

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	21 January 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Strategic and Local Transportation Projects Update Report
REPORT NUMBER:	EPI/13/233

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 and progress on the 2013/14 programme of works;
- c) Note the information contained within Section 2 of the main body of the report pertaining to the Bridge of Don Park and Ride and instruct the relevant officers to feed into the Masterplanning process for the Aberdeen Exhibition and Conference Centre (AECC) site and subsequent processes in the delivery of the development;
- d) Note the discussions that have taken place to date between the Quality Partnership for Public Transport partners on the possibility of entering into a Statutory Quality Partnership and instruct officers to work with partners to develop a draft agreement for approval by Members and to report back to this Committee in six months time on progress; and
- e) Approve the Council's participation in CARE North Plus.

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 28th August, 30th October and 16th December 2013. The minute of the August meeting is included as Appendix A to this report; minutes of subsequent meetings will be included in future reports to this Committee.

1.2 Nestrans Capital Programme 2013/14

The capital programme expenditure for 2013/14 was agreed at the Nestrans Board meeting on 20th February 2013. An update on each of the projects still outstanding in Aberdeen City follows.

1.2.1 Active Travel

Core Paths

Structural works are now complete on the Don Bridge at Parkhill which forms part of the Formartine and Buchan Way. Further feasibility studies are ongoing.

Greenbrae Cycle Project

Work is ongoing to implement two shared use pedestrian and cycle routes, one from Dubford Road to Middleton Park, the other from Dubford Gardens to Cypress Grove. Footway improvements were undertaken in November 2013 ahead of signal crossing improvements and signing, due for completion by the end of March 2014.

Following on from a survey of Greenbrae School pupils in September, a survey open to all residents took place in late 2013. Results show that the project is being received favourably by the community and that there is a clear desire for it to continue. They reveal that:

- 92% of respondents were aware of the project;
- 59% agreed that the initiatives that had taken place in their neighbourhood had encouraged them to walk or cycle more or to take up cycling;
- 89% believe that the project has had a positive impact on their community; and
- 77% of parents feel comfortable allowing their children to cycle to school.

However a significant proportion of respondents still feel there are barriers to cycling in their neighborhood, most prominently road safety

concerns (38%) and lack of access to bicycles (33%). Officers therefore hope to look at ways of addressing these issues during 2014/15. Greenbrae School is confirmed to again take part in the Give Me Cycle Space campaign in 2014 which should contribute to addressing road safety concerns.

Ellon Road Strategic Cycle Links

Following completion of a feasibility study, a detailed design has been prepared and is currently being reviewed. It is hoped that funding can be secured to commence implementation of the route next financial year.

Anderson Drive Strategic Cycle Links

The design of improvements for cyclists along the route is near completion and it is intended that implementation of small scale improvements will be undertaken this financial year for the benefit of pedestrians in the short term. Traffic Regulation Orders (TROs) will be taken forward to consultation in early 2014.

Dyce Drive Strategic Cycle Links

The design and potential installation of a missing cycle link from Dyce Avenue to Argyll Road along the north side of Dyce Drive is ongoing.

The Parkway Strategic Cycle Links

Consultation is being undertaken to determine the most appropriate solution to be taken forward for detailed design and ultimately implementation in future years.

Aberdeen Beach Recreational Cycle Route

A recreational route linking School Drive/Golf Road with the Beach Esplanade has been implemented, jointly funded by the Council's CWSS (Cycling, Walking and Safer Streets) allocation from the Scottish Government.

Westhill to Aberdeen Cycle Route Improvements

Nestrans has decided to remove this project from the 2013/14 programme as no satisfactory solution to the drainage problems has been found.

1.2.2 Public Transport

Aberdeen City and Shire Joint Bus Stop Information Initiatives

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

Airport Bus Turning Circle

The contract is currently out to tender.

A96 Park and Choose

Preparatory work is underway in anticipation of the facility being open in autumn 2015.

1.2.3 Freight

A947 Oldmeldrum Road/Dyce Drive Junction Improvement

Relining and junction widening is now complete.

Howe Moss Drive/Dyce Drive Junction Improvement

This project is unable to progress until land issues have been resolved.

1.3 **Nestrans Revenue Programme 2013/14**

The revenue programme expenditure for 2013/14 was agreed at the same meeting and updates on each of the projects taking place within Aberdeen City are provided below.

1.3.1 Bus Action Plan

Bus Link Improvements to Anderson Drive

A study is ongoing to identify improvements for public transport along and across Anderson Drive following implementation of the Aberdeen Western Peripheral Route (AWPR). This forms part of the overall Locking in the Benefits project which is ongoing, however it is unlikely that any conclusions will be reached this financial year. Members will be kept up to date on the progress of this project through future reports to this Committee.

1.3.2 Project Feasibility and Monitoring

Bridge of Dee Project Feasibility and Development

Work is ongoing to complete the formal Scottish Transport Appraisal Guidance (STAG) and Design Manual for Roads and Bridges (DMRB) Stage 1 assessments.

The Public Acceptability Assessment is now complete. Preparation of the final Part 1 Appraisal Summary Tables (ASTs) and Volume 2 of 4 of the STAG Report is due for completion by the end of January 2014.

Feasibility and Design Aspects of Locking in the Benefits

Discussion is being undertaken on the focus of this piece of work which is dependant on the outcomes of the Locking in the Benefits project. Members will be kept up to date on the identification of suitable schemes through future reports to this Committee.

Economic and Environmental Assessment for City Centre Pedestrianisation

The Aberdeen City Centre Traffic Model upgrade is now complete. The model is being used to test traffic options for Broad Street in relation to the Marischal Square development and a review will then be undertaken for the City Centre as a result of Union Street

Pedestrianisation. The Economic Activity and Location Impacts section of the Union Street study has commenced, capitalising on survey work being carried out by Aberdeen Chamber of Commerce. Elements of the Environmental Study will also commence ahead of the traffic modeling results.

- 1.4 Nestrans's total expenditure within Aberdeen City for 2013/14 is anticipated to be £914,000 capital and £295,000 revenue.
- 1.5 It is therefore recommended that Members endorse development through Nestrans as outlined above, including Board decisions and progress on the 2013/14 programme of work.

