

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	19 th March 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Strategic and Local Transportation Projects Update Report
REPORT NUMBER:	EPI/13/016

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 including Board decisions, completion of the 2012/13 programme of works and proposals for the 2013/14 programme of works;
- c) Approve the draft Sustainable Urban Mobility Plan (SUMP) work that has been undertaken to date (Stages 1, 2 & 4); and
- d) Agree that officers should undertake public consultation on the SUMP alongside the Aberdeen Local Development Plan pre-Main Issues Report consultation exercise on Options 1-3 and report the results of this consultation back to Committee in due course.

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 the 12th December 2012 and copies of the minutes of these meetings are included as Appendix A to this report. The Board also met on the 20th February 2013 and the minute of this meeting will be included within a future report.

1.2 Nestrans Capital Programme 2012/13

The capital programme expenditure for 2012/13 was approved at the Nestrans Board meeting on 18th April 2012 and details of the full programme within Aberdeen City, which is now largely complete, are listed below.

1.2.1 Active Travel

Core Paths

The following Core Paths were implemented or improved:

- Core Path 8: Auchmill Community Woodland – widening and resurfacing (contract awarded for completion by the end of March);
- Core Path 61: Hazledene Road-Countesswells Road – resurfacing and stopping-up sections to non-authorized users (complete);
- Core Paths 63 and 68: Den of Cults – widening, resurfacing, drainage and signage (complete by the end of March);
- Core Path 66: Deeside Way – resurfacing gap sections with tarmac (complete by the end of March);
- Core Path 69: Duthie Park – resurfacing and additional works on length and specification of Core Paths used as active travel links through the park to take advantage of efficiencies elsewhere in the programme (complete by the end of March);
- Core Path 76: Lovers Walk – widening and resurfacing (complete); and
- Core Path 78: Coastal Path – resurfacing (complete by the end of March).

This was accompanied by promotional works (signage, interpretation and leaflets) and the detailed design of schemes for future implementation.

Aberdeen to Blackburn Cycle Route

The first phase of the route, from Aberdeen to Dyce, will be complete by the end of March. The route comprises a mix of shared use and on-road cycle facilities with the installation of two toucan crossings.

Greenbrae Cycle Project

A series of works have taken place to improve pedestrian and cycle access within the Dubford area, particularly to Greenbrae School and Denmore Industrial Estate. These comprise new and resurfaced paths, shared use pavements and road safety improvements. The following links, as outlined in the original Action Plan (available at www.aberdeencity.gov.uk/communitycycling) were implemented during 2012/13:

- Link 2: Greenbrae Crescent to Greenbrae Drive;
- Link 3: Greenbrae Drive to Seaview;
- Link 5: Dubford Road;
- Link 6: Lochside to Denmore Road;
- Link 7: Greenbrae Drive West; and
- Link 10: Seaview to Dubford Road.

A launch event to formally open the new routes will take place in May 2013.

Physical works have been accompanied by a soft measures campaign, including public events, school visits and road safety promotions.

1.2.2 Public Transport

A96 Park and Choose

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

Aberdeen City and Shire Joint Bus Stop Information Initiatives

A programme of replacement and/or provision of bus timetable display cases at bus stops within Aberdeen City and Aberdeenshire has taken place.

Upgrade Bus Lane Enforcement Cameras on Strategic Bus Corridors

To improve the enforcement of bus lanes, new cameras and backroom equipment have been installed and system testing is currently taking place alongside a publicity campaign before the revised scheme becomes operational in April 2013.

ARI Interchange

Jointly funded with NHS Grampian, an improved public transport interchange and associated bus priority measures have been implemented on the Aberdeen Royal Infirmary (ARI) site.

Airport Bus Turning Circle

Design and tender documents are being prepared and the planning application has been submitted.

1.2.3 Strategic Road Safety Improvements

Road Studs and Lining

Renewal of road studs and relining works on Wellington Road and the A944 are now complete.

1.3 Nestrans Revenue Programme 2012/13

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

1.3.1 Bus Action Plan

Bridge of Don Park & Ride Feasibility

Work has been ongoing to determine the optimum option(s) for the future operation of the Bridge of Don Park and Ride, including options for relocation and increasing the capacity of the site. A tendering process is being undertaken to appoint a Development Partner for the AECC and the outcome of this will have a significant impact on the final location of the Park and Ride site. Appointment of the partner is expected in summer 2013.

Bus Link Improvements to Anderson Drive

Possible improvements, following implementation of the AWPR, have been identified for the Lang Stracht / North Anderson Drive and Great Western Road / Anderson Drive junctions. Work will continue to identify further improvements that can be made along the Anderson Drive corridor.

Upgrade of Backroom Office Equipment for Bus Lane Decriminalisation

See section 1.2.2.

King Street Bus Lane

The findings of a safety audit have been implemented to address minor problems with the operation of the bus lane between East North Street and the Castlegate.

Night Time Transport Zone

Lit signs at late night bus stops in the City Centre will be installed by the end of March.

1.3.2 Rail Action Plan

Contribution to Dyce Shuttle Bus

The contract for operation of the Dyce Airlink service was awarded to Stagecoach Bluebird and the route has recently seen a substantial increase in patronage.

1.3.3 Project Feasibility and Monitoring

Bridge of Dee - Project Feasibility & Development

The formal Scottish Transport Appraisal Guidance (STAG) process is ongoing with elements of work being progressed for the STAG Part 1 Appraisal phase of the work.

Following a meeting with adjacent Community Councils on 10th December 2012, preliminary design drawings for each concept have been made available on the Council's website to provide a set of outline plans for discussion and comment. This will enable highlighted issues to be considered as part of the continuing appraisal process. A meeting to inform all Council Members of progress to date on this scheme is also being arranged. There will be continued opportunities for stakeholder and public engagement throughout the appraisal process.

The following additional elements of work have been identified for completion by April 2013:

- Environmental Assessment;
- Technical Development; and
- Traffic Modelling.

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

All information relating to the study can be found at:

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

1.4 Nestrans's total expenditure within Aberdeen City for 2012/13 is projected to be £917,000 capital and £299,000 revenue approximately.

1.5 Nestrans Capital Programme 2013/14

The capital programme expenditure for 2013/14 was agreed at the Nestrans Board meeting on 20th February 2013 and details of the programme within Aberdeen City are provided in the following sections.

1.5.1 Active Travel

Core Paths (£136,000)

Formartine and Buchan Way (Don Bridge, Parkhill) – joint masonry repairs with Aberdeenshire Council to prevent further structural decay on the former railway bridge and brickwork.

Further resurfacing and maintenance work, signage and leaflets.

Greenbrae Cycle Project (£32,000)

Formalisation of a cycle route from the study area to the community facilities on Jesmond Drive, comprising shared use footways, the installation of toucan crossings and other small-scale improvements. Work will be accompanied by a programme of events, educational initiatives and engagement with the public and with the school and business community.

Ellon Road Strategic Cycle Links (£25,000)

Identification of measures required to complete a continuous route from the Bridge of Don to the B999 / A90 roundabout and potential implementation of small-scale works.

Anderson Drive Strategic Cycle Links (£30,000)

Design and implementation of small-scale improvements for cyclists on Anderson Drive.

Dyce Drive Strategic Cycle Links (£10,000)

Design and possible installation of a missing cycle and pedestrian link from Dyce Avenue to Argyll Road along the north side of Dyce Drive.

A96 Aberdeen to Blackburn Cycle Route (£10,000)

Design work in relation to localised widening, consideration of crossings and review of existing facilities.

The Parkway Strategic Cycle Links (£20,000)

Design of a pedestrian and cycle route along the whole length of the Parkway.

Aberdeen Beach Recreational Cycle Route (£5000)

Design work in relation to a recreational route linking School Drive / Golf Road to the Beach Esplanade.

Westhill to Aberdeen Cycle Route Improvements (£5000)

Identification of small-scale improvements to the existing route, focusing around the Den of Maidencraig.

1.5.2 Public Transport

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

Continued programme of replacement and/or provision of bus timetable display cases at bus stops within Aberdeen City and Aberdeenshire.

