

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	3 rd June 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Strategic and Local Transportation Projects Update Report
REPORT NUMBER	EPI/14/049
CHECKLIST RECEIVED	Yes

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; and
- b) Lend support to the Pedal for Scotland event in Aberdeen and instruct officers to facilitate the event through identifying and implementing any traffic management, diversions or restrictions deemed necessary for public safety within the Aberdeen City boundary, subject to the agreement of Aberdeenshire Council on those elements taking place within their boundary.

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 Cycling Scotland Pedal for Scotland Event

- 1.1 Following an inaugural event on Aberdeen beachfront in September 2013, Cycling Scotland is looking to hold a second Pedal for Scotland cycle ride in Aberdeen and Aberdeenshire on Sunday 14th September 2014.
- 1.2 The proposed event encompasses two elements: a short family ride from Duthie Park, along the Deeside Way to Pitfodells and back via Auchinyell Road; and a 22 mile Challenge Ride, heading south from Duthie Park, along Greyhope Road and into Aberdeenshire following the National Cycle Network Route 1 (NCN1). The route then re-enters Aberdeen City along the B979 at Maryculter and travels back to Duthie Park along the Deeside Way. The challenge ride will commence at 0800 and should be complete by lunchtime. The number of entrants for both sections will be restricted and the ride will be untimed.
- 1.3 It is anticipated that water stations, portable toilets, marshaled crossing points, traffic management and temporary road closures will be required for public safety and wellbeing during the event. While the majority of this will take place in Aberdeenshire, it is likely that some traffic management measures and restrictions will be required within the City.
- 1.4 Complementary activities will be taking place in Duthie Park for the duration of the ride, including a cycle stunt display and the Getabout Bike Roadshow. The event will also form the opening of European Mobility Week 2014 which Aberdeen City Council will be celebrating with a series of events in partnership with Getabout.
- 1.5 It is therefore recommended that Members lend their support to the Pedal for Scotland event in Aberdeen and instruct officers to facilitate the event through identifying and implementing any traffic management, diversions or restrictions deemed necessary for public safety within the Aberdeen City boundary, subject to the agreement of Aberdeenshire Council on those elements taking place within their boundary.

B) Issues for Information

Active Travel and Air Quality

2 Cycling Action Plan for Scotland and Associated Responsibilities for Aberdeen City Council

- 2.1 The Cycling Action Plan for Scotland (CAPS) was produced in 2010 and sets out how cycling, within the wider context of walking and active travel, contributes to improving health, reducing congestion, reducing carbon emissions and providing a good transport alternative to persuade people out of cars. The document contains a number of actions for which the following is becoming more pressing: *Develop for each local authority area the strategic approach to supporting functional cycling (and active travel more broadly) mapping the appropriate infrastructure improvements required along with supporting promotional work.* A deadline of 2015 has been set for this so that all action plans are developed in time for the start of the 2015-18 Scottish Government Spending Review.
- 2.2 Aberdeen City Council is currently working with Nestrans and Aberdeenshire Council on a regional Active Travel Action Plan. It is anticipated that a draft of this Plan will be presented to this Committee in September, following its consideration by the Nestrans Board. Aberdeen City Council would then intend to develop a more localised and detailed Cycling Strategy and Action Plan in the following format as per upcoming draft guidance:
1. An action plan - The cycling or active travel strategy should be in an 'action plan' format. It should be simple and set out clearly what tasks will be performed, by whom and when (either a specific date or short/medium/long term). Together the actions will form a Delivery Plan for both infrastructure and behaviour change measures over a defined period of time.
 2. A local cycle network proposal - A map of existing and proposed cycle routes should be produced that form a strategic cycle network across the local authority area. A high-level construction cost for the network should also be estimated ready for the start of the 2015-18 Spending Review.
 3. Promotional activities – Some promotional work must be programmed within the plans, which as a minimum should support new cycling and walking infrastructure improvements that are being introduced. There are a wide range of other promotional activities which could be included in the plans, depending on local priorities, and specific suggestions are contained within the 'desirable' section of the guidance.
 4. Integration with other policies and plans - Active travel plans should align with existing local strategies by summarising existing activities as well as proposing new actions.
 5. Monitor progress - The plan should contain seek to establish current levels of cycling and walking in the local authority area and measure progress against the actions at regular intervals.
 6. Political approval - Finalised plans should be approved by an appropriate Council committee as Council policy.