2 Bridge of Don Park and Ride

- 2.1 Following a study into options for future Park and Ride provision in Bridge of Don, reported to this Committee on 21st May 2012, Members noted the results of the study, agreed that the existing Park and Ride provision at Bridge of Don remain as a minimum and *instruct(ed) officers to further consider how Options 6 and 10 could achieve the remaining capacity required for the optimum 1000 spaces in the context of the forthcoming AECC Development Framework, including public and stakeholder consultation.*
- 2.2 At its meeting of 31st October 2013 the Council agreed the 'Procurement for a Development Partner for AECC and Surrounding Areas'. One of the implications of this is that a Masterplan must be prepared for the current AECC site at Bridge of Don for new uses.
- 2.3 Throughout the process of securing a Development Partner, opportunities to provide a 1000 space Park and Ride car park within the existing site were considered and have been included in development viability studies. These have concluded that such a car park can be accommodated in any proposed redevelopment of the site with no detrimental impact on the viability of the development.
- 2.4 The Committee will be updated on progress as the Masterplan develops. The Masterplan will also be subject to extensive public and stakeholder consultation throughout its development. It is anticipated that a permanent Park and Ride can be secured at the site throughout the development phases and that a best value enhanced resource can be provided for the north of the city at the existing AECC site.
- 2.5 The economic benefits of maintaining a Park and Ride at the existing site were reported to this Committee in November 2012 when user benefits including travel time, vehicle operating costs, public finances and local network benefits such as noise, local air quality, greenhouse gases, journey ambience and accident benefits were evaluated. As would be expected, the benefits increase as the volume of traffic using the Park and Ride increases and the report showed that the financial

benefit (net present value) of the Park and Ride site substantially outweighs any anticipated expenditure to create the infrastructure.

- 2.6 It is therefore recommended that Members note the above in respect of the Bridge of Don Park and Ride and instruct the relevant officers to feed into the Masterplan and subsequent processes in the delivery of the Development.

3 Statutory Quality Partnership for Public Transport

- 3.1 Aberdeen City Council, Aberdeenshire Council, First Aberdeen and Stagecoach Bluebird have been involved in a voluntary Quality Partnership (vQP) for Public Transport since 1998. Nestrans joined the partnership in 2007 and the partnership agreement was re-signed by all parties in 2010.

- 3.2 The purpose of this voluntary partnership has been to improve quality standards. Objectives include increasing bus usage, reducing traffic levels and congestion and increasing social inclusion by improving accessibility of the bus network. Some practical examples that have been undertaken to date include the introduction of low-floor buses, the installation of bus priority measures, a range of ticketing and information measures and coordinated publicity and promotional campaigns.

- 3.3 At recent meetings of the LABOF (Local Authority Bus Operator Forum) Executive Group (essentially the delivery group for the Quality Partnership, with representation from all partners) concerns were raised that significant progress on achieving the Quality Partnership objectives was not being made through existing voluntary partnership working and that consideration should be given to entering into more formal partnership arrangements. It was agreed that a statutory Quality Partnership (sQP) may therefore be worth pursuing.

- 3.4 Aberdeen City Council has already expressed its willingness to consider entering into a sQP. The current Aberdeen Local Transport Strategy, adopted in 2008, states that *ACC will seek to work with partners to develop a more robust Quality Partnership for public transport, potentially leading to the introduction of a Statutory Quality Partnership.*

- 3.5 A number of sQPs are now emerging in England with the advent of 'Better Bus Areas' and two sQPs have been promoted in Scotland by Strathclyde Partnership for Transport (SPT) with Glasgow City Council and with South Ayrshire Council. The Transport (Scotland) Act 2001 sets out the legislative basis for sQPs.

- 3.6 A vQP of the kind we currently have in the North East of Scotland has no legislative basis; in contrast a sQP is a formal legal agreement between the transport authority(ies) and participating operators. A sQP

is a scheme declared by one or more transport authorities which defines a geographic area in which the authority(ies) invest in improved public transport facilities and infrastructure. Bus operators who then wish to use these facilities undertake to provide services of a particular standard agreed with the transport authority(ies).

- 3.7 A sQP is a flexible policy tool which can be used to address a range of public transport issues including patronage growth, modal shift, air quality, service quality, vehicle improvement and improved customer service. In doing so sQPs can create a more certain and stable environment within which operators and transport authorities can invest scarce resources and continuously improve local bus services.
- 3.8 In accordance with the legislation, a sQP scheme must set out the following details:
- the specified facilities to be provided by the authority(ies);
 - the specified standard of services which operators are required to provide;
 - the date on which the scheme will come into operation;
 - the period for which it shall remain in operation; and
 - procedures for determining any dispute arising in relation to the scheme.
- 3.9 From a transport authority perspective, the range of specified facilities that can be promoted as part of a sQP include bus priority measures, improved bus stop and access measures, improved bus shelters and enhanced bus route monitoring. Operators are required to provide services to specified standards which can relate to the quality of buses and services, the condition of buses, service reliability, user access, minimum frequencies and quality of customer care. Maximum fare levels cannot be specified under Scottish sQP legislation.
- 3.10 Unlike a vQP, under a sQP operators are prohibited from using the facilities specified in the sQP unless the service standards required by the scheme are met. In particular, an excluded operator who fails to comply with the scheme conditions can face enforcement action by the Scottish Traffic Commissioner. Further details of sQPs are given in Scottish Government Best Practice Guidance available at <http://www.scotland.gov.uk/Resource/Doc/277937/0083501.pdf>
- 3.11 When compared with other available policy tools aimed at improving bus services, sQPs have a number of advantages and disadvantages.

The main advantages of sQPs are:

- sQPs can offer a stable environment for transport authority investment that is required to deliver bus policy intended to increase quality;
- sQPs are a flexible policy tool as the range of specific operator standards can be targeted or aimed at what the transport

authority wishes to deliver in terms of customer service, quality of vehicles, modal shift, service reliability, and/or emissions;

- a sQP can offer the stability required to justify higher levels of bus operator investment in vehicles and/or services;
- as all operators must conform to the same conditions if they wish to use the facilities provided, quality levels can be raised in a consistent manner and any benefits accrued from transport authority investment maximised;
- there are available mechanisms to address issues of non-compliance, thus bringing more certainty that the benefits of investment will be delivered; and
- there is a statutory framework behind the provision, maintenance and delivery of bus priority and other quality measures needed to enable bus services to operate punctually and reliably.

In terms of disadvantages:

- sQPs are more bureaucratic than vQPs, requiring a formal approach and the fulfilment of various statutory requirements in promoting a scheme including a Statutory Consultation exercise;
- sQPs are more resource-intensive than informal partnership arrangements both in the development and promotion of the scheme and in monitoring the outcomes; and
- in specifying higher quality services there is the potential of creating an additional barrier to market entry for prospective operators of local bus services.