Airport Bus Turning Circle (£426,000)

Detailed design and construction of bus turning circle accessed from Foinavon Close.

A96 Park and Choose (£50,000)

Tendering process in conjunction with the AWPR.

1.5.3 Strategic Road Safety Improvements

Accident Reduction on Strategic Routes (£40,000)

Retexturing of sections of the B999 (Murcar Roundabout to Potterton), B979 (Malcolm Road to Westhill) and the road from Kingswells Roundabout to Kirk Brae, Cults.

1.5.4 Freight

A947 Oldmeldrum Road / Dyce Drive Junction Improvement (£25,000)
Increase radii to improve turning manoeuvres for HGVs and ease congestion.

Howe Moss Drive / Dyce Drive Junction Improvement (£40,000)
Increase radii to improve turning manoeuvres for HGVs, ease congestion and improve pedestrian safety.

1.6 Nestrans Revenue Programme 2013/14

The revenue programme expenditure for 2013/14 was agreed at the same meeting and details of the programme within Aberdeen City are provided below.

1.6.1 Bus Action Plan

Bus Link Improvements to Anderson Drive (£30,000)
Identification of public transport improvements along and across Anderson Drive following implementation of the AWPR.

1.6.2 Rail Action Plan

Contribution to Dyce Shuttle Bus (£25,000)

1.6.3 Project Feasibility and Monitoring

Bridge of Dee Project Feasibility and Development (£150,000)
Continuation of the study into possible transport improvements on and around the Bridge of Dee.

Feasibility and Design Aspects of Locking in the Benefits (£50,000)
Investigation of schemes prioritising sustainable transport movements in the City to take advantage of the benefits of the AWPR.

Economic and Environmental Assessment for City Centre Pedestrianisation (£40,000)
Preliminary work to support the proposed pedestrianisation of Union Street.

1.7 Nestrans's total expenditure within Aberdeen City for 2013/14 is therefore anticipated to be £914,000 capital and £295,000 revenue.

1.8 Regional Transport Strategy

1.8.1 In February 2013 the Nestrans Board agreed to undertake formal consultation on the refreshed Regional Transport Strategy. A full update on the preferred Strategy with a recommendation for a formal response will be brought to this Committee in May 2013.

- 1.9 It is therefore recommended that Members endorse development through Nestrans as outlined above, including Board decisions, completion of the 2012/13 programme of work and proposals for the 2013/14 programme of work.

2 Sustainable Urban Mobility Plan (SUMP)

- 2.1 As Members will be aware from previous reports to this Committee, officers in Planning and Sustainable Development are preparing a Sustainable Urban Mobility Plan (SUMP), a transport masterplan which will look at the City Centre as a whole to achieve a range of urban transport solutions.

- 2.2 A successful SUMP:

- ensures the transport system is accessible to all;
- improves the safety and security of its users;
- reduces air and noise pollution, greenhouse gas emissions and energy consumption;
- improves the efficiency and cost-effectiveness of the transportation of people and goods; and
- enhances the attractiveness and quality of the urban environment.

- 2.3 The SUMP will enhance and further develop the transport themes contained within the adopted City Centre Development Framework and will seek to provide a comprehensive and detailed guide to how transport connections will develop over the next 25 years and how these connections will help to achieve regeneration of the City Centre as a whole.

2.4 Work undertaken to date

- 2.4.1 A significant volume of work has already been undertaken to progress the development of the SUMP and a summary of each of the stages is detailed below. Documents containing further information on each of these stages can be found at <http://www.aberdeencity.gov.uk/SUMP>, in the Members Library or on request from the Transport Strategy and Programmes team.

2.4.2 Stage 1 - Prepare and Agree Project Plan

The Project Plan describes what a SUMP is and the benefits of preparing one and defines the City Centre boundary that the SUMP will cover. This corresponds to the City Centre map boundary as defined in the Aberdeen Local Development Plan 2012 (ALDP) proposals map. All major routes into the City Centre are also included.

The Project Plan states who will be directly involved in the preparation of the SUMP (the SUMP Project Team). These include Aberdeen City Council officers (from Transportation Strategy and

Programmes, Masterplanning, Design and Conservation and Road Safety and Traffic Management) and representatives of Nestrans and the Robert Gordon University (RGU).

The Nestrans RTS recognises the importance of a strong City Centre for the economy of the region as a whole. RGU is a partner in the Carbon Responsible Strategies for the North Sea Area (CARE North) project. CARE North aims to develop a comprehensive, strategic and practical approach to urban and regional transport / accessibility in the North Sea Region in the context of climate change and declining oil supplies.

The Project Plan also sets a timeframe for when each stage in the production of the SUMP is likely to be completed, identifies the key internal and external stakeholders and describes when they will be involved and consulted.

2.4.3 Stage 2 – Key Document Review

The key document review presents a summary of work that has been carried out within the City Centre over the past few decades, focusing primarily on the Union Street area. It also reviews the objectives of many key documents and highlights how the SUMP fits in with the principles and aims of these documents. Through the examination of the information gathered, the key document review sets out an overarching vision and objectives for the SUMP. These are outlined below.

Vision:

- To create a vibrant, attractive, connected and economically sustainable City Centre that is accessible to all and well equipped to adapt to changing circumstances over time.

Objectives:

- Create a City Centre which is easy to move around with improved connections between key activity nodes across the City Centre.
- Encourage appropriate access for all modes whilst ensuring essential trips into the City Centre are given priority.
- Increase walking and cycling opportunities within the City Centre and provide safe and convenient connections to the wider network of paths throughout the City. Provide infrastructure that supports both new and experienced cyclists.
- Improve public transport and provide tourism pick-up and drop-off points at appropriate locations within the City Centre.
- Improve access to the bus and rail stations and the ferry terminal.
- Raise awareness of and better promote access to the City Centre for potential users.

- Use a positive, integrated design approach to resolve any conflict between movement and place functions. The traffic functions of the area will not compromise the quality or the sense of place.
- Provide opportunities which encourage increasing levels of economic development and which create new employment within the City Centre.
- Increase the footfall at prime retail frontages.
- Improve air quality within the City Centre Air Quality Management Area (AQMA) to a point where the AQMA is revoked.
- Minimise the number of people exposed to high noise levels.
- Minimise the rate of road accident casualties and achieve national road safety targets.

2.4.4 Stage 3 - Analysis of Existing City Centre Transport Network

In January, Members were informed that footfall surveys, on-street interviews, an online survey and stakeholder workshops had been undertaken. This work contributes towards Stage 3 of the SUMP. Initial analysis of the results has been undertaken, however additional cross tabulation work on the results of the on-street and on-line surveys is still ongoing. Once further analysis has been completed the findings will be presented to Members.

The following list represents the key messages that emerged from the consultation exercise (from members of the public and stakeholders) regarding the possible solutions that could be implemented within Aberdeen to combat the existing transport problems:

- When asked what they thought would make Aberdeen City Centre a more pleasant place, the five 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.
- Solutions from Workshops
 - More public transport infrastructure (bus lanes, stations etc.);
 - Pedestrianisation of City Centre and public realm improvements;
 - Better routing (specifically for HGVs - possibly time restricted);
 - Review parking charges / reduce parking charges outwith peak hours;
 - Enforce traffic regulations for all road users; and
 - Improved signage and information for road users and pedestrians within the City.

2.4.5 Stage 4 – Identification of Committed Development and Impacts

The purpose of Stage 4 is to identify all committed development projects which will impact upon the City Centre. These are split into five categories:

- Union Street and the Central Aberdeen Transport Infrastructure Programme;
- Other transport projects committed and ongoing;
- CARE North and Carbon Responsible Transport;
- Opportunity sites, as identified in the ALDP for new land use developments; and
- Other development sites not identified in the ALDP.

As well as identifying the projects, this section also assesses the impact that they will have upon transport and movement within the City Centre. As the projects have not yet been constructed, it is difficult to predict exactly what impact they will have. However, many of the schemes have been tested using the City Centre Transport Model to predict how traffic will behave with them in place while some projects are sufficiently developed to have either been assessed by engineers or to have completed Transport Assessments (TAs). Where possible, conclusions have been drawn based on these information sources.