3 City Centre Wayfinding

- 3.1 Work is nearing completion on sign design and the identification of proposed locations.
- 3.2 The pilot scheme has received funding from the City Centre Regeneration Fund and is due for implementation at the end of 2014. A monitoring period will follow to enable refinements to be made to the design if required prior to full implementation.
- 3.3 The results of the pilot scheme will be reported back to the relevant Committee in early 2015.

4 Sustrans Community Links Fund 2014/15

- 4.1 £497,023 has been successfully bid for by the Council from Sustrans Scotland's Community Links Fund 2014/15 for match-funding, with Nestrans, the following projects:
 - Upgrading of the Deeside Way - £92, 523;
 - Upgrading of the Formartine and Buchan Way - £92,000;
 - Upgrading of the River Dee path - £190,000;
 - Implementing a section of cycle route along Ellon Road - £110,000; and
 - Detailed design of a pedestrian and cycle route along the Parkway - £12,500.

Further details of each of these projects, including indicative timescales, are included in the Nestrans Capital Programme update in Section 18 of this report.

5 School Active Travel Initiatives

- 5.1 With funding from the Scottish Government and Living Streets Scotland, 7 primary schools in Aberdeen (Abbotswell, Ashley Road, Charleston, Cults, Danestone, Hazlehead and Kingsford) are taking part in the WoW (Walk once a Week) Scotland scheme for free during the summer term. The scheme encourages children to walk (or cycle, scoot and park and stride) regularly to school by rewarding those who do so at least once a week with collectable pin badges. In addition to this, Sunnybank School received free Walk to School Week resources, allowing pupils at that school to take part in this event in May.
- 5.2 Two primary schools in Aberdeen took part in the Big Pedal in March 2014. Co-ordinated by Sustrans, this is an inter-school competition that encourages children, teachers and parents to cycle or scoot for their school journeys. In the 'Large Primary School' category, out of 1,056 participating schools, Danestone and Kingsford Schools came 455th and 671st respectively in the league table.
- 5.3 The Give Me Cycle Space campaign is now running in Aberdeen for the third consecutive year, with 13 primary schools participating – Greenbrae, Forehill, Middleton Park, Glashieburn, Danestone, Kingswells, Stoneywood, Dyce, Hazlehead, Airyhall, Fernielea,

Kingsford and Ferryhill. As part of the campaign, the Riderz cycle stunt team visited two of the schools – Fernielea and Danestone – for a day of interactive cycling promotion and to deliver a cycle stunt display show to pupils.

6 Bikeability

- 6.1 To demonstrate Corporate Social Responsibility, staff within the Planning and Sustainable Development and Economic and Business Development services have been granted a half-day's volunteering leave to allow them to assist with the delivery of Bikeability in Aberdeen Schools.
- 6.2 Bikeability is the modern-day cycle training programme, designed to give children the skills and confidence they need to cycle safely on today's roads. Less than half of the Council's primary schools participated in Bikeability during the 2012/13 school year, with lack of volunteers to assist with training the most common reason cited for not taking part.
- 6.3 To date, 28 staff members have assisted at 8 different schools, thus enabling these schools to take part and offer training to pupils when they might not have been able to do so without this level of support.

7 Council Travel Plan

- 7.1 The biennial staff travel survey was conducted during April and May 2014 and analysis is currently underway. A summary of the findings will be included in the next report to this Committee.
- 7.2 8 additional cycle lockers were installed at Kittybrewster depot in March 2014 to cope with the growing demand for cycle parking from employees located there, bringing the total number of lockers at that location to 18. All are now occupied, therefore officers will investigate whether more can be installed during 2014/15.

