport to, from and within the City Centre the most popular answers were:
 - Buses/Bus Lanes/Timetables;
 - Walking/pedestrianisation;
 - Nothing;
 - Travelling by car;
 - Trains; and
 - Taxis.
- When asked if they had visited other cities in the UK or further afield and what they liked about them, the five most popular answers from respondents were:
 - The pedestrian friendliness;
 - Good cycle culture and facilities;
 - Integrated/affordable public transport system;
 - Trams; and
 - Bus/park and ride.
- When asked what they thought would make Aberdeen City Centre a more pleasant place, the most popular answers from interviewees were:
 - Pedestrianisation/easier walking/better links;
 - Fewer cars/less traffic in the City Centre;
 - Improve Union Terrace Gardens;

- Keep buildings/streets clean; and
- Fewer empty shops.

Stakeholder Workshops

Four stakeholder workshops were held at the end of October 2012. Three of these were for organisations with an interest in the City Centre with a final one for Council officers whose work could be affected by the SUMP.

Stakeholders were asked to identify problems, good points and solutions relating to transport in the City Centre, write them on 'post-it' notes and then group them under similar themes of their choosing. The results are shown by mode in the table below:

Mode	Problems	What works well	Solutions
Buses and trains	<ul style="list-style-type: none"> - Poor access to bus/train station by all modes of transport - Poor infrastructure for buses to get to and from the City Centre/poor bus priority - Price of bus fares - Poor infrastructure at bus/train station – not disability friendly - Route issues 	<ul style="list-style-type: none"> - Links and integration (hubs and spokes) - Bus and train station - Bus services 	<ul style="list-style-type: none"> - More infrastructure (bus lanes, stations, etc.)/ better priority - Cheaper/subsidised public transport, especially strategic routes - Park and ride improvements - Increased integration of all modes of public transport and ticketing (integrating all services and increasing network as a whole) - Better information about service and route changes
Walking and cycling	<ul style="list-style-type: none"> - Poor planning-planning process not prioritising walking and cycling and not planning for what is desired - Lack of facilities/priority - Health and safety of pedestrians and cyclists - Access and links eg. City Centre and station - Movement – too many blockages and inconsistencies 	<ul style="list-style-type: none"> - Compact City Centre - Cycling facilities-parking and lanes - Cycle map 	<ul style="list-style-type: none"> - Pedestrianisation of City Centre and public realm improvements - Improvements to cycle networks and facilities - Better walking and cycling links between areas of the City - Continue safety campaigns/improve safety - Better road surfaces and pavement - Better segregation of cyclists from traffic
Ferry, taxi, freight	<ul style="list-style-type: none"> - Freight and lorry congestion - Poor freight delivery times and routes 	<ul style="list-style-type: none"> - Potential to connect bus, rail and harbour as in close proximity to each other 	<ul style="list-style-type: none"> - Better routing (specifically for HGVs, possibly time restricted) - Stop peak-time deliveries/review loading times/better management - Better enforcement of delivery vehicles that park

			inconsiderately - Improve signage especially directional
Car	- Traffic offences - no enforcement - Parking - Too many vehicles/traffic volume/traffic dominates	- Good supply of convenient, reasonably priced, safe parking - Cheap parking at Union Square	- Enforcement - Encourage clean vehicles eg. electric - Congestion Charge - Exclusion Zones - Increase parking charges appropriately/target company car parking - Review parking charges/Reduce parking charges outwith peak hours
General transport	- Congestion	- Pro-active City Wardens - Congestion outside peak hours acceptable - Congestion not as bad as some other cities	- Enforce traffic regulations for all road users - Traffic management/ Improve the reliability of the road network - Low emission zone
General environment	- Air quality - Cleanliness - Maintenance - Lack of vibrancy	- Architectural quality (buildings and stonework) - Natural environment in and around the City - Many nice areas - Cultural features and uses - Shopping opportunities/cafes, especially indoor shopping - Clean - City Centre is compact	- Higher standard of maintenance/ management for buildings and streets - Increased pedestrianisation - Better waste management - Public realm improvements - Encourage traffic to use alternative routes to Union Street - Improved signage and information for road users and pedestrians within the city - Large event management

4.3 The findings show that, although people perceive it as easy to get around the City Centre on foot, there is a huge amount of support for making Aberdeen even more pedestrian-friendly. Improved wayfinding, better links, especially between Union Street and Union Square, and more pedestrianised areas were called for. The fact that so many people identified the “compact City Centre” as a positive and identified good pedestrian infrastructure as something they liked in other cities suggests that improved pedestrian facilities would be well received in Aberdeen. The counts revealed that Aberdeen’s main shopping areas were pedestrian ‘hotspots’ too.

4.4 Walking and travelling by bus are the most popular ways to access and move around the City Centre and, although cars are more

common in the evening, they generally contain more than one occupant.