2.5 Next steps

The ALDP team will publish a Main Issues Report (MIR) in January 2014. Prior to this an invitation will be extended to submit comments and ideas for the MIR regarding new policy approaches for the Local Development Plan or land allocations for development. This pre-MIR consultation process will likely take place between March and June 2013.

As transport and the regeneration of the City Centre are both topics that are integral to the successful development of Aberdeen City as a whole it would be beneficial for the SUMP to form part of this pre-MIR consultation exercise. It will therefore go out for consultation alongside the ALDP pre-MIR to seek the views of the public on how the SUMP could shape the future of the City Centre.

Three options will be presented to the public on how the SUMP could address the problems that have been identified within the City Centre and they will be asked for their views on each. These options are outlined below.

Option 1 – Do Minimum (the Aberdeen example)

Encourage Sustainable Travel - this option can be regarded as the base option and is essentially 'business as usual'. No major interventions would take place within the City Centre in relation to transport. Traffic flow arrangements would remain as present. The promotion of sustainable transport would continue including wayfinding improvements, Park & Ride initiatives, upgrading of bus stops, Variable

Message Signs, the promotion of Aberdeen's Car Club and the hydrogen bus project. No major investment other than what is already proposed would be required for this option.

Issues – It is likely that all of the problems that have been identified as affecting Aberdeen City will continue or worsen.

Option 2– Encouragement (the Dundee example)

Locking in the benefits of the AWPR and LTS and RTS schemes - this option represents a concerted effort by the Council to promote the use of sustainable transport modes within the City Centre and its surrounding transport corridors and to utilise capacity released by the committed schemes to improve the area and make it more sustainable transport-friendly. This could include programmes of pedestrianisation within areas of the City Centre and bus priority into and within the City Centre. This option represents traffic accommodation through road building, with a focus on the promotion of sustainable transport modes.

Issues – Some level of investment, minor adjustments to road traffic flow.

Option 3 – Do Maximum (the Liverpool example)

Managing demand for transport and increased investment - This option assumes the implementation of Option 2 plus more significant intervention by the Council by not only making the City Centre more sustainable transport-friendly but by also discouraging / preventing the use of vehicles within the City Centre. This could include an immediate move towards pedestrianisation throughout the core area of the City Centre, a centralised bus hub, bus lane priority and the implementation of cycle lanes on all major corridors, shared use streetscapes on all minor roads with pedestrian priority across minor road junctions, a Low Emission Zone, the promotion of a cycle hire scheme, peripheral car parking only and an active discouragement of vehicles within the City Centre.

Issues – major investment, major adjustments to road traffic flow.

- 2.6 We will report the findings of the SUMP pre-MIR consultation work back to Members alongside more detailed analysis of our Stage 3 work at the next appropriate Committee. The results of this consultation will inform a draft SUMP document which will outline how the City Centre should develop over the next 25 years in terms of transport solutions.
- 2.7 It is therefore recommended that Members:
- i) Approve the draft SUMP work that has been undertaken to date (Stages 1, 2 & 4); and
 - ii) Agree that officers should undertake public consultation alongside the ALDP pre-MIR consultation exercise on Options 1-3 and report the results of this consultation back to Committee at a later date.

B) Issues for Information

Active Travel and Air Quality

3 Bikeability Scotland 'Support Plus' Fund

3.1 In January 2013, Aberdeen City Council submitted an application to Cycling Scotland's Bikeability Scotland 'Support Plus' Fund to deliver a series of projects which will work together to increase the number of primary schools in the City with the available manpower and physical resources to offer on-road cycle training to pupils.

3.2 These projects include:

- Launching a recruitment campaign in local press and on radio, encouraging members of the public to undertake the relevant training and to volunteer as Bikeability instructors. Volunteers can then be allied with a local school struggling to attract volunteers from the parent community;
- Establishing a fund for applications to the Protecting Vulnerable Groups (PVG) Scheme for new volunteers;
- Making mentor support available to new instructors and schools embarking upon Bikeability for the first time via the City Wardens; and
- Equipping schools with 'Child Cycle Training in Progress' signs and other resources to enable training to take place in a real road environment.

3.3 In March, Cycling Scotland announced that this application had been successful and Aberdeen City Council would receive a grant of £9,405 for the above projects. Work is now ongoing to ensure the radio and press adverts can be launched by the end of March, in time for the schools returning for the summer term and commencing Bikeability.

4 External Funding for Active Travel Projects 2012/13

4.1 Throughout 2012/13 the Transport Strategy and Programmes Team continued to seek opportunities for external funding for active travel projects whenever these arose. External funding is vital for some projects for which no internal funding source exists (such as school travel initiatives) and benefits other projects by increasing the total available to spend.

4.2 The following is a breakdown of external funding that was successfully attracted during 2012/13:

- **Sustrans Community Links Fund - £95,962**, used to match fund with Nestrans resurfacing works on the Deeside Way and path and road safety improvements in the Dubford area as part of the Greenbrae Cycle Project.
- **Sustrans School Cycle Parking Fund - £8,750**, used to match fund new / improved cycle and scooter parking facilities at

Fernielea School, Ferryhill School and Torry Academy. The remaining funding was supplied from the Council's Cycling, Walking and Safer Streets allocation.

- **Nestrans – £2,800**, to take advantage of efficiencies elsewhere in the programme, to fund repairs to Muirfield School's cycle shelter and the purchase of three scooter pods (capable of accommodating 36 scooters) at Ashley Road School.
- **Bikeability Scotland 'Support Plus' Fund - £9,405**, see section 3 for details.
- **Total = £116, 917.**

5 Give Me Cycle Space

- 5.1 Following a successful campaign in 2012, Aberdeen City Council will take part in Give Me Cycle Space again in 2013. Coordinated by Cycling Scotland, this is a social marketing campaign to increase awareness amongst drivers of children cycling to school and to encourage drivers to give cyclists plenty of room when passing them on the road.
- 5.2 The campaign will run in the summer term, with local advertising on bus rears, at bus stops and on banners at the gates of participating schools, supported by local and national press, radio and television adverts. Senior pupils at participating schools will take part in a series of cycling-related activities to coincide with the campaign, culminating in a visit from The Clan, Scotland's premiere bike stunt team, to two of the schools in June.
- 5.3 This year the campaign advertising will centre on the Cove Bay area, with Charleston School and Loirston School, and in the Northfield and Mastrick areas, with Heathryburn School, Manor Park School, Muirfield School and Quarryhill School.

6 Muirfield Make a Difference Project

- 6.1 As reported to this Committee in November 2012, Muirfield School was successful in their bid to Cycling Scotland's Cycle Friendly and Sustainable Communities Fund, securing £6,000 in funding towards developing and promoting cycling in their community.
- 6.2 The Muirfield Make a Difference (MAD) project aims to develop a love of cycling in the whole school community by purchasing bikes and developing a portable skills track in the playground for children, staff and parents to practice on, thereby improving fitness levels and opening up new lifestyle choices to children and their families.
- 6.3 The school has now purchased a pool of twenty mountain bikes and helmets. Staff have been trained in community mapping to help them map safe cycle routes in the local area and will also be trained in outdoor first aid, Bikeability delivery and as Trail Cycle Leaders. Once

training is complete, the school will organise an open morning to formally launch the project.

7 Electric Vehicle Procurement Support Scheme

7.1 In January 2013 Members were informed that Aberdeen City Council had been awarded funding from Transport Scotland to procure and install electric vehicle charging points in publicly accessible locations across the City. In December 2012 the Council's Finance and Resources Committee authorised officers to begin the procurement process using an open tender in accordance with SO1(3) of the Council's Standing Orders Relating to Contracts. This related to the supply of the units and their maintenance for a three-year period. The tender exercise concluded in January and officers have now awarded the contract to the successful tenderer, APT Technologies. This company has already supplied units to the Council and other local authorities across Scotland.

7.2 Transport Scotland dictates that at least six dual-outlet posts be installed, consisting of two rapid chargers (capable of fully recharging a car in 20 minutes), two fast chargers (capable of fully recharging a car in 2-3 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.