8 Air Quality Action Plan Grant

- 8.1 Aberdeen City Council has received a grant of £50,000 from the Scottish Government to assist the Council in progressing the Air Quality Action Plan.
- 8.2 As was outlined to the Scottish Ministers in the application form, it is intended that the grant funding is used for the following schemes:
- Promotional Campaigns - Advertising on the backs of buses, billboards, bus shelters, shop fronts and on the web for promotion of air quality, no idling and opportunities to avoid/reduce (i.e. promotion of sustainable transport). Assorted freebies to hand out to members of the public at events including leaflets, promotional material for air quality, walking, cycling,

bus, car sharing, car club, clean vehicles, freight distribution, idling, etc. Distribution of any leaflets to households and businesses;

- Events for Air Quality/Bike Week/European Mobility Week - Attendance at various events in Aberdeen including Highland Games, sporting and business events. Organisation of stands in shopping centres and for specific events and associated complementary costs during Bike/European Mobility/Climate Change/Air Quality Weeks, etc;
- Journey Time Expansion - Further expansion of Bluetooth technology on key corridors to connect to the City Council and Transport Scotland's Variable Message Signs highlighting congestion and time comparison between car and bus and cycle journeys;
- Sustainable Urban Mobility Plan (SUMP) - Traffic modelling for pedestrianisation of areas within Aberdeen City Centre as part of the SUMP; and
- Car Club Infrastructure - Signing, lining and Traffic Regulation Orders (TROs) for progression of new car club spaces

9 Electric Vehicle Charging Infrastructure

- 9.1 During April 2014, 3 new publicly-available Electric Vehicle (EV) Charge Points were launched in Aberdeen with each unit capable of charging 2 vehicles at once. This raises the number of publicly-available charging sockets in Council car parks to 21.
- 9.2 Two of these units have been part-funded by the Office for Low Emission Vehicles (OLEV) as part of their Public Sector Estate Charge Point funding scheme, with the remainder of the costs covered by the CARE North fund. These are located at Golden Square outer circle and Dunmail Avenue, Cults car parks. Both are 'fast chargers', capable of fully re-charging vehicles in around two hours. The site at Golden Square will host an electric car club car as well as providing a public recharging space while Dunmail Avenue will be wholly public.
- 9.3 The third unit was fully funded by Transport Scotland as part of their 'Rollout of Electric Vehicle Charging Infrastructure Project Across Scotland' scheme and is located at Aberdeen Snowsports Centre at Garthdee. This unit is capable of recharging a vehicle from 0 to 80% battery in less than 30 minutes and will be Aberdeen's third Rapid Charging site. This particular unit is also a Rapid Triple Charger, enabling it to charge new European EVs. The unit at Garthdee contributes to Transport Scotland's aspiration to create a rapid charger every 35 miles along the primary road network to facilitate long-distance travel across Scotland by EVs.
- 9.4 In May 2014, also funded by Transport Scotland, rapid charge sites at Gallowgate and Sclattie Park were upgraded to Rapid Triple Chargers.

- 9.5 Aberdeen City Council has now joined the Electric Vehicle Association Scotland (EVAS) and can now actively participate in their online forums. In addition to the regular dialogue that the Council already has with EV drivers and suppliers in the North East, this allows us to quickly find out about and rectify any problems with the Aberdeen network. The Council can also interact with drivers across Scotland, promoting Aberdeen's infrastructure to a larger audience and helping to encourage longer-distance travel by EVs, thus boosting Aberdeen's profile as an 'Electric Vehicle City'.

10 Car Club

- 10.1 In April 2014, Co-wheels took delivery of an additional 5 vehicles for the Aberdeen Car Club. Three of these are electric Nissan Leafs and will be based in new locations across the city - Frederick Street, Golden Square and another location still to be confirmed. The other vehicles are Toyota Yaris petrol/electric hybrids, one of which will be based at a new location on Marischal Street, while the other replaces the current vehicle at West Craibstone Street. There are now therefore 7 fully electric vehicles and 2 hybrids in the Co-wheels fleet in Aberdeen.