3.12 There are also potentially significant financial implications associated with the capital and revenue investment committed by the respective partners in any effective sQP, however similar investment is currently required under the existing voluntary arrangements. There is also the potential of attracting additional funding to what could be recognised as an innovative scheme, both from the Scottish Government in the case of local authorities, and from participating operator's respective Head Groups.

3.13 In discussing the option of entering into a sQP, members of the LABOF Executive have suggested that, if pursued, such an initiative should focus on one radial corridor that could derive benefits for all partners. In this respect, the Queens Road/A944 corridor has been highlighted as a possible sQP corridor, although the full details and implications of this will require to be investigated more thoroughly.

3.14 It is therefore recommended that Members note the discussions that have taken place to date between the Quality Partnership for Public Transport partners on the subject of Statutory Quality Partnerships and instruct officers to work with these partners to develop a draft agreement for approval by Members and to report back to this Committee in six months time on progress.

4 CARE North Plus

- 4.1 The EU Interreg IVB project CARE North (Carbon Responsible Transport Projects for the North Sea Region) came to an end in March 2013. CARE North was instrumental in match-funding a number of projects including the Aberdeen Car Club, electric vehicle charging infrastructure, freight initiatives, journey time expansion, events and promotions as well as exploring feasibility for a low emission zone, on-street bicycle rental and on-street bus ticketing. Further information on the projects can be found at: www.aberdeencity.gov.uk/lez.
- 4.2 A previous report to this Committee in May 2013 recommended approval in principle to take part in CARE North Plus, an 18 month extension to the original project, continuing the sustainable transport work. The recommendation was agreed and the application to the North Sea Region Interreg programme submitted. The grant funding has now been secured. As the previous recommendation related to approval in principle, this report is requesting that approval is granted in full for Aberdeen City Council to participate in CARE North Plus. This will require a total contribution (50% match funding) from Aberdeen City Council of 26,000 Euros over 18 months which will primarily consist of staff time.
- 4.3 It is therefore recommended that this Committee approve in full the Council's participation in CARE North Plus.

B) Issues for Information

Active Travel and Air Quality

5 Wayfinding

- 5.1 As reported to this Committee in November 2013, Aberdeen Inspired appointed a consultant to work in partnership with Council officers to devise a new wayfinding strategy for the City of Aberdeen.
- 5.2 Sign locations and concept design have now been agreed. Draft artwork for the pilot scheme design is complete. It is intended that a pilot scheme will be implemented in May 2014 and monitoring will be undertaken to measure the viability of the proposals prior to implementation on a larger scale.

6 School Cycle Parking

- 6.1 In November 2013 cycle parking facilities were installed at 2 schools in Aberdeen. Forehill School gained a covered parking facility, while St. Joseph's RC School gained two shelters for their existing cycle racks, an additional covered facility and a scooter rack. A new cycle shelter was also installed at Cults Primary School in January 2014. These

facilities were co-funded by Sustrans Scotland and Aberdeen City Council via the CWSS fund.

- 6.2 CWSS funds were also used to purchase two scooterpods for Airyhall School, capable of accommodating 12 scooters each. Staff at the school had become concerned at the lack of scooter parking which was impacting on the availability of cycle racks.
- 6.3 Hazlewood School has been successful in an application to the Nestrans Sustainable Travel Grant Scheme, gaining £1,490 in match-funding for the installation of four cycle lockers at the school to cater for staff cycling to work. These lockers have now been installed, with the remaining funds will be supplied from the Council Travel Plan fund.

7 Give Me Cycle Space

- 7.1 Aberdeen City Council has successfully applied to Cycling Scotland to take part in the Give Me Cycle Space campaign for a third consecutive year in 2014. This is a highly successful social marketing campaign helping local authorities to encourage more children to cycle to school.
- 7.2 The campaign uses an innovative mix of media, combining traditional TV, billboard and radio advertising with lamp post banners, ad bikes, and chalk stencilling to deliver a campaign that is visible right to the school gates. When delivered alongside existing activity, such as cycle training, travel planning and the implementation of safer routes to schools, the campaign has proven to be highly effective at breaking down the primary barrier that stops more children riding their bikes to school – parents' safety fears.
- 7.3 By raising awareness around schools about child cyclists and directly asking drivers to give children cycle space, the campaign demonstrates that action is being taken to improve the road environment around schools. The campaign is run at the start of the summer term to coincide with the delivery of Bikeability Scotland cycle training, to give parents further confidence that their children have the right skills and training to travel to school by bike.
- 7.4 The campaign also involves competitions amongst participating schools, an information pack going home with P5-7 pupils at participating schools to encourage them to discuss cycling with their parents and visits from the Riderz stunt team to some of the schools in the summer.
- 7.5 The following primary schools are so far confirmed to be participating in 2014 – Greenbrae, Glashieburn, Middleton Park, Forehill, Danestone, Dyce, Stoneywood, Kingswells, Airyhall, Hazlehead, Kingsford, Fernielea and Ferryhill.

8 National Cycling Summit

8.1 An inaugural National Cycling Summit took place in Edinburgh on 24th September 2013, the purpose of which, in the words of Keith Brown MSP, Minister for Transport and Veterans, was to *open constructive discussion with elected members and senior local authority officials about what more we can all do to make cycling a more attractive and safe travel option for all our constituents*. Holding a National Cycling Summit was one of the three priority recommendations in Cycling Scotland's progress report on the first Cycling Action Plan for Scotland (CAPS).

8.2 The Minister asked the Summit to:

(i) support the actions in CAPS 2013;

(ii) develop and maintain local active travel strategies and plan for future cycling infrastructure development;

(iii) promote and monitor cycling and walking investment, by matching our additional £20m, in order to benefit all communities; and

(iv) meet again in a year's time to discuss progress.

A summary note of the summit has been included as Appendix B to this report.

9 Electric Vehicle Charging

9.1 The publicly-available electric vehicle charge points now run on the Charge Your Car (CYC) network. Users can sign up to CYC online and pay a one-off fee of £10 to buy a swipecard which will allow them to use any Transport Scotland-funded unit in Scotland. CYC will shortly be launching a system where users can stop and start their charge via phonecall, text or mobile phone app. The CYC network will also operate a back office facility which will monitor usage of the units.