7.3 Following consultation with the Electric Vehicle Association Scotland (EVAS) on the preferred locations of the charging points, officers have been liaising with the Council's Lighting Team and Scottish and Southern Energy (SSE) to establish the feasibility of installing units in these locations. Seven provisional locations have been identified, subject to the cost of the supporting infrastructure, which is to be confirmed by SSE in March, falling within the budget. These are shown in the table below.

Location	Number of parking spaces required	Charger Type	Charging time
Gallowgate car park	2	Double rapid charger	20-30 minutes
Sclattie Park car park, Bucksburn	2	Double rapid charger	20-30 minutes
Chapel Street car park	2	Double fast charger	2-3 hours
Frederick Street car park	2	Double fast charger	2-3 hours
Duthie Park	2	Double fast charger	2-3 hours
Gallowgate car Park	2	Double 7kW charger	6 hours

Kingswells Park and Ride	2	Double 7kW charger	6 hours
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- 7.4 Officers within Planning and Sustainable Development are now working with colleagues in the Road Safety and Traffic Management team to progress Traffic Regulation Orders (TROs) to allow 'electric vehicle only' spaces to be created. It is anticipated that these proposals will be brought to this Committee in a separate report.
- 7.5 The original deadline for completion of the installation was 31st March 2013. However, due to the late award of the grant funding, Transport Scotland have now extended this until 30th June 2013. It is anticipated that the installations will be completed by the end of April.

Public Transport

8 Crematorium Bus Service

- 8.1 The reinstatement of a Crematorium Bus Service was approved in principal by the Council on the 10th October 2012 and the final details of the service were approved by the Housing and Environment Committee on 15th January 2013 and the budget approved at full Council on 14th February 2013.
- 8.2 This service will begin operation with effect from Monday 1st April 2013 as a local bus service (number 94) operated by Central Coaches on a fully accessible vehicle. The service will operate from the Bus Port at ARI to Woodend Terminus then onward to the Crematorium between 09:00 and 16:34, Monday to Friday.
- 8.3 Passengers will be picked up / dropped off at ARI and the Woodend Terminus. The stretch of road between Skene Road and the Crematorium will be treated as 'Hail and Ride' meaning that, although there are no bus stops in place, the bus will stop for anyone who requests it. Passengers will be dropped off and picked up adjacent to the office at the Crematorium.
- 8.4 The service will initially operate for a period of one year during which time usage will be carefully monitored and following which the service will be reviewed.
- 8.5 Fares will be charged as follows:
 - Adult: £0.70 single, £1.00 return.
 - Child: £0.35 single, £0.50 return.
 - National Entitlement Card holders: Free.
- 8.6 Officers will work closely with the voluntary sector, partners and stakeholders to publicise the service and to ensure as many passengers as possible are attracted to the service.

Freight

9 Freight Actions

- 9.1 Aberdeen City Council, Aberdeenshire Council, Nestrans and many local and national freight stakeholders are partners in the Freight Forum, a group instigated to enable discussion on all matters related to freight in the region. The Freight Forum meet a couple of times a year and feed into local, regional and national infrastructure proposals, discuss topical issues with experts and network with others in their field. A significant role of the group is implementation of the Freight Action Plan (FAP).
- 9.2 The FAP is a Nestrans-led initiative which identifies actions and projects to enhance the effectiveness of freight movement to meet the aims of the RTS. The document can be accessed via the following link and is currently being reviewed to refresh the aims, objectives and actions:
http://www.nestrans.org.uk/db_docs/docs/Final%20Freight%20Action%20Plan.pdf.
- 9.3 Actions undertaken in relation to the FAP and Freight Forum have economic benefits for the City and region. In gaining a better understanding of the industry and the role it plays in our local economy the Freight Forum can effectively and actively participate in the development of the City for the benefit of all. Works to date have included freight flow recording and surveys enabling a better understanding of the industry and freight movements through the City, safety campaigns including the distribution of fresnel lenses which increase the visibility of cyclists travelling alongside HGVs and the distribution of freight maps to direct visiting drivers to appropriate HGV routes. The freight maps are available on Aberdeen City Council's website at the following link:
http://www.aberdeencity.gov.uk/planning_environment/planning/transp ort/pla_freight_aberdeen.asp.
- 9.4 Through the Freight Forum a number of infrastructure improvements have been identified by hauliers and logistics operators. Council officers have undertaken a review of the suggestions relating to the City's infrastructure in order to determine which projects can and should be taken forward, in partnership with Nestrans, for the benefits of City and visitor freight movements.
- 9.5 The full list of improvements and officer responses has been included in Appendix B. From that list a number of small scale improvements are recommended for implementation and these actions are briefly described in the table. Many of these improvements will benefit all road users as they allow large vehicles to move more smoothly across the network, reducing conflicts and delays at key points. Where required funding is being sought and ongoing design and implementation will be

undertaken in-house. This Committee will be updated on progress in due course.

Other

10 Scottish Transport Awards 2013

10.1 Aberdeen City Council and its partners have submitted the following projects for consideration at the 2013 Scottish Transport Awards:

- Most Effective Road Safety, Traffic Management and Enforcement Project – Improving Road Safety in Aberdeen
- Best Practice in Travel to School and Work Schemes – School Cycling Initiatives
- Achievements in Cycling – The Greenbrae Cycle Project
- Excellence in Walking and Public Realm – The Green Streetscape
- Contribution Towards Sustainable Transport – The Strategic Transport Fund (with Nestrans, Aberdeenshire Council and Aberdeen City and Shire Strategic Development Planning Authority)
- Contribution Towards Sustainable Transport – Sustainable Urban Mobility Plan
- Contribution Towards Sustainable Transport – Aberdeen Car Club (with Co-wheels and Nestrans)
- Most Innovative Transport Project of the Year - The Strategic Transport Fund (with Nestrans, Aberdeenshire Council and Aberdeen City and Shire Strategic Development Planning Authority)
- Transport Team / Partnership of the Year - Aberdeen Car Club (with Co-wheels and Nestrans)
- Transport Team / Partnership of the Year – The Night-Time Transport Zone
- Transport Team / Partnership of the Year - Aberdeen Royal Infirmary Bus Interchange (with Nestrans and NHS Grampian)
- Excellence in Travel Information and Marketing - Aberdeen Car Club (with Co-wheels and Nestrans)

10.2 Shortlisted projects will be announced in March, while the awards ceremony takes place in Glasgow on 20th June 2013.

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 TRANSPORT PARTNERSHIP

Minute of Meeting of the North East Transport Partnership

Aberdeen, 9 October, 2012

Present: Councillor Argyle (Chairperson); Councillor Milne (Deputy Chair); Eddie Anderson (Deputy Chair); and Councillors Finlayson, Grant, and McCaig (Aberdeen City Council), Councillors Clark, Evison (as substitute for Councillor Buchan) and Mollison (as substitute for Councillor Latham) (Aberdeenshire Council), David Sullivan (External Member), and Maggie Bochel (Adviser to the Board).

In attendance: Martin Allan (Aberdeen City Council), Jenny Anderson (Nestrans), Tom Buchan (Aberdeenshire Council), Rebecka Coull (Aberdeen City Council), Rab Dickson (Nestrans), Kirsty Morrison (Nestrans), Derick Murray (Nestrans), and Ewan Wallace (Aberdeenshire Council).

Apologies: Stephen Archer (Adviser to the Board), Councillor Buchan (Aberdeenshire Council), Jennifer Craw (External Member), Councillor Latham (Aberdeenshire Council), and 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>

MINUTE OF PREVIOUS MEETING

1. The Board had before it the minute of its previous meeting of 29 August, 2012.

The Board resolved:

to approve the minute as a correct record.