Public Transport

11 Local Authority Bus Operator Forum

- 11.1 Aberdeen City Council is a member of the Local Authority Bus Operator Forum (LABOF) together with representatives from Nestrans, Aberdeenshire Council, First Aberdeen and Stagecoach Bluebird. There are currently 3 governance/activity layers to LABOF:
1. The LABOF Steering Group meets 3 times a year on average with a remit to:
 - Lead the strategic development of the Quality Partnership for public transport (QP);
 - Direct the development and implementation of QP and Nestrans Bus Action Plan initiatives/projects;
 - Review the performance of partners, in terms of QP standards and targets;
 - Ensure linkages of QP aims and objectives to corporate plans and business plans within partner organisations; and
 - Direct and prioritise work of LABOF Executive.
 2. The LABOF Executive Group meets 6 times a year with a remit to:
 - Act as forum/liaison mechanism on operational matters of regional significance;
 - Monitor and report on performance of QP, in terms of QP standards and targets;
 - Monitor and report on delivery of the Nestrans Bus Action Plan;
 - Progress the development and implementation of joint QP and Nestrans Bus Action Plan initiatives/projects on behalf of the LABOF Steering Group to ensure delivery of priorities; and

- Initiate and oversee specific task groups to focus on the delivery of particular priorities following direction from the Steering Group.

3. Task and Finishing Groups (including other stakeholder membership as appropriate) meet as required to ensure the delivery of specific QP and Nestrans Bus Action Plan initiatives/projects.

11.2 The LABOF Steering Group last met on 13th February 2014 and the minute of this meeting is included as Appendix A to this report.

11.3 Key points to be noted from the various LABOF meetings that have taken place to date in 2014 are:

- Agreement has been reached amongst partners that the A944 Westhill to Aberdeen corridor is the preferred corridor for the proposed Statutory Quality Partnership (sQP) for Public Transport. Operators and Council/Nestrans officers have met to discuss the perceived problems, issues, opportunities and constraints along the corridor and this information is currently being quantified through survey work and traffic modelling. Some short-term actions arising from initial discussions are now progressing, such as rationalisation of bus stops;
- Indicative results from the 2014 Bus Passenger Satisfaction Survey show that regular bus users in Aberdeen City continue to show high levels of satisfaction with all aspects of service delivery;
- Real time information for Stagecoach services is anticipated to launch in the summer;
- The owner of the land on which the preferred location for the A90 (South) Park and Ride site sits has agreed to sell the land to Aberdeenshire Council, thus allowing this project to progress;
- Extra vehicles have been added to First Aberdeen services 18, 19 and 23 to improve reliability; and
- Stagecoach introduced some service changes on 8th May. These included more limited stops within the City on the services 10, 35 and Buchan services to speed up overall journey times. The frequency on the Jet service (City Centre to Airport) has doubled to every 10 minutes.

12 First Aberdeen Fare Revision

12.1 From 30th March 2014, for the second consecutive year, the majority of fares on First Aberdeen services were reduced or frozen, meaning that most customers will be paying the same or less for bus travel compared to 2012. Below are details of the changes to fares:

- Adult FirstDay ticket reduced by 40p to £4.30;
- Adult Off Peak FirstDay ticket reduced from £4.10 to £3.80;
- Student Academic Term Ticket Promotion (during fresher's week students can buy this ticket for £300 – a £50 discount);

- All other student tickets frozen;
- All season tickets (including FirstWeek) frozen;
- All children's tickets frozen;
- Park and Ride tickets frozen;
- First Family Weekend ticket frozen;
- Late night services frozen;
- Stage 3-5 Single Adult ticket increased by 10p to £2.10. Stages 1-2 and Stages 6+ are frozen at £1.20 and £2.50; and
- New introductory £3 evening ticket offering unlimited travel after 7pm.