9.2 In the August 2013 report to this Committee, Members were informed that the Council had been successful in securing funding from the Office of Low Emission Vehicles (OLEV) as part of their Public Sector Estates Chargepoints Scheme for an additional two charging sites in the City. Officers are currently working with Scottish and Southern Energy (SSE) to install these at Golden Square and the Dunmail Avenue Car Park in Cults. At both of these locations each unit will have two sockets, one for use by members of the public, the other for an electric car club vehicle. A location is still being investigated for a new rapid charge unit, being funded by the Scottish Government, as detailed in the November 2013 report. It is envisaged that all of these units will be operational by April 2014 and will run on CYC network.

9.3 Figures have now been released for usage of the currently available charge points, installed in July 2013. According to the data, between 1st October and 15th December 2013 the points were used 228 times across the nine sites, outperforming the Scottish Government estimate of 198 uses. The most popular public site was the Rapid Charger at

Sclattie Park, with the Rapid and Standard Chargers at Gallowgate and the Chapel Street Fast Charger all outperforming the estimates.

10 Car Club

- 10.1 The Co-wheels car club in Aberdeen continues to grow with three additional bays now created, at the Butchart Recreation Centre on University Road, on Palmerston Road and on Stanley Street. The first two sites already host a new Co-wheels car with a Stanley Street car set to arrive soon. Co-wheels now have twenty cars in Aberdeen, including four electric cars and one Wheelchair Accessible Vehicle (WAV).
- 10.2 In order to accommodate the projected growth of the car club during 2014, TROs are being progressed for another fifteen spaces across the City. Further details will be included in a separate report to this Committee.

Major Projects

11 Non-Housing Capital Projects

- 11.1 The following are the key milestones for a number of projects funded by the Non-Housing Capital programme:

Projects within the Energetica corridor:

- **Third Don Crossing:** design and contract documentation underway; site preparation works including tree felling underway; main contract underway early 2014; opening - autumn 2015;
- **A96 Park and Choose:** design and contract documentation currently underway; start construction - early 2014; opening - autumn 2015;
- **Dyce Drive Link Road:** design and contract documentation currently underway; start construction - early 2014; opening - early 2015 (connection to A96 subject to AWPR contract programme); and
- **Aberdeen Western Peripheral Route/Balmedie - Tipperty:** procurement underway; contract award - autumn 2014; opening - spring 2018.

Others:

- **South College Street Corridor Improvements:** start construction - early 2015; opening - early 2016;
- **Berryden Corridor Phase 1:** options are currently being explored for the phasing of the Berryden corridor project as a whole; a further update will be provided at the next meeting of this Committee;
- **Marischal Square - Option Appraisal:** option testing has been undertaken and option appraisal will be complete by the end of January 2014. The outcomes of the Transport Assessment on

options for Broad Street will be reported to this Committee in March 2014 ; and

- **Union Street Pedestrianisation:** key milestones to be revisited following Marischal Square option appraisal.

The above will continue to be updated and refined for future reports to this Committee.

6. IMPACT

The contents of this report link to the Community Plan vision of creating a *sustainable City with an integrated transport system that is accessible to all*.

All of the projects and strategies referred to in this report will contribute to delivery of the Smarter Mobility aims of Aberdeen – The Smarter City: *We will develop, maintain and promote road, rail, ferry and air links from the city to the UK and the rest of the world. We will encourage cycling and walking, and We will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions.*

The projects identified in this report will assist in the delivery of actions identified in the Single Outcome Agreement (SOA) 2013, in particular the Thematic Priority of Safer Communities (Safer Roads) and the Multi-lateral Priority – Integrated Transport (Aberdeen is easy to access and move around in).

The listed projects will also assist delivery of the 5 year Corporate Business Plan, in particular the Enterprise, Planning and Infrastructure Directorate's aims to *Protect and enhance our high-quality, natural and built environment and Support the delivery of a fully integrated transport network.*

An Equalities and Human Rights Impact Assessment (EHRIA) has not been undertaken on this report as it merely provides an update on various projects and schemes, many of which will be subject to their own individual EHRIAs. The LTS and RTS from which the transportation schemes within this report are an integral part have been subject to the appropriate assessments.

This report may be of interest to members of the public as it concerns various transport schemes taking place throughout the region which have the potential to affect all members of the travelling public.

7. MANAGEMENT OF RISK

Footway and cycleway improvements described in this report have no identified maintenance budget of their own and could impact on the Council's maintenance budgets in the future. This represents a potential Hazard and Financial Risk to the Council. This has been minimised, however, by the use of high-quality design and installation materials which should ensure longevity of new infrastructure. The risks of inaction (not improving pedestrian and cycle

infrastructure) are also significant in terms of a poor quality environment, poor reputation for the City of Aberdeen and a decline in active travel which would have significant implications for the health and wellbeing of the citizens of Aberdeen (Opportunity, Environmental and Customer/Citizen Risks).

8. BACKGROUND PAPERS

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

9. REPORT AUTHOR DETAILS

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Appendix A

NORTH EAST TRANSPORT PARTNERSHIP

Minute of Meeting of the North East Transport Partnership

Aberdeen, 28 August 2013

Present: Councillor Argyle (Chairperson); Councillor Milne and Eddie Anderson (Deputy Chairs); and Councillors Finlayson and Yuill (as substitute for Councillor McCaig) (Aberdeen City Council), Councillors Buchan, Clark, and Latham (Aberdeenshire Council); David Sullivan (External member).

Councillor Taylor (Aberdeen City Council) was in attendance as an observer.

In attendance: Jenny Anderson (Nestrans), Jim Boyle (Deloitte), Tom Buchan (Aberdeenshire Council), Rebecka Coull (Aberdeen City Council), Rab Dickson (Nestrans), Derick Murray (Nestrans), Ewan Wallace (Aberdeenshire Council), and Karlyn Watt (Deloitte).

Apologies: Councillors Grant and McCaig (Aberdeen City Council), Dr Bochel and Stephen Archer (Advisers to the Board)

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

<http://www.nestrans.org.uk/57/board-meetings.html>

ORDER OF AGENDA

1. The Chair suggested that items 7(a) and (b) (Budget Matters and Statement of Accounts and External Auditor's report to the Partnership) be considered immediately after item 1 of the agenda (minute of previous meeting), in order to allow the Deloitte officers to present their report at an earlier point in the meeting.

The Board resolved:

to concur with the suggestion of the Chair.

MINUTE OF PREVIOUS MEETING

2. The Board had before it the minute of its previous meeting of 12 June 2013.

The Board resolved:

to approve the minute as a correct record.