- 4.5 Although the bus is a popular mode of transport and perceived as easy to get around by, expensive fares, reliability of services, choice of routes, bus priority measures and long journey times, especially on the Park and Ride service, were highlighted as possible areas for improvement.
- 4.6 Of all modes of transport, cycling is the one which was perceived as the least user-friendly and the one which arouses the most safety concerns. Increased infrastructure, especially cycle lanes and routes and maintenance of surfaces were identified as possible improvements.
- 4.7 For road transport, better and cheaper parking is seen as desirable as is a reduction in cars and congestion in the City Centre. Better routes for freight were called for and more train stations were suggested.
- 4.8 The built environment, the green space and the architectural quality are all seen as positives around the city too, although poor air quality, maintenance issues and empty shops are seen as areas to be improved.
- 4.9 The comments therefore suggest that there are plenty of improvements that could be made to ensure Aberdeen City Centre is a more pleasant place to move around and to spend time in. This confirms that there is public demand for a SUMP which can bring all these issues together and tackle them.
- 4.10 The following additional stages of the SUMP are currently being finalised:
 - Stage 1: Project Plan;
 - Stage 2: Key Document Review including Aims and Objectives of the SUMP; and
 - Stage 4: Identification of Committed Development and Impacts.These will be presented to Members within a future report alongside the full results of the survey work once the data has been further analysed. In the meantime draft versions are available from the Council's website: www.aberdeencity.gov.uk/SUMP.
- 4.11 It is therefore recommended that Members:
 - i) Note the outline results from the pedestrian footfall surveys, on-street interviews, online survey and stakeholder workshops undertaken as part of the development of the SUMP; and
 - ii) Inform officers if Members would like, either individually or as a group, a presentation of the full results once these have been properly analysed.

5 Cycling Action Plan for Scotland Refresh

- 5.1 In June 2010, the Scottish Government launched its Cycling Action Plan for Scotland (CAPS). With a vision that “By 2020, 10% of all journeys in Scotland will be by bike”, this document outlines a framework for delivering this vision, setting out what the Government will do, what it expects others to do and what outcomes these actions should achieve. In the wake of two years of progress with the set of actions contained within it, the Scottish Government is currently refreshing the CAPS and is inviting contributions to this exercise from key stakeholders. The refresh aims to learn from experience so far of promoting cycling as everyday transport, taking into account changes in the delivery context since 2010, building on delivery successes and incorporating new ideas where possible. The original CAPS document can be viewed at: <http://www.scotland.gov.uk/Resource/Doc/316212/0100657.pdf>, while Cycling Scotland’s first progress report on the CAPS is available at: <http://www.cyclingscotland.org/wp-content/uploads/2012/11/2012-10-05-CAPS-Progress-Report.pdf>.
- 5.2 The deadline for responding is 15th February 2013. As the invitation to respond was only received by the Council at the beginning of January, it has not been possible to prepare a full response for the Committee to approve. However, the following is a summary of the points Officers within Planning and Sustainable Development intend to make regarding the CAPS, using the five key questions asked by the Scottish Government as a basis for this response. This will be developed into a full and formal response in time for the response deadline.

1. What themes should the refresh include, with what priorities?

The original CAPS document covers a substantial number of themes and Aberdeen City Council does not have any further themes/actions to add or remove from this; all identified actions are important and require to be fully addressed as part of a Scotland-wide Action Plan. However, whilst we believe the refresh should acknowledge all actions already identified and consider further interventions, the focus of the refresh should be on the following (as already identified in the CAPS Progress Report):

- i. Leadership; and
- ii. Funding.

Whilst progress has been made on both of these themes the indeterminate and uncertainty of funding that is available from year to year, with substantial lobbying from cycling stakeholders for increased budgets days before the budget is finalised, suggests that there is still a lack of leadership/commitment at government level to deliver 10% of journeys by bike by 2020, or possibly a

misunderstanding at governmental level as to the amount of funding required to achieve the target (given that £25 a head in The Netherlands equates to a 25% uptake of cycling, Aberdeen's equivalent of £2.38 a head in 2010/11 has resulted in a 3.6% uptake in cycling to work).

2. What interventions are missing from the set of actions in the current CAPS, and what updates might be made to this set?

Current interventions that require strengthening or further work:

Schools

Aberdeen City Council has undertaken some analysis of take up of cycling to schools within Aberdeen. Although fairly logical, preliminary analysis suggests:

- i. No cycle parking = very poor / no cycling levels.
- ii. All schools with cycling rates of over 5% have modern, covered cycle parking facilities.
- iii. The Head Teacher/Teachers must be encouraging and allow cycling to school.
- iv. Bikeability increases the level of cycling.

All Aberdeen schools currently have a minimum of part-time 20mph zones and it is thought this also contributes to uptake. We would therefore suggest that in relation to schools:

- i. 20mph zones should be mandatory around all schools (using CWSS monies).
- ii. School cycle parking should be mandatory at all schools and made available at 100% fully funded rather than match funded.
- iii. Information should be made available to all Head Teachers on liability and responsibility with regards to the journey to and from school and Head Teachers should not be able to forbid cycling to school.

All schools are then on the same footing.