13 Bus Investment Fund

- 13.1 Aberdeen City Council has been successful in an application to the Scottish Government's Bus Investment Fund to create a link through the Kingswells Park and Ride site to enable buses to travel through the site from the A944. Currently buses can only enter via a single access point from Kingswells into a turning circle. This does not enable buses travelling along the A944 to enter the site without a substantial diversion.
- 13.2 The project is currently in the preparatory design stage with a planning application due to be submitted soon. A detailed design will follow and it is anticipated that construction will start in early 2015 with completion in spring 2015.
- 13.3 The Scottish Government will provide 75% of the costs of the project, with Nestrans supplying the remaining 25%.

14 Usage of Park and Ride Sites

- 14.1 At its meeting on 12th November 2013, this Committee instructed that a *report be submitted to a future meeting on the use of Park and Ride sites as a safe pick-up and drop-off point for private companies operating buses to transport their employees to their place of employment.*
- 14.2 The Scottish Government, in 'Buses for Scotland: Park and Ride for Buses – A National Framework', defines Park and Ride as *an integrated transport option that allows private transport users to park their vehicles at a dedicated car park and travel onwards to another destination, usually an area of economic activity (for example a city centre), using public transport or other mode. In the large majority of cases, the public transport services used are dedicated bus services.*
- 14.3 The principal aim of the majority of Park and Ride schemes in the UK is to reduce congestion by removing cars from the network in advance of where traffic queues traditionally begin to develop (usually on the outskirts of the City). Commuters and other users instead switch to public transport for the remainder of their journey.

- 14.4 The benefits to Park and Ride users are therefore:
- cost savings – users can park their cars for free in Park and Ride car parks rather than having to pay for City Centre parking. Park and Ride fares are usually cheaper than conventional bus fares and, in most cases, will be less than the cost of City Centre parking;
 - time savings - Park and Ride sites are usually accompanied by bus priority measures meaning bus journey times are quicker and more reliable than car journey times at the busiest times of the day; and
 - a more relaxed journey – the need to drive and/or find a parking space in the City Centre is removed. Current Park and Ride services in Aberdeen are also fitted with Wi-Fi, allowing users to work or browse while travelling.
- 14.5 As well as reducing congestion, the concept of Park and Ride has further societal benefits. By removing a number of cars from the network in advance of the City Centre:
- journey times for all modes of transport will reduce and become more reliable;
 - the likelihood of accidents is reduced;
 - there will be fewer emissions in the City Centre resulting in improved air quality; and
 - a more pleasant urban realm will result, with improved opportunities for walking and cycling.
- 14.6 Officers are aware that a number of requests have been received recently from private companies to reserve sections of the Park and Ride car parks in Aberdeen for their exclusive use or to operate works buses from Park and Ride sites to their offices nearby. These requests have to date been resisted and the remainder of this section outlines the main reasons for this.
- 14.7 In many cases that have arisen, such proposals will do little to reduce congestion as the proposed journey from the Park and Ride site to the final destination constitutes a very small part of the overall journey undertaken by users and does not normally occur on the most congested part of the road network. To use the example of a journey from the Kingswells Park and Ride site to the Prime Four Business Park, the predominant part of most journeys will have been undertaken by private car, with the Park and Ride element very small and with minimal impact upon congestion and pollution levels in the City as a whole.
- 14.8 There exists a contradiction between these proposals and the aims and objectives of the Aberdeen Local Transport Strategy (LTS). One of the targets of the LTS is a reduction in private car usage, especially for the journey to work. Proposals to allow employees of private companies to use Park and Ride facilities as free neighbouring car parks would

encourage use of the car and favour car usage by facilitating this over other forms of transport.