LIAISON BETWEEN REGIONAL TRANSPORT PARTNERSHIPS AND THE SCOTTISH GOVERNMENT AND OTHERS

2. With reference to article 3 of the minute of its previous meeting of 29 August, 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 Chairs in Stranraer on 5 September, 2012
- Virgin Airways Parliamentary Reception in Edinburgh on 5 September, 2012
- Aberdeen City and Shire Economic Forum (ACSEF) in Aberdeen on 7 September, 2012
- ACSEF/ Nestrans/ Hitrans Westminster Reception on 12 September, 2012
- Transport Scotland High Speed Rail Seminar in Glasgow on 17 September, 2012
- Scottish Council for Development and Industry (SCDI) dinner with Transport Minister in Aberdeen on 19 September, 2012
- Nestrans/ Hitrans meeting with Civil Aviation Authority in London on 20 September, 2012
- ACSEF Holyrood Reception on 2 October, 2012
- Regional Transport Partnership Lead Officers' meeting in Perth on 3 October, 2012.

The Director provided a verbal update on matters including (1) the Gatwick pricing structure, (2) high speed rail links and its impact on the North East of Scotland, and (3) the third Heathrow runway and other potential options in this regard.

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.

STRATEGIC TRANSPORT FUND

3. With reference to article 12 of the minute of its meeting of 18 April, 2012 the Board had before it a report by the Director which updated members on the implementation of the Strategic Transport Fund since the adoption of the guidance “Delivering Identified Projects through a Strategic Transport Fund”, and sought approval for the Chair and Vice Chair (Councillor Milne) to be named as Proper Officers so they could sign Section 75 agreements relating to the Strategic Transport Fund in the absence of the Director.

A supplementary paper was circulated to members which presented a draft prioritisation of culminative transport interventions for the Strategic Transport Fund, categorised into short, medium and long term projects.

The Board was advised that further legal advice had been sought prior to the meeting as to whether it was appropriate that further Proper Officers be appointed, and the advice of the Head of Legal and Democratic Services (Aberdeen City Council) was that the Board should authorise the Director to

delegate the authority to an appropriate officer of Nestrans to sign agreements in his absence, or when required.

The report recommended –

that the Board –

- (a) notes the updates as contained within the report;
- (b) agrees the proposed timescale for prioritisation;
- (c) notes the proposed timescale for the Strategic Development Planning Authority to carry out a review and update of the supplementary guidance; and
- (d) agrees the appointment of the Chair and Vice Chair (Councillor Milne) as Proper Officers, able to sign Section 75 agreements for the Strategic Transport Fund on behalf of Nestrans.

The Board resolved:

- (i) to approve recommendations (a) – (c);
- (ii) to instruct the Director to consult relevant parties on the draft prioritisation of cumulative transport interventions for the Strategic Transport Fund document; and
- (ii) to delegate power to the Director (as Proper Officer) to authorise appropriate officer of Nestrans to sign agreements in his absence, or when required.

A90 LAURENCEKIRK JUNCTION

4. The Board had before it a report by the Director which presented a draft report on work undertaken by Nestrans in relation to the Laurencekirk Junctions with the A90 trunk road.

The Board resolved:

- (i) to commend and approve the draft A90 Laurencekirk Junctions report for publication on the Nestrans website; and
- (ii) to instruct officers to submit the report to Transport Scotland and urge that further consideration be given to the construction of grade separated junctions on the A90 at Laurencekirk.

PROGRESS REPORT

5. With reference to article 5 of the minute of its previous meeting of 29 August, 2012, the Board had before it a progress chart summarising the work in the three sub strategies of the Regional Transport Strategy as at 1 October, 2012.

The Board resolved:

to note the content of the progress chart.

PUBLICATIONS AND CONSULTATIONS

6. With reference to article 6 of the minute of its previous meeting of 29 August, 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 –

- Aviation Policy Consultation
- Aberdeen Harbour Board – “A Case for Growth”
- Drink/ Drive Limit Consultation
- National Planning Framework 3

The Board noted that the response to the Draft Aviation Policy would be completed further to a consultation meeting with the Department of Transport on 12 October, 2012, and sent to all Members.

The Board resolved:

- (i) to note the report and the documents referred to above, and to endorse the comments as Nestrans’ response to the Drink/ Drive consultation and Aberdeen Harbour’s “Case for Growth”; and
- (ii) to note that a joint workshop on the National Planning Framework 3 with Nestrans, the Strategic Development Planning Authority and the Scottish Government had been scheduled for 9 November, 2012.

NORTH EAST TRANSPORT CONSULTATIVE FORUM

7. The Board had before it a report by the Director which proposed a date for a future meeting of the North East Transport Consultative Forum.

The Board resolved:

- (i) to agree that the North East Transport Consultative Forum will meet on Tuesday 30 October, 2012 at 5.30pm; and
- (ii) to agree that this meeting be utilised as an opportunity to garner views on the refresh of the Regional Transport Strategy and the consultation questions and changes proposed in the main issues report.

BUDGET MATTERS

8. With reference to article 8 of the minute of its previous meeting of 29 August, 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 report also provided details of the recently published budget proposals of the Scottish Government.

The Board noted that income had been received towards the Strategic Transport Fund, and that the money would be retained in the Fund in the balance sheet and would not be shown as income in the accounts until work associated with the Strategic Transport Fund commenced. Mr Buchan advised the Board that he would report back to the next meeting on the most appropriate way to report this income.

The Board resolved:

- (i) to note the monitoring position and forecast; and
- (ii) to note the draft budget information from the Scottish Government.

INFORMATION BULLETIN

9. With reference to article 9 of the minute of its previous meeting of 29 August 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 –

- December, 2012 rail timetable
- A947 Parkhill – Banff route study report
- Nestrans' press releases
- European Mobility Week
- Liftshare success.

The Board noted that page 103 of the report advised that a further three northbound and three southbound services would be added to the existing Portlethen services the Monday – Saturday timetable, but on page 104 of the report, the press release stated that Portlethen would gain a total of five more calls a day. Rab Dickson undertook to clarify which of these statements was correct.

The Board resolved:

- (i) to note the information as presented ;and
- (ii) to note that officers would arrange suitable publicity for the changes at Portlethen and ask Scotrail if they would consider providing extra facilities at the station to reflect the increase in traffic.

CONFERENCES AND PRESENTATIONS

10. With reference to article 10 of the minute of its previous meeting of 29 August, 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 11 of the minute of its previous meeting of 29 August, 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, 12 December, 2012

Present: Councillor Argyle (Chairperson); Councillor Milne (Deputy Chair); Eddie Anderson (Deputy Chair); and Councillors Finlayson, Grant, and McCaig (Aberdeen City Council), Councillors Buchan, Clark, and Latham (Aberdeenshire Council) and Maggie Bochel (Adviser to the Board).

In attendance: Tom Buchan (Aberdeenshire Council), Rebecka Coull (Aberdeen City Council), Rab Dickson (Nestrans), Kirsty Morrison (Nestrans), and Derick Murray (Nestrans).

Apologies: Stephen Archer (Adviser to the Board), Jennifer Craw (External Member), Derek Provan (External Member), 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>

MINUTE OF PREVIOUS MEETING

1. The Board had before it the minute of its previous meeting of 9 October, 2012.

The Board resolved:

to approve the minute as a correct record.

LIAISON BETWEEN REGIONAL TRANSPORT PARTNERSHIPS AND THE SCOTTISH GOVERNMENT AND OTHERS

2. With reference to article 2 of the minute of its previous meeting of 9 October, 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 –

- ACSEF Holyrood Reception in Edinburgh on 2 October, 2012
- Regional Transport Partnership Lead Officers' meetings in Perth on 3 October, 2012, in Glasgow on 1 November, 2012 and in Aberdeen on 14 November, 2012
- Health and Transport Action Plan Steering Group in Aberdeen on 12 October, 2012

- Department for Transport/ Transport Scotland seminar on Aviation Consultation in Glasgow on 12 October, 2012
- Fast Track Group (High Speed Rail) in Glasgow on 15 October, 2012
- Transport Scotland seminar on High Speed Rail in Glasgow on 12 and 13 November, 2012
- Transport Scotland in relation to the dualling of A9 and A96 in Inverness on 12 October, 2012
- Scottish Government/ Nestrans/ Councils on Smart ticketing in Aberdeen on 16 October, 2012
- Scottish Parliament All Party Group on Aviation in Edinburgh on 31 October, 2012.