BUDGET MATTERS

3. With reference to article 11 of the minute its previous meeting of 12 June 2013, the Board had before it a report by the Treasurer which provided an update on the Partnership's budget and forecast outturn in this regard, and outlined a virement to the budget as follows:

RTS Strand	Approved Budget (£)	TS funding	Proposed Virement	New Budget (£)
Rail	300,000			300,000
Strategic Road – Capacity Improvements		100,000	25,000	125,000
Strategic Road – Safety Improvements	181,500		9,500	191,000
Strategic Road – Prioritised Maintenance	586,000		(16,000)	570,000
Bus Improvements	830,000		(11K-25K)=(14,000)	816,000
Walking & Cycling	434,500		(41.5K+7K+20K-73K)=(4,500)	430,000
Various	65,000			65,000
Total	2,397,000	100,000		2,497,000

The report advised that Nestrans had been awaiting publication of the GRIP3 (Governance for Railway Investment Projects) study to select a single option for Aberdeen to Inverness line improvements, including new stations and service enhancements, before commissioning a rail timetabling study to investigate the potential for additional stops at local railway stations to provide an improved local rail service. The Minister for Transport however had recently indicated in response to a question by Alison McInnes MSP that the GRIP3 study by Network Rail for Transport Scotland was not expected to be published until early 2014. As this would not allow sufficient time for Nestrans to commission a timetabling study this financial year it was proposed to reallocate the £12,850 within the revenue budget for this work and use it to appoint consultants to identify the footprint of land that would be required to complete the dualling of Wellington Road adjacent to Craiginches Prison in order that this area could be safeguarded should the site be redeveloped.

The report recommended –

that the Board:

- (a) note the monitoring position and forecast; and
- (b) agree the virements of £114,000 within the capital budget, and £12,850 within the revenue budget as detailed within the report.

The Board resolved:

to approve the recommendations.

STATEMENT OF ACCOUNTS AND INDEPENDENT AUDITOR'S REPORT

4. With reference to article 7 of the minute of its meeting of 29 August 2012, the Board had before it (1) a report by the Treasurer which presented the audited statement of accounts for 2012/13, and (2) a report by Deloitte which advised that they had undertaken an audit of Nestrans' financial statements, and presented their findings in this regard. Jim Boyle and Karlyn Watt joined the meeting to present the report of behalf of Deloitte.

The report recommended –

that the Board consider the audited Statement of Accounts for 2012/13 and the independent auditor's report.

The Board resolved:

to note the audited statement of accounts for 2012/13, and the report by Deloitte.

LIAISON BETWEEN REGIONAL TRANSPORT PARTNERSHIPS, THE SCOTTISH GOVERNMENT AND OTHERS

5. With reference to article 2 of the minute of its previous meeting of 12 June 2013, 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 –

- Aberdeen and Grampian Chamber of Commerce and the Scottish Council for Development and Industry, with the Scottish Office Director in Aberdeen on 17 June 2013
- Transport Scotland regarding A96 dualling in Aberdeen on 18 June 2013
- Aberdeen Strategic Infrastructure Plan in Aberdeen on 25 June 2013
- Energetica Place Making Conference in Aberdeen on 25 June 2013
- Transport Scotland regarding access to Laurencekirk in Glasgow on 27 June 2013
- Transport Scotland regarding the Haudagain roundabout in Aberdeen on 28 June 2013 and via video conference on 2 August 2013
- LABOF Steering Group in Aberdeen on 4 July 2013
- Scottish Partnership Group on High Speed Rail in Glasgow on 8 July 2013
- Regional Transport Partnership Lead Officers in Perth on 14 August 2013.

The report recommended –

that the Board note progress on liaison arrangements with other Regional Transport Partnerships, the Scottish Government, and others, and arrangements for future meetings.

The Board resolved:

to approve the recommendation.

ANNUAL REPORT

6. The Board had before it the draft Nestrans Annual Report (2012/13) and Business Plan (2013/14).

The report recommended –

that the Board:

- (a) consider the draft Annual Report (2012/13) and Business Plan (2013/14);
- (b) approve publication on the Nestrans website once design has been completed; and
- (c) instruct that a link to the published report be sent to Scottish Ministers and Aberdeen City and Shire Councils.

The Board resolved:

to approve the recommendations

REGIONAL TRANSPORT STRATEGY REFRESH

7. With reference to article 3 of the minute of its previous meeting of 12 June 2013, the Board had before it a report by the Director which presented the final Regional Transport Strategy refresh document for approval.

The report recommended –

that the Board agree the final strategy and agree to submit it to Scottish Ministers for their approval.

The Board resolved:

to approve the recommendation.

APPOINTMENT OF EXTERNAL BOARD MEMBERS

8. The Board had before it a report by the Director which presented information on the recruitment and appointment of external board members further to the resignation of Jennifer Craw and Derek Provan.

The report recommended –

that the Board –

- (a) agree the proposals outlined for the recruitment of new external board member(s); and
- (b) appoint a Councillor from Aberdeen City and Aberdeenshire to sit on the appointments sub committee, alongside the Chair and Deputy Chair (Councillor Milne).

The Board resolved:

- (i) to approve the recommendation (a);
- (ii) to note that Councillor Argyle undertook to notify the clerk of the Aberdeenshire Councillor who will sit on the appointment sub committee;
- (iii) to note that Councillor Milne undertook to notify the clerk of the Aberdeen City Councillor who will sit on the appointment sub committee; and

- (iv) to agree that the Chair write to Derek Provan thanking him for his contribution to Nestrans, and the wider north east, during his time on the Board.

ACCESS TO LAURENCEKIRK

9. The Board had before it a report by the Director which advised members as to the outcome of discussions with Transport Scotland and Aberdeenshire Council in relation to taking forward proposals for access to Laurencekirk.

The report recommended –

that the Board:

- (a) approve that Nestrans, on behalf of the three partners, employs a consultant to carry out the STAG assessment works required to develop a preferred option for access to Laurencekirk;
- (b) note the intention to vire £25,000 from savings as described in the budget report (article 3 of this minute refers), to be reallocated to the access to Laurencekirk project in 2013/14;
- (c) note the intention to allocate £75,000 from the 2014/15 budget for the access to Laurencekirk project in 2014/15; and
- (d) instruct officers to negotiate with partners to provide further contribution in 2014/15 thereby reducing the Nestrans contribution requirement in 2014/15 and to report back to the Board.