- 14.9 There exists a conflict between such proposals and the concept of maximum parking standards, as outlined in the Aberdeen Local Development Plan's Supplementary Guidance on Transport and Accessibility. All developments are granted a maximum allowance of car parking spaces. Legitimising employees parking in a nearby Park and Ride facility could be viewed as circumventing these standards, essentially permitting developments additional car parking facilities off-site and therefore breaching planning conditions.
- 14.10 There is also a concern that Park and Ride sites would simply become overspill car parks for neighboring offices. If one employer is permitted to use the site in this way, it would be impossible not to offer this facility to all workplaces. This could have the effect of reducing the availability of parking spaces for legitimate Park and Ride users and therefore undermining the status of the facility as a Park and Ride site.
- 14.11 Acting in the interests of all members of the travelling public, the Council should instead encourage use of the commercial bus network, even when this involves a short walk at the beginning and end of the journey. Patronage growth on the commercial network is key to enabling an improvement to and increase in bus services throughout the City, the ultimate outcome of which will be better accessibility for all. Furthermore, some of the requests received to date have come from companies where employees can already use the Park and Ride site legitimately, either using the Park and Ride service or an alternative bus service in proximity to the site, both of which would be considered acceptable uses of the site.
- 14.12 The Council would also prefer to encourage employers from the same area to work together and engage with operators to see how their premises could be better accessed by existing public transport services, and to look at ways of making their premises more accessible by other modes of transport, particularly walking and cycling, and by encouraging car sharing to reduce the number of cars brought to the site.
- 14.13 It is also the case that Park and Ride facilities have been funded by public money for public utilisation, therefore allowing private companies to use the sites in this way could meet resistance from members of the public.
- 14.14 It may be an acceptable use of the site where private companies located some distance away, and not on an existing public transport corridor, utilise the site to transfer employees to their workplace by private bus. Such a scenario would fit with the aims of Park and Ride (to transport employees long distances by sustainable means and reduce congestion around destination points) but no request of this

nature has to date been received. It should be noted also that any commercial operator can currently use the site to pick up and drop off passengers.

- 14.15 Taking the above into account, officers would suggest that Park and Ride sites should not be used as a pick-up and drop-off point for private companies operating buses to transport their employees to their place of employment, where these places of employment are within reasonable walking distance and/or existing commercial bus services are already available. Situations where the proposed final destination is some distance from the site and not on an existing public transport corridor may be an acceptable use of the site, although any such applications would be dealt with by the Council's Public Transport Unit on a case by case basis.

15 Rail Improvements

- 15.1 In March 2014, the Scottish Government announced a £170 million package of improvements for the Aberdeen to Inverness rail corridor to be delivered between 2014 and 2019, with the aim of making journeys shorter, more frequent and more comfortable.

- 15.2 Improvements will include:

- redoubling of the track between Aberdeen and Inverurie;
- platform extensions at Inch and Elgin;
- signalling improvements at Elgin to improve reliability;
- a new relocated station at Forres;
- loop extension of the track at Forres; and
- infrastructure to allow for new stations at Kintore and Dalcross.

Future phases of the scheme will support an hourly service between the Cities with the average journey time reducing to two hours.

- 15.3 First ScotRail introduced an enhanced timetable from 18th May 2014 with an increased number of services to and from Aberdeen, including an hourly Sunday service between Aberdeen and Glasgow (0900-1600), translating into eight extra trains; additional weekday services between Inverurie and Aberdeen; and a new early-morning peak service from Huntly to Aberdeen.

Major Projects

16 Non-Housing Capital Projects

- 16.1 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:** the contract is now out to tender; start construction – summer 2014; opening - end 2015;

- **A96 Park and Choose:** design and contract documentation currently underway; start construction – late autumn 2014; opening - end 2015;
- **Dyce Drive Link Road:** design and contract documentation currently underway; start construction – late autumn 2014; opening - end 2015 (connection to A96 subject to AWPR contract programme); and
- **Aberdeen Western Peripheral Route/Balmedie - Tipperty:** procurement underway; start construction - autumn 2014; opening - spring 2018.

Others:

- **South College Street Corridor Improvements:** further traffic modeling is underway to confirm the final extent of this proposal, particularly in relation to other City Centre projects/priorities and further details will be reported back to this Committee in due course;
- **Berryden Corridor:** Phases 1, 2 and 3 (Maberly Street to St Machar Drive roundabout) are now planned to be delivered as a single contract with the expected start date for construction - summer 2016, further programme key milestones will be reported back to the next meeting of this Committee;
- **Marischal Square - Option Appraisal:** the outcomes of the Transport Assessment were reported to full Council in March 2014. Officers are continuing work on traffic management and air quality matters for reporting back to Councillors later this year; 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.