The Board discussed at length the A9 and A96 proposals, and the newly proposed high speed rail link between Glasgow and Edinburgh. The Board intimated its disappointment at this announcement. The Director also advised that the Chef du Cabinet for Transport in the European Union parliament had indicated he was keen to visit and north and north east of Scotland to hear directly what the issues are, and that a visit was currently being programmed.

The Board resolved:

- (i) to note progress on liaison arrangements with other Regional Transport Partnerships, the Scottish Government, and others;
- (ii) to note the arrangements for future meetings as detailed within the report;
- (iii) to note that the Director was to write to Transport Scotland to state that it was the view of officers and the Board that when the A96 is upgraded, that this should include a retrospective refit of the junctions at Blackburn and Kintore; and
- (iv) to note that the Director was to write to Transport Scotland to state that it was the view of officers and the Board that if the upgrades of the A9 and A96 include a provision for grade separated junctions, that this strengthens the case for a grade separated junction at Laurencekirk.

PRESENTATION BY ABERDEEN INSPIRED

3. The Board heard from Alan Bree, Project Manager for Aberdeen Inspired (previously Aberdeen Business Improvement District), who outlined the footprint of the BID, the businesses included and the Board of Directors; and spoke through the themes of the project.

The Board listened with interest and asked a number of questions of Mr Bree. The Chair thanked Mr Bree for attending.

REGIONAL TRANSPORT STRATEGY REFRESH

4. With reference to article 4 of the minute of its meeting of 29 August, 2012, the Board had before it a report by the Director which brought members up to date with the refresh of the Regional Transport Strategy (RTS) that was

being undertaken, and advised as to the consultation that had been undertaken to date.

The report advised that the next steps were as follows –

- to review and take on board the consultation responses
- to undertake an environmental assessment of the proposed changes to the RTS and the alternatives, as per the SEA guidelines
- to undertake an equalities impact assessment of the proposed changes to the RTS and the alternatives
- report the Environmental Report and proposed RTS to the Board in February 2013 for approval
- to submit the Environmental Report and proposed RTS to the SEA consultation authorities for comments as well as making this available to the public
- refer the RTS and Environmental Report to the two Councils for Consideration
- take on board the comments of the SEA consultation authorities and partner Councils
- submit the RTS to Scottish Ministers for approval.

The Board resolved:

- (i) to note the content of the report; and
- (ii) to approve the proposed next steps as outlined above.

STRATEGIC TRANSPORT FUND – UPDATE

5. With reference to article 4 of the minute of its previous meeting of 9 October, 2012, the Board had before it a report by the Director which brought members up to date on the implementation of the Strategic Transport Fund further to the adoption of the guidance “Delivering Identified Projects through a Strategic Transport Fund”.

The Board resolved:

- (i) to note the update on payments into the Strategic Transport Fund; and
- (ii) to agree the amended timescales for consultation, as detailed within the report.

NATIONAL PLANNING FRAMEWORK 3

6. The Board had before it a report which had been prepared for the Strategic Development Planning Authority (SDPA), which presented proposed responses to Scottish Government consultations on the National Planning Framework 3 and Scottish Planning Policy. Appended to the report was (1) a note of the joint SDPA/Nestrans seminar on 9 November, 2012; (2) a draft response to the National Planning Framework 3 – Early Engagement; (3) National Planning Framework – National Development Submissions; (4) a draft response to the Scottish Planning Policy Review consultation; (5) the “Directions for Growth” document published by Aberdeen Harbour; and (6) a

stakeholders summary report which had been collated to inform a Development Framework for South Peterhead.

Officers advised that a discussion would be had at the meeting of the SDPA on Friday 14 December, 2012 around whether Aberdeen Airport should be included as a National Development.

The Board resolved:

- (i) to concur with the view of the SDPA at its meeting of 14 December, 2012 in relation to whether Aberdeen Airport should be included as a National Development;
- (ii) subject to the above, to agree appendices 2 – 4 as responses to the Scottish Government consultations

ANDERSON DRIVE – LOCKING IN THE BENEFITS STUDY

7. The Board had before it a report by the Director which informed members of the Anderson Drive – Locking in the Benefits Study which could be accessed via the Nestrans members' site.

The Board resolved:

- (i) to approve the principle of the findings within the draft study to allow the report to be finalised and published; and
- (ii) to remit the study to Aberdeen City Council for consideration along with a recommendation that the proposed changes to the existing signalised junctions on Anderson Drive at Great Western Road and Westburn Road be progressed for implementation so that they are in place for the opening of the AWPR.

PROGRESS REPORT

8. With reference to article 5 of the minute of its previous meeting of 9 October, 2012, the Board had before it a progress chart summarising the work in the three sub strategies of the Regional Transport Strategy as at 6 December, 2012.

The Board resolved:

to note the content of the progress chart.

PUBLICATIONS AND CONSULTATIONS

9. With reference to article 6 of the minute of its previous meeting of 9 October, 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 –

- Network Rail (Route Utilisation Strategies): Alternative Solutions
- Maidencraig Masterplan and Loirston Development Framework

The Board resolved:

to note the report and the documents referred to therein.

NORTH EAST TRANSPORT CONSULTATIVE FORUM

10. The Board had before it a report by the Director which presented information on the outcomes from the most recent meeting of the North East Transport Consultative Forum which was held at Woodhill House on 30 October, 2012.

The Board resolved:

to note the content of the report.

BOARD MEETING DATES – 2013

11. The Board had before it a report by the Director which presented proposed dates of meetings for 2013.

The Board resolved:

- (i) to approve the dates as follows (all meetings to commence at 2pm in Woodhill House) –
- Wednesday 20 February, 2013
 - Wednesday 17 April, 2013
 - Wednesday 12 June, 2013
 - Wednesday 28 August, 2013
 - Wednesday 30 October, 2013; and
- (ii) to note that a date for the December meeting would be agreed at a later date.

BUDGET MATTERS

12. With reference to article 8 of the minute its previous meeting of 9 October, 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, and outlined a number of virements for both the capital and revenue budgets as follows –

Proposed capital adjustments –

RTS Strand	Approved Budget (£)	TS funding	Proposed Virement	New Budget (£)
Strategic Road – Safety Improvements	190,000			190,000
Strategic Road – Prioritised Maintenance	450,000		40,000	490,000
Bus Improvements	760,000	15,000	65,971	840,971
Transport Interchange	100,000		(100,000)	0
Walking and Cycling	619,000	12,471	(7,471)	624,000

Various	13,000		1,500	14,500
<i>Total</i>	<i>2,132,000</i>	<i>27,471</i>	<i>0</i>	<i>2,159,471</i>

Proposed revenue adjustments –

Budget Headings	Approved Budget (£)	TS funding	Proposed Virement	New Budget (£)
Core Costs	505,780			505,780
Health and Transport Action Plan	25,000			25,000
Bus Action Plan	114,570		(9,000)	105,570
Rail Action Plan	71,000	22,529	(71,000)	22,529
Freight Action Plan	40,000			40,000
General	10,000		80,000	90,000
Project Feasibility and Monitoring	175,000			175,000
Contingency	10,000			10,000
Travel Planning	75,000			75,000
<i>Total</i>	<i>1,026,350</i>	<i>22,529</i>	<i>0</i>	<i>1,048,879</i>

The Board resolved:

- (i) to note the monitoring position and forecast;
- (ii) to note the additional £50,000 funding received from Transport Scotland from developer contributions for sustainable transport measures (in lieu of physical migration) in the Dyce area of Aberdeen; and
- (iii) to approve the proposed budget virements detailed within the report.

2013/14 FUNDING

13. The Board had before it a report by the Treasurer which outlined the capital and revenue funding requests for 2013/14.

The Board resolved:

- (i) to instruct the Director to write to the local authorities outlining the Board's considerations and to request that contributions be allowed for in the Councils' budgets; and
- (ii) to instruct that a further report be brought to the next meeting detailing the proposed 2013/14 capital and revenue budget expenditure.

INFORMATION BULLETIN

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

- AWPR decision
- Dyce station update
- A947 Parkhill – Banff Route Study Report
- Aviation Update
- New Aberdeen – Heathrow Service
- HGV and road users survey
- Nestrans' press releases

In particular the Board welcomed the Supreme Court decision taken in relation to the AWPR.