The Board resolved:

to approve the recommendations.

CYCLING ACTION PLAN

10. The Board had before it (1) the Cycling Action Plan Scotland 2013; (2) a report advising of the Aberdeen Bike Ride proposed by Cycling Scotland; and (3) a report which informed members of the intention to produce an Active Travel Action Plan, and presented timescales and procedures for developing the plan.

The reports recommended –

that the Board:

- (a) in respect of (1) above, note the content of the report;
- (b) in respect of (2) above, note the content of the report; and
- (c) in respect of (3) above, note the content of the report and approve the process towards developing an Active Travel Action Plan in support of the Regional Transport Strategy.

The Board resolved:

to approve the recommendations.

FREIGHT ACTION PLAN REFRESH

11. The Board had before it a report by the Director which sought members' approval of a refreshed Freight Action Plan for the north east.

In relation to page 209 of the report, members requested that the coast road from Altens be included in this section.

In relation to pages 210 and 222 of the report, members requested that Wellington Road be included in these sections.

In respect of the comments above, officers indicated that they were to content to incorporate these changes into the document.

The reports recommended –

that the Board approve the Freight Action Plan refresh, and instruct officers to consult with members of the Freight Forum and North East Transport Consultative Forum and to formally consult with the two councils on the Freight Action Plan.

The Board resolved:

to approve the recommendation, noting that officers would update the document taking on board the comments made.

HEALTH AND TRANSPORT COORDINATOR

12. The Board had before it a report by the Director which requested approval to commit funding from next year's budget to permit the appointment of a Health and Transport Coordinator for a fixed period of two years. It was noted that the post would be jointly funded by Nestrans and NHS Grampian.

The reports recommended –

that the Board note the intention to extend the Health and Transport Coordinator post to a two year appointment, and to allocate £22,500 from the 2014/15 budget.

The Board resolved:

to approve the recommendation.

HEALTHCARE TRANSPORT SHORT LIFE WORKING GROUP

13. The Board had before it a report by the Director which advised members of the publication of the Scottish Government's Short Life Working Group's report on healthcare transport.

The report recommended –

that the Board:

- (a) note the requirements/ encouragements within the Scottish Government's Short Life Working Group's healthcare transport paper;
- (b) remit consideration of the paper to the Health and Transport Steering Group for consideration; and
- (c) instruct that a further report comes to the Board with the results of that consideration, and proposals for taking forward the paper's recommendations.

The Board resolved:

to approve the recommendations.

BUS INVESTMENT FUND BIDS

14. The Board had before it a report by the Director which requested approval to commit funding from next year's budget to permit the submission of bids to the Scottish Government's Bus Investment Fund.

The report recommended –

that the Board note the intention to allocate £37,500 from the 2014/15 budget for Kingswells Park and Choose and agrees to use funds within the Getabout budget for promotion and publicity of these schemes should the bids to the Bus Investment Fund be successful.

The Board resolved:

to approve the recommendations.

PROGRESS REPORT

15. With reference to article 6 of the minute of its previous meeting of 12 June 2013, the Board had before it a progress chart summarising the work in the three sub strategies of the Regional Transport Strategy as at 20 August 2013.

In relation to EC1a (page 247 of the report – reducing journey times to Edinburgh and Glasgow, and further south), it was noted with disappointment that the publication of the final study had been delayed, despite assurances to the contrary.

The Board resolved:

- (i) to note the content of the progress chart; and
- (ii) in relation to EC1a (page 247 of the report – reducing journey times to Edinburgh and Glasgow, and further south), to agree that the Chair write to the Minister intimating the Board's concern around the slippage in timescales.

PUBLICATIONS AND CONSULTATIONS

16. With reference to article 7 of the minute of its previous meeting of 12 June 2013, 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 and/ or final responses as appropriate –

- review of Local Air Quality Management in Scotland
- Aberdeen International Airport – Noise Action Plan
- Bus Regulations (Scotland) Bill
- Infrastructure and Capital Investment Committee – report on community transport

The report recommended –

that the Board note the content of the report and the documents referred to therein.

The Board resolved:

to approve the recommendation.

INFORMATION BULLETIN

17. With reference to article 14 of the minute of its previous meeting of 12 June 2013, 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 –

- Rail franchises
- TEN-Trans European Project
- Scottish Transport Awards
- Scotland's National Marine Plan
- European Union Guidelines on State Aid to airports and airlines
- Aberdeen to Inverness railway
- Nestrans press releases
- Getabout events

The report recommended –

that the Board note the content of the report.

The Board resolved:

to approve the recommendation.

CONFERENCES AND PRESENTATIONS

18. With reference to article 15 of the minute of its previous meeting of 12 June 2013, 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

19. With reference to article 16 of the minute of its previous meeting of 12 June 2013, 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 report recommended –

that the Board note the content of the report and agree the provisional scheduling of major reports to future meetings.

The Board resolved:

to approve the recommendation.

- **PETER ARGYLE, Chairperson**

Appendix B

Summary Report on the Inaugural National Cycling Summit, 24 September 2013, City Chambers, City of Edinburgh Council

Agenda

0900 Arrival tea/coffee – City Chambers, Edinburgh

0930 Background and outline of the day by Chair (Stuart Knowles)

0935 Welcome by City of Edinburgh Council (Andrew Burns)

0940 Address by Keith Brown MSP

0950 Address by Cllr Imrie – CoSLA rep and Midlothian Councillor

1000 Open discussion around cycling, investment, street design, planning and wider active travel issues.

1025 Minister's closing remarks

1030 Presentations from local authorities City of Edinburgh Council as host, South Ayrshire, East Dunbartonshire and one RTP on their approach to developing capital infrastructure and behaviour change projects. (10 mins each max)

1110 Observations and Questions to presenters

1130 Tea/coffee break

1145 Support Available from National Delivery Bodies (15 mins each)

Presentations from

- Cycling Scotland – road safety campaigns and educational resources
- Sustrans – community links and cycle commuting
- Paths for All – access and behaviour change

1230 Observations and Questions to presenters

1245 Chair concludes the summit

Lunch / networking

1. Welcome by The Leader of the City of Edinburgh: Council Cllr Andrew Burns

Very pleased to be the first hosts of this Inaugural National Cycling Summit. Edinburgh has 10,000 cycling journeys each day, around 7%, and we want to increase this to 15% of all modes by 2020. Range of actions needed, not just segregation or road safety, a package of measures is required. Working collectively and in partnership across the city is vital to achieve our goals.