Regional Transport Strategy

17 Nestrans Board Meetings

17.1 The Nestrans Board met on 2nd April 2014 and a copy of the minute of this meeting will be included in the next report to this Committee. The approved minute of the February Nestrans Board meeting is included in Appendix B.

17.2 Key points to be noted from the reports considered by the Nestrans Board in April are:

- Free Wi-Fi has been introduced at Aberdeen Rail Station;
- Letters have been sent by Nestrans to Transport Scotland, Network Rail and ScotRail regarding overcrowding on peak time services in the North East of Scotland. Transport Scotland has since responded to say that:
 - Capacity issues will be addressed through the ScotRail franchise competition;

- A number of timetable changes were introduced in May 2014 to improve peak time travel to and from Aberdeen on weekdays, including a new AM peak service from Inverurie to Aberdeen and 2 services from Aberdeen to Dyce between 1600 and 1700; and
- Network Rail is delivering Phase 1 of the Aberdeen to Inverness Rail Line Improvements Project – please see section 13 for further details;
- Provisional agreement has been reached with First ScotRail to launch a North East Rail Forum. It has been suggested that the group will meet on a six-monthly basis, providing a platform for the consideration of key issues and enabling operators, Network Rail and Transport Scotland to report progress on major schemes, discuss proposed changes and consult on future development of the rail network as it affects the North East; and
- First Aberdeen launched the trial of a new M-Ticket smartphone app in March 2014, enabling passengers to purchase tickets using their mobile phone. If successful, this could be extended to further ticket types in the future.

18 Nestrans Capital Programme 2014/15

18.1 The Nestrans capital programme for 2014/15 was agreed at the Nestrans Board Meeting on 12th February 2014 and endorsed by this Committee on 13th March 2014. A summary of progress on those elements of the programme relevant to Aberdeen City is provided below.

18.1.1 Active Travel

Core Paths

A grant of £95,523 has been received from Sustrans Scotland's Community Links Fund 2014/15 to match-fund with Nestrans the cost of completing the hard surfacing of the Deeside Way from Peterculter to the City boundary. Design has been completed and it is anticipated that onsite works will finish in January 2015.

A further grant of £92,000 has been received from Sustrans Scotland to match-fund the installation of hard surfacing and drainage along the Formartine and Buchan Way between Dyce Station and the Parkhill Bridge. It is anticipated that the design will be completed in July, allowing implementation to take place between October and November 2014.

Ellon Road Cycle Route Implementation

A grant of £110,000 has been received from Sustrans Scotland to match-fund the Nestrans contribution to the implementation of a cycle route along Ellon Road between the Bridge of Don and the Parkway. It is anticipated that implementation will be complete by autumn 2014.

Ellon Road Cycle Path Feasibility

A feasibility study into a cycle route on Ellon Road between the Murcar Roundabout and the City boundary has commenced and is due to be completed in August 2014.

The Parkway Cycle Path Detailed Design

A grant of £12,500 has been received from Sustrans Scotland to match-fund the Nestrans contribution to the detailed design of a pedestrian and cycle route along the Parkway. This is due to be completed during summer 2014.

Riverside Drive Cycle Path

A grant of £190,000 has been received from Sustrans Scotland to match-fund the Nestrans contribution to the upgrading of the path along the River Dee between the King George VI Bridge and the Bridge of Dee. It is anticipated that construction will take place before the end of 2014.

18.1.2 Public Transport

Airport Bus Turning Circle

Construction is due to take place between June and September 2014.

Kingswells Park and Ride Through Access

A detailed design is being prepared and it is anticipated that construction will start in early 2015 with completion in spring 2015.

18.1.3 Strategic Road Safety Improvements

Variable Message Signs

Design is due to take place during August and September 2014, with installation expected to be complete by the end of March 2015.