Infrastructure

With three quarters of individuals surveyed indicating that less traffic would result in them cycling more perhaps focus should shift towards ensuring town and city centres, and access to them, are 'cycleable' rather than long distance tourist routes where cycle traffic is minimal. This would also help meet other targets for carbon emissions, air quality, health, etc.

3. Who should play roles in delivering these interventions?

National government, Local Authorities, Regional Transport Partnerships, Transport Scotland, Cycling Scotland and Sustrans.

4. What resourcing (and from what sources) would be required to deliver these interventions and make steady progress towards the CAPS vision?

There requires to be clarity on budgets and Local Authorities should be given longer lead-in time for identification, design and implementation work than currently exists. Quite often, calls from funding bodies such as Sustrans and Cycling Scotland comes AFTER annual budgets have been set. This makes it very difficult to amend schemes to take into account the extra funding, if it is made available, and therefore the opportunity to add value to any scheme is limited. If 'last minute' funding is offered, then LAs should at least be able to bid for 'design' money (with no match funding required) so that 'bottom drawer schemes' are in place if surplus is available close to the end of a financial year. A simpler arrangement would be for LAs to bid for money on a 2 year rolling programme basis.

Cycle funding should primarily come from the Scottish Government with commitment from LAs to increase cycling spend via Single Outcome Agreements.

5. What monitoring arrangements should be put in place, with what suggestions for appropriate milestones?

Although commitment has been given to monitoring, Cycling Scotland should be liaising further with Scottish Household Survey. Given that this is the only relevant and reliable producer of cycling and other national statistical transport data further work should be undertaken to ensure annual, rather than biennial, data is released with regards to cycling levels in local authorities. Those that have 'cycled in the last 7 days breakdown by LA' has also been removed recently and this was a helpful indicator for general levels of cycling for both recreational and utility cycling rather than just commuting to school or work.

Further work is also required on monitoring of funding. Spokes does an admirable job of monitoring funding from different sources but this should be the responsibility of Cycling Scotland rather than a voluntary organisation. In addition, funding should be reported by funding organisations and breakdowns given via Local Authority i.e. Sustrans and Cycling Scotland should produce tables indicating where staff and monetary resources have been focused over the past year. It is Aberdeen City Council's belief that this would then result in a clearer picture of distribution of resources and whether some areas should receive more.

Each Local Authority should also produce an annual table of cycling spend against total transport spend with a breakdown of different sources, as well as staff time spent on cycling per head of population, with a proforma to be issued by and returned to Cycling Scotland.

Some work should be undertaken on correlating information on: cycle spend, cycle levels, accident levels and cycle miles.

- 5.3 It is therefore recommended that Members approve this summary draft response to the Cycling Action Plan for Scotland refresh and instruct Officers to submit a full and formal response to the Scottish Government on behalf of Aberdeen City Council.

B) Issues for Information

Active Travel and Air Quality

6 Electric Vehicle Procurement Support Scheme

- 6.1 In the November update, the Committee was informed that a grant of £120,000 had been awarded by Transport Scotland to the Aberdeen Community Planning Partnership to procure and install electric vehicle charging infrastructure in the City for members of the public to use. Aberdeen City Council is undertaking this work on behalf of the Community Planning Partnership.
- 6.2 Transport Scotland dictates that at least six dual-outlet posts be installed, consisting of two rapid chargers (capable of fully recharging a car in 15 minutes), two fast chargers (capable of fully recharging a car in 2 hours) and two 7kW chargers (capable of fully recharging a car in 6 hours). As these units require significant power the availability of an adequate power supply will have a bearing on their location. Officers within the Transport Strategy and Programmes team have therefore been working with colleagues in Asset Management and Operations and with the Electric Vehicle Association Scotland (EVAS) to establish the preferred locations for the units and to undertake capacity studies to ensure that sufficient power is available to allow the units to operate at these locations. These will be undertaken with Scottish and Southern Energy (SSE) in January and February 2013.
- 6.3 On 6th December 2012, the Council's Finance and Resources Committee approved the infrastructure procurement, estimated to be in the region of £80,000, through an open tender in accordance with SO1(3) of the Council's Standing Orders Relating to Contracts and Procurement, and authorised officers to directly award the contract to the preferred supplier. The committee also requested that Elected Members be consulted upon the proposed locations of the charging units once these have been identified.
- 6.4 The contract will be awarded in January 2013 and it is expected that the installation will be undertaken by the Council's Street Lighting Team. Work is also ongoing to make existing units, installed at Council premises during 2012 to support fleet activities, operational.

- 6.5 Originally the deadline for completion of the installation was 31st March 2013. However, due to the late award of the grant funding, Transport Scotland have now indicated that it has been extended until 30th June 2013 and Officers are awaiting written confirmation of this.
- 6.6 It is anticipated that a report will be sent to Committee in March, once the locations of the units have been finalised, asking for approval to create the associated electric vehicle parking bays for users of the units.

Major Projects

7 Third Don Crossing

- 7.1 It was reported to this Committee in November that 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. This challenge has since been withdrawn.

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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