2. Opening Speech by the Minister for Transport & Veterans: Keith Brown MSP

Purpose of this Summit: to **open constructive discussion with elected members and senior local authority officials** about what more we can all do to make cycling a more attractive and safe travel option for all our constituents. Emphasis on working together to achieve this, and local ambition is key to progress.

Holding a National Cycling Summit was one of the 3 priority recommendations in Cycling Scotland's progress report on the first Cycling Action Plan for Scotland. The other 2 were a refresh of CAPS and additional funding which we have delivered. Pleased to see so many representatives from local authorities and regional transport partnerships here today.

Steady growth in public profile of cycling, with the success of the Olympics, then the Tour de France. Several announcements over the past two years on new cycling funding, and of course publication of the refreshed CAPS in June 2013.

CAPS 2013 reaffirms the vision of 10% of journeys by 2020, with a clear focus on functional cycling. There is a clear leadership role for the Scottish Government in providing investment within the resources available. Local authorities and Regional Transport Partnerships also have a leadership role in meeting local demands for cycling and walking infrastructure and, for example, in implementing more 20 mph limits.

CAPS 2013 includes a new emphasis on the development of the strategic approach for each LA area to support functional cycling and active travel more broadly. This is with a view to ensuring a coherent vision for the infrastructure required, to target investment most effectively, as well as ensuring appropriate supporting measures around promotion and behavioural change.

SG grant-funding this year and next to support capacity in Sustrans to help develop strategic plans where they are not yet in place, or to help refresh existing ones (CAPS Action 2). Activity is needed on a range of fronts: for example - speed reduction, local roads design, road safety campaigns, and cycle training. Also need wider supporting work around promoting sustainable travel choices, to tackle car dependency and traffic congestion.

The private and third sectors also, should have a higher profile and be more involved. How can we engage effectively at local level to grow more community involvement and encourage ownership in initiatives? Opportunities through the SG's Climate Challenge Fund and the Cycle Friendly and Sustainable Communities Fund managed by Cycling Scotland.

Need to develop further how active travel choices are integrated with public transport, to help make cycling part of longer journeys and so reduce the need for shorter journeys to be made by car. Good examples in Scotland: e.g., we have cycle parking at every station with plans to increase these at major hubs including Stirling and Haymarket. As part of the new rail franchise we are putting more emphasis on integration than ever before.

Important role for transport authorities in promoting cycling through Roads and Maintenance programmes. A good local road network is an important part of developing cycling cultures.

In the recent draft budget we announced new, **additional funding of £20m** for cycling over the next two years, in addition to the £58m that the Scottish Government is already investing in cycling over this spending review. This will provide further match-funding for all local authorities to bid for through the Sustrans Community Links programme (in addition to the £8m already planned for community links next year). Of this new £20m, **£3.6m will be used to enhance the City of Edinburgh Council's plans for Leith Walk**, making it into one of the most visionary commuter pathways in Scotland, providing a safe and direct active travel link between the city centre and Leith. This investment demonstrates the SG commitment, and we need this commitment to be matched at a local level.

Recognise local political decision-making process of course. Note the mutuality of benefit across a range of local portfolio areas: active travel has significant potential to contribute to savings in the longer-term, especially in relation to health. How can local authorities ensure work across Community Planning Partnerships and engage Health sector interests in particular, to promote cycling and walking?

Also think about external opportunities to pursue, individually or collaboratively – for example, European funding is something we are looking at carefully now and how we can help areas to access it effectively. Important to track progress and build the evidence around what works locally, in developing the case for further investment. **Cycling Scotland's National Assessment of LAs on cycling delivery**, due to be published in November, will set out our challenges ahead.

Local ambition is key to progress, and I am asking for strong local support given the mutuality of benefit across portfolios - health, regeneration, inclusion, air quality as well as congestion reduction and economic benefits

CAPS is a long-term project – and needs strong forward planning, hence the emphasis on ensuring that all local areas have a clear sense of their strategic

direction for cycling. These annual National Cycling Summits will provide an opportunity to review progress, identify opportunities and discuss barriers and how to overcome them. I will be interested to hear at next year's Summit how the available funding from SG is being used to make progress with CAPS.

In the longer-term, keen to develop the vision for active travel and developing the network beyond 2020.

The Minister asked the Summit to:

- (i) support the actions in CAPS 2013;***
- (ii) develop and maintain local active travel strategies and plan for future cycling infrastructure development;***
- (iii) promote and monitor cycling and walking investment, by matching our additional £20m, in order to benefit all communities; and***
- (iv) meet again in a year's time to discuss progress.***

3. Remarks by Cllr Russell Imrie, COSLA, & RTPs

CoSLA welcomed the CAPS refresh, which gives clear commitment to the vision and a way forward. Looking to developing an inclusive, sustainable transport system, that enables access to public services, health care and economic opportunities.

The 7 RTPs can play a key role in delivering the 10% vision. Joined up delivery is needed. Potentially, Cycling, Walking and Safer Streets grant / community links schemes could be coordinated by RTPs. Need more local delivery for the step change required. The 7 RTPs need to work closer together with LAs to deliver projects.

Might be useful to develop a national collation of policies on transport - local and regional transport strategies are being renewed. Also work to reform planning processes. Transport and land use plans should be on the same page. Good contributions already being made by National Planning Framework 3 and the Economic Strategy. I would also welcome a refresh of the National Transport Strategy. Need stronger implementation of the RPP2 to reduce transport emissions.

4. Discussion – points made from the floor

- Big infrastructure projects (e.g., the one announced in Edinburgh) are welcome, but smaller communities have a part to play too.
- Different solutions are needed for rural areas, with local determination.
- Need to work together at local level to get Community Planning Partnerships to encourage Health sector involvement in delivering on active travel.

- Incremental targets towards the 10% vision might be useful to help track progress.
- We should target commuters for early progress.
- Bikeability Scotland Cycle Training delivery in schools needs more consistency – it's a postcode lottery at present. Bikeability Scotland requires teacher buy-in, and involvement by Police Scotland. Could there also be a delivery role for health?
- Learning as a child enables a lifelong habit to be established. Bikeability Scotland cycle training on-road essential. Mention of work being done across portfolios.
- Wrap cycling improvements into regeneration projects and neighbourhood re-design.
- Simply not enough money for segregation in every cycle project; need other solutions too.