The Board resolved:

to note the information as presented

CONFERENCES AND PRESENTATIONS

15. With reference to article 10 of the minute of its previous meeting of 9 October, 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 11 of the minute of its previous meeting of 9 October, 2012, the Board had before it a report by the Director detailing pending business and information on reports to be submitted to future Board meetings.

The Board resolved:

to note the information.

AOCB

17. (A) Taxis

Vice Chairperson Milne advised that he had been approached by constituents concerned about a lack of sheltered waiting areas, and a lack of taxis at both Aberdeen Airport and Aberdeen Railway Station.

The Director undertook to circulate a briefing in relation to taxis at the railway station, and contact the airport regarding the concerns raised and advise members of the outcome of this in due course.

(B) Harbour Tour

The Director advised that Colin Parker (Chief Executive, Aberdeen Harbour Board) had offered to take members on a tour of the harbour by boat. The Board intimated it was minded to accept this offer.

(C) Regional Transport Partnerships/ Scottish Government Working Group

The Director reminded members that the above document had recently been circulated and requested that members provide any comments they had on the paper to the Director in the next few days.

- **PETER ARGYLE, Chairperson**.

Appendix B

Freight Improvements

Location	Scheme	Comments / Actions
Wellington Road pinch points	Junction Pinch Points - Wellington Road is a heavily used route for freight accessing industrial sites, the harbour and City Centre as well as for through traffic. There are a number of junctions and complicated manoeuvres which cause delays on this corridor and previous work has been carried out to minimise delays on this route.	<p><u>Comments</u></p> <p>Issues have been experienced in the assessment of traffic improvements for Wellington Road (Access from the South study) as, within the traffic models, the congestion occurring at Bridge of Dee impacts directly on the efficiency of the network on Wellington Road. No options can be tested on Wellington Road until the model network can suitably deal with Bridge of Dee traffic. Once this issue is resolved Wellington Road opportunities will be explored.</p> <p><u>Actions</u></p> <ul style="list-style-type: none">➤ Nestrans to investigate – no ACC action at this time.➤ Various small scale improvements have been carried out by ACC to assist traffic flows on Wellington Road. A fault in the traffic signals at Greenbank Road / Wellington Road (Glencraft) junction has been identified and resolved, and the central reservation gap into the retail centre on Balnagask Road is to be closed.

Location	Scheme	Comments / Actions
Muggiemoss Road, Bucksburn	Daytime parking restrictions - – consideration should be given to daytime (8am – 6pm) parking restrictions along the whole of the eastbound carriageway in order to improve free flow of traffic and ease congestion. Currently, problems occur with frequent congestion causing a back-up of traffic onto Oldmeldrum Road and the A947.	<p><u>Comments</u></p> <p>Muggiemoss Road is a heavily used freight route at present as several hauliers have premises along the route and congestion on the A96 leads to some transference of vehicles to the surrounding road network.</p> <p>The 20mph speed restriction is not self-enforcing (i.e. not supported by speed restricting infrastructure).</p> <p>The route is well used by cyclists (NCN1). The parked vehicles lead to pulling out which could result in potential conflict.</p> <p>There are current and existing developments proposed in the area and this problem could get worse as further traffic is attracted to the area.</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> ➤ Davidson’s Mill Development impacts: The road layout in this location will substantially change as a result of the Davidson’s Mill development. (Timescale: completion anticipated within 10 years). No action to be taken.

Location	Scheme	Comments/ Actions
<p>North Anderson Drive at Haudagain Roundabout</p>	<p>Consideration of the revision of the lane direction arrows on the northbound A90 approach to the junction (North Anderson Drive, down the hill). Also the consideration of a yellow box (or Keep Clear signage) implemented on the roundabout to stop queuing back onto the roundabout from Muggiemoss Road, which can block the Auchmill Road / Great Northern Road flow.</p>	<p><u>Comments</u></p> <p>Although lane discipline is generally considered to be good in the morning, during the day and evening this breaks down.</p> <p>As there is only one exit lane onto Muggiemoss Road and traffic volumes focus on the left turn onto Auchmill Road, it is suggested that there should only be one lane allocated for straight ahead movement – having two straight ahead lanes doesn't work. This would result in:</p> <ul style="list-style-type: none"> ~ Lane 1 and 2 - Left turn ~ Lane 3 – ahead and right turn. <p><u>Actions</u></p> <p>This is trunk road and any changes would have to be made by Transport Scotland / Bear.</p> <ul style="list-style-type: none"> ➤ This matter will be discussed further with Transport Scotland

Location	Scheme	Comments/ Actions
<p>A947 – Stoneywood Drive / Stoneywood Terrace</p>	<p>Redesign of Stoneywood Drive / Stoneywood Terrace junction – consideration to be given to a redesign in order to create a right hand turn lane from Stoneywood Road into Stoneywood Terrace.</p>	<p><u>Comments</u></p> <p>This key route can be quickly blocked up because of a single vehicle waiting to turn right.</p> <p>The pedestrian island on Stoneywood Terrace is currently hard up to the kerb line but there is room to move this back and accommodate more room at this junction. This would allow for a right-turn holding area and permit through traffic to proceed.</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> ➤ Stoneywood development proposals: As a result of this development the existing junction is proposed to be realigned. It is anticipated that these revisions will met the expectations of the Freight Forum stakeholders. (Timescale: completion anticipated within 10 years). <p>Dealt with by future development. No further action required.</p>

Location	Scheme	Comments/ Actions
Great Southern Road at Bridge of Dee	Slip lane from Great Southern Road onto Stonehaven Road - To enable south-bound strategic traffic, including HGVs and buses a dedicated lane to avoid the queuing traffic which currently has to give way to traffic from the bridge.	<p><u>Comments</u></p> <p>As part of the Nestrans-sponsored work to assess the potential for improving access to Aberdeen from the south, including improved River Dee crossings, a study was undertaken to ascertain the potential for a slip lane from Great Southern Road onto Stonehaven Road at Bridge of Dee.</p> <p>The study concluded that “Whilst both options showed an improvement in journey times from Great Southern (Road) to Stonehaven Road as a result of the introduction of a segregated left turn slip lane, this has resulted in increased delays on a number of the other approaches to the roundabout. This means that neither Option 1 or Option 2 were effective in improving journey times through the roundabout as a whole and do not therefore provide a viable benefit as a short term measure.”</p> <p>The full report is available at the following link; http://www.nestrans.org.uk/bridge-of-dee-short-term-slip-lane.html</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> ➤ These study results have been considered and agreed by Nestrans and no further action is proposed. ➤ Grampian Police and ACC's Traffic Management team are aware of lane discipline problems at the junction. The Traffic Management team are currently designing new lane discipline signs and road markings for Great Southern Road for implementation this financial year. Grampian Police have been monitoring this roundabout and penalising any inappropriate driver behaviour.

Location	Scheme	Comments/ Actions
A947 Parkhill Crossroads In Aberdeenshire	Reconfiguration of road size and markings - That consideration be given to re-doing the lane markings, and reconfiguring the road width at the junction to create a right turn lane and stacking lane from A947 northbound onto B977 eastbound.	<p><u>Comments</u></p> <p>Significant hold-ups are commonplace as a result of right-turning traffic blocking through traffic on the A947 at Parkhill, causing considerable congestion and delays.</p> <p>Any improvements at this junction would necessitate kerb realignment and widening to enable through traffic on the A947 to avoid the right-turning traffic.</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> ➤ This junction is within Aberdeenshire. ➤ This junction will be changed as a result of the AWPR.

Location	Scheme	Comments/ Actions
Market Street	<p>The existing operation of junctions appears inefficient and causes delays. Two examples are cited:</p> <ol style="list-style-type: none"> 1. The use of gap acceptance rather than green arrows on the south-bound entrance to Union Square could increase capacity, enable better movement through the junction and reduce the problems of delays and poor driver discipline. 2. South-bound traffic from Virginia Street into Market Street is currently stopped to allow Guild Street-Market Street traffic to turn right. However as Virginia Street-Guild Street traffic has priority during this phase, this results in an unnecessary delay and queues onto Virginia Street which could be resolved by allowing all green from Virginia Street, followed by a green arrow from Guild Street. <p>It is also suggested that an option be considered of removing the lights from the left turn (Virginia Street-Market Street) to be replaced by a give way which might increase the opportunity for free flow on this</p>	<p><u>Comments</u></p> <p>Market Street is a key corridor, a priority freight route on the Freight Routing map and an important access to the harbour and City Centre and for through traffic.</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> ➤ A new traffic arrangement has been trialled, deemed successful and will now be progressed towards a permanent traffic regulation order at the Guild Street / Market Street junction. By removing the straight ahead option from Virginia Street, increased green time has been added to other routes and conflicts with right turns from Guild Street to Market Street have been removed. This would be expected to be of benefit to freight movements as it reduces delays on a busy freight corridor. ➤ Further options to improve traffic movements in this area are being explored. ➤ Work is also being undertaken this financial year (12/13) to review and upgrade signage from North Esplanade West and Market Street into the harbour area.

	key route.	
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Location	Scheme	Comments/ Actions
Dyce Drive / Howe Moss Drive junction	Black Spots for HGVs	<p><u>Comments</u> One 'black spot' for HGVs is the first left turn from Dyce Drive into Kirkhill Industrial Estate – connecting Dyce Drive to Howe Moss Drive.</p> <p>Huge volumes of HGVs use this (as it leads to Craib's yard, Halliburton and various others big LGV users) and the left turn is too tight.</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> ➤ An option appraisal is being carried out for the junction. A small scale widening is proposed at this junction and funding will be sought for construction.
Powis Terrace	Review of lining of lanes and parking restrictions	<p><u>Comments</u> There is a significant bottleneck at Powis Terrace. It is suggested that there should be a review of the lining into lanes and consideration of parking restrictions to reduce congestion at this junction.</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> ➤ Officers will consider these junctions in 13/14. This will be related to proposed major infrastructure changes in the surrounding area over future years.

Location	Scheme	Comments/ Actions
Anderson Drive / Great Western Road	Right-turn ban - Although AWPR will reduce HGV traffic on this route, in the short-term consideration should be given to whether a right-turn ban from both north and south could be feasible at Anderson Drive / Great Western Road.	<p><u>Comments</u> Currently north-bound traffic is held to allow south-bound priority (including the small proportion of right-turners), followed by south-bound being held to allow all north-bound priority.</p> <p><u>Actions</u> ➤ The EP&I Committee of 31 May 2012 considered a report regarding options for the junction and discussions that had been undertaken with Transport Scotland. It had been decided that the introduction of AWPR would have significant impacts on the junction and that there would be no major amendment to the layout in the meantime.</p> <p>No further action at this time.</p>

Location	Scheme	Comments/ Actions
Blackfriars / Schoolhill	Introduction of road markings (box junction) at Blackfriars / Schoolhill junction	<p><u>Comments</u> Junction previously was a roundabout now traffic light controlled.</p> <p>Traffic queuing across Robert Gordon's College and Harriet Street car park with parents picking children up from school causing major problems in the afternoon. Cars also blocking the ASL making left turns difficult for buses.</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> ➤ Meetings with RGC and police are ongoing. City Wardens / Traffic Management Team are taking this forward. ➤ Review road marking for bus turning movements. <p>Monitor progress.</p>

Location	Scheme	Comments/ Actions
St Andrew St / George Street	Road markings should be moved to enable safer turning movements by buses and large vehicles.	<p><u>Comments</u> Road markings at junction could be moved back slightly for easier access.</p> <p><u>Actions</u></p> <ul style="list-style-type: none"> ➤ A revised layout has been designed and it is anticipated that the revisions will be implemented at the junction this financial year (12/13).
Charlotte Street/ John Street	Moving the stop lines back at the junction would provide more space for large vehicles turning.	<p><u>Actions</u></p> <ul style="list-style-type: none"> ➤ A revised layout has been designed and it is anticipated that the revisions implemented at the junction this financial year (12/13).

Location	Scheme	Comments/ Actions
Crown Street/ Millburn Street	Bus turning movements	<p><u>Comments</u> Advanced stop lines could be provided to increase turning opportunities at junction.</p> <p>ASLs are present on 3 legs of the junction with the Ferryhill Road leg not having ASL due to the close proximity of the Ferryhill Terrace junction. However the radius at that corner doesn't appear to be restricted for turning movements.</p> <p><u>Actions</u> ➤ Seek confirmation of what the problem might be and whether it is still current.</p>
King St / Don St	Movement of road markings	<p><u>Comments</u> Road markings on Don Street could be moved back slightly for easier access for traffic turning right from King Street.</p> <p><u>Actions</u> ➤ The junction layout is under review and any possible changes will be undertaken this financial year.</p>
Dyce Drive /Oldmeldrum Road (A947)	Review of junction layout	<p><u>Comments</u> When HGVs meet at this junction they are over running the kerb line causing damage to verges and delays to traffic. Very few accidents at this junction. Possible signalising of the junction with implementation of AWPR will not be impacted by changes to the junction layout which may have capacity benefits in the shorter term.</p> <p><u>Actions</u> ➤ Small scale improvements needed. A bid for funding to build a widening of the junction on Dyce Drive. These amendments will not be impacted by the future signalisation of the junction.</p>

Duthie Park Roundabout	Review of freight manoeuvres	<p><u>Comments</u></p> <p>This is a heavily used freight route. Traffic appears to build up on the roundabout and the congestion causes problems for HGVs turning left from the southern approach. HGVs are mounting the kerb to get past the obstruction.</p> <p>Some HGVs and buses are finding the left turn from the King George bridge onto Riverside Drive problematic, these vehicles are running over and clipping the kerb. This appears to be happening quite a lot as shown by the damaged kerbs and footway, there is also evidence of the footway being repaired and also possibly reinforced. This left turn is the common manoeuvre on this roundabout due to the re-routing of HGVs away from Bridge of Dee. It was also seen that when possible large vehicles were using the right hand lane as well to gain better position for turning. Also some buses that were going straight ahead were still mounting the kerb on occasion.</p> <p><u>Actions</u></p> <p>➤ Further consideration of options is being undertaken.</p>
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Location	Scheme	Comments/ Actions
General comment regarding roundabouts	Reallocating land markings without full consideration of large vehicle turning movements	<p><u>Comments</u></p> <p>Reallocation of lanes on roundabouts appears to be undertaken with no regard to the turning movements of large vehicles. Examples (mostly in the Inverness area) were sited where entry lanes to roundabouts for straight ahead movements were moved from the left hand lane to the right hand lane (left lane being left turn only) and HGVs often end up overrunning the central island. Roundabouts at Nairn and north of the Kessock Bridge were particular problems.</p> <p><u>Actions</u></p> <p>Officers to review the following junctions for possible signage / lane allocation issues.</p> <p>Examples:</p> <p>Anderson Drive – Kings Gate, south entrance on Anderson Drive</p> <p>Anderson Drive – Queens Rd, south entrance on Anderson Drive</p> <p>Anderson Drive – Broomhill Rd, south entrance on Anderson Drive</p> <p>Anderson Drive – Garthdee, south entrance on Stonehaven Rd</p> <p>Garthdee Rd – B&Q, east entrance on Garthdee Rd</p> <p>Great Southern Rd – West Tullos Rd, west entrance on Great Southern, south on Provost Watt Drive.</p> <p>Wellington Rd – W Tullos Rd – Hareness Rd, south entrance on Wellington Rd, north on Wellington Rd</p> <p>Wellington Rd – Thistle Hotel, north entrance on Wellington Rd</p> <p>Wellington Rd – N Esplanade W, north entrance on N Esplanade W</p> <p>Holburn St – G Southern Rd, south entrance on Holburn St</p> <p>Ellon Rd – N Donside Rd, north entrance on Ellon Rd</p> <p>Scotstown – The Parkway, north entrance on Scotstown</p>

		A944 – Old Skene Rd, north entrance on Old Skene Rd A90 – Laurel Drive, south entrance on A90
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