5. Minister for Transport & Veterans - Closing Remarks

The Minister cycled in from Inverkeithing and expressed his desire to cycle the whole Pedal for Scotland route next year. Encouraged to see so many children using the A90 cycle-path today – **essential for parents to feel safe to let children cycle to school.**

The Minister welcomed more debate on the transport budget. Essential to have dualled motorways between the major cities: AWPR decades overdue and Forth Road Bridge carrying at over capacity. However, the end of these big infrastructure projects is approaching and **next year he welcomes more discussion on cycling budgets, looking longer term.**

Regeneration - **encouraged LAs to bid for Sustrans money** at the design stage of projects. Urged consideration of **exemplar projects**, such as Leith Walk.

Roads Maintenance – important but a relatively easy budget to cut by Councils: now seeing the result of years of under investment.

Bikeability Scotland Cycle Training – committed to the volunteer support element, with interest in views on developing delivery models.

Road-user behaviour – need to create a culture of **mutual respect on our roads**, and initiatives such as the Nice Way Code do have a role here.

6. Presentations

The following presentations will be available shortly on Cycling Scotland's website at <http://www.cyclingscotland.org/policy/ministerial-summit-2013>

Cllr Jim Orr, City of Edinburgh Council's Cycling Champion

City of Edinburgh Council allocated 5% of its transport budget for cycling with a commitment to increase by 1% each year - enabling forward planning. Over the years there has been a 300% increase in the numbers of people cycling in Edinburgh.

Phil Noble, City of Edinburgh Council, Senior Planning Officer

Talked about creating a cycle friendly city for the more experienced cyclist as well as a family friendly network as an option for less confident cyclists and children.

Edinburgh projects include the 20mph pilot, now evaluated and being considered for rolling out across business and residential areas.

CEC considers cyclists when designing regeneration projects such as Leith Walk.

George Fiddes – South Ayrshire Council – Team Leader - Traffic & Transportation

Projects in development included using the disused railway line from Glasgow to Turnberry as an exemplar cycling project – easy gradients and perfect for cycling.

Solar stud “cats eyes” on cycle paths, cheaper than overhead lighting and can enable a cycle path to have 24hr suitability. Makes commuting in winter more attractive and has low maintenance costs.

Establishing the ‘Graeme Obree Family’ of bike rides to include family, intermediate and sportif rides. Using the tracks for maintenance around wind farms to provide off road routes for mountain bikers.

Neil Macrae – HITRANS – Partnership Manager

3 strands to success in HITRANS area:

1. Strategic approach – audit outputs
2. Partnership working – embedded Sustrans officers
3. Innovation with funding

Successful in seeking funding from the European Regional Development Fund – Elgin “Urban Freedom” Project. Also, the A9 Golden Bridge on UHI Campus in Inverness – part of the campus development

Thomas Glen – East Dunbartonshire Council – Director of Development and Regeneration

Smarter Choices Smarter Places in Kirkintilloch was called Healthy Habits. It tackled the 'car is king' mentality v's giving up road space to cyclists – cycle only streets were introduced

Stated that funding from Health budgets should be used for active travel projects due to the benefits this sector could achieve through increased physical activity.

Within EDC there were 1 million miles of car use claimed. Looking to change this within the organisation.

Chris Menzies – Aberdeenshire Council – Strategy Practitioner

Peterhead Cycling Demonstration town was presented as a case study. 56% of the population of Peterhead lived within 2km of place of work or study. Low levels of road congestion so “sold” that modal change idea to bikes on the basis of cycling being more enjoyable.

Identified gaps in the network and created links to town centre, linked coastal paths to provide a loop for cyclists, runners and walkers.

Introduced an annual bike event – Aden Bike Challenge - now attracts 250 riders.

All interventions have increased the number of average weekly cycling trips by 226 in Peterhead.

7. Presentations by National Stakeholders

The following three presentations outlined how each stakeholder could help LAs and RTPs to increase cycling and walking numbers. See individual presentations for more detail on specific interventions at <http://www.cyclingscotland.org/policy/ministerial-summit-2013>

Ian Findlay - Paths for All – Chief Officer

Paths for All receives annual grant-funding of £1.5m, of which £1.2m comes through the SG Health Directorate to promote all forms of walking for commuting, health and recreation. Also provides advice on access legislation.

It is a volunteer-based organisation with 7,000 volunteers trained over last 10 years to lead walks in local areas. Priority is based on the needs of local people and local paths. Projects also include workplace initiatives, grants available and the step count challenges.

Ian Aitken, Cycling Scotland – Chief Executive

Cycling Scotland is committed to the 10% vision in CAPS and encourages all LAs and RTPs to do more to achieve this ambitious but achievable aspiration. Outlined which projects are available to LAs to increase cycling numbers, including educational campaigns, Bikeability Scotland Cycle Training,

John Lauder – Sustrans Scotland - Director

Sustrans is a UK 40 charity with 40 staff with 10 embedded in other organisations in Scotland. It is grant funding from Transport Scotland, Scottish Government's Climate Change Directorate and other directorates including Health, as part of the Obesity Strategy.

Sustrans owns a portfolio of thin strips of land – including disused railway lines, known as the National Cycle Network. 70% of the population of Scotland live within 1 mile of a cycle path. The NCN is designed to be cycled at 8mph.

The project cost-benefit ratios of NCN and other interventions range from 1:2 upwards, typically to 1:9.5.

There is a role for bike recycling schemes in Scotland as bike ownership is low relative to countries like Germany.

8. Observations and Questions

What possibility of organising study tours to Amsterdam, virtual or in person? In Amsterdam the subsidy for public transport is twice that of cycling but only helps half the number of people that cycle.

70% of US Health spending is related to sedentary lifestyles

9. Summary of Key Points – Stuart Knowles (Chair)

Obvious that an inclusive approach is required if our vision is to be realised. Scottish Government is showing leadership and we should all work together in delivering more cycling projects

Interesting to note the potential merits of local authority funding linked to modal share percentages. For example, City of Edinburgh Council is increasing incrementally its spending of transport budget in line with the steady growth it is seeing in cycling participation in the city; could other local authorities follow suit?

The 'Get Britain Cycling' campaign is aiming for 25% by 2050 – Scotland (and the UK) is just catching up with similar European countries, but on a path to make progress.

3 suggestions going forward:

- (i) NHS and Health representatives to be invited next year;
- (ii) European study tour opportunities should be made available to local authorities;
- (iii) Consider workshops for future Summits.

**Complied by Transport Scotland
14 November 2013**

**(for any further info or if you have any comments, please contact Karen
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