18.1.4 Freight

Howe Moss Drive / Dyce Drive Junction Improvement

Increased radii to improve turning manoeuvres for HGVs, ease congestion and improve pedestrian safety are due to be implemented during August and September 2014, subject to successful land negotiations.

18.1.5 Strategic Road Prioritised Maintenance

Rob Roy Bridge Reconstruction

Strengthening works is to take place on the concrete arch.

18.1.6 Various

Aberdeen Cross City Transport Connections

A feasibility study is to be undertaken to investigate ways of maximising connectivity between new developments identified in the Aberdeen Local Development Plan.

Energetica Corridor Multimodal Study

An all modes study for the Aberdeen to Buchan corridor to consider the feasibility, costs and benefits of options, including new rail lines, is to be undertaken.

19 Nestrans Revenue Programme 2014/15

19.1 The Nestrans revenue programme expenditure for 2014/15 was also agreed at the Nestrans Board meeting in February 2014 and approved by the Council in March. A summary of progress on those projects relevant to Aberdeen City is provided below.

19.1.1 Active Travel

Greenbrae Cycle Project

A Greenbrae Active Travel Map has been published, showing all the formal and recommended walking, cycling and public transport infrastructure in the area. Copies of this have been distributed to all households in the neighbourhood, as well as to the local library, sports centre and medical practice.

Assessment for City Centre Pedestrianisation

Work has commenced on the Economic Activity and Location Impact (EALI) assessment. A survey has been carried out with businesses in the City Centre to determine their views on the pedestrianisation options in terms of the future operation of their business. This survey was undertaken alongside an existing survey carried out by Aberdeen and Grampian Chamber of Commerce to maximise the volume of responses.

19.1.2 Bus Action Plan

Repair and Maintenance of Bus Publicity in Aberdeen City and Shire

A programme of repair and maintenance of at-stop publicity will be taking place throughout the North East during 2014/15.

19.1.3 Rail Action Plan

Aberdeen to Inverness Timetabling Study

A feasibility study into possible timetable changes on the Aberdeen to Inverness railway line will commence once the findings of the Aberdeen to GRIP (Governance for Railway Investment Projects) 3 study are finalised and the new ScotRail franchisee is known.

19.1.4 Project Feasibility and Monitoring

Bridge of Dee Study

The study which commenced in 2010/11 to investigate capacity issues and potential opportunities relating to the existing transport network in the Bridge of Dee area, using the methodologies set out in Scottish Transport Appraisal Guidance (STAG) and Design Manual for Roads and Bridges (DMRB), continues. The STAG Part 1 report, the outcomes of which were agreed by this Committee in March 2014, has been published on the Aberdeen City Council website alongside all other information relating to the study that is already available:

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

Members agreed that Concepts 6, 6B and 7 be progressed to Part 2 Appraisal and instructed officers to continue to work with partners to undertake the Part 2 Appraisal. This process has now commenced and a programme has been developed for this phase of the work, identifying elements of the study that will be progressed during 2014/15. The methodology will be in line with the STAG Part 2 Appraisal Guidance Note (01/01/2012).

The activities to be undertaken in 2014/2015, in respect of the above options, include the following elements:

Landowner / Stakeholder Consultation and Workshops

This involves undertaking stakeholder engagement including: identifying landowners, providing mapping, undertaking landowner meetings, stakeholder consultations, undertaking stakeholder workshops, identifying public utilities potentially affected and undertaking public utility meetings as necessary.

Topographical Survey

The topographical survey of selected areas within the study area supplements the less accurate LIDAR (Light Detection and Ranging) information currently available. This allows a more accurate design to be provided.

Ground Investigation Survey

The initial ground investigation survey of selected areas within the study area provides an outline understanding of the ground conditions that can reduce the uncertainty of the ground conditions associated with the design of the project.

Environmental Assessment

The environmental assessment will be undertaken based on the STAG methodology and based on findings scoped out in the STAG Part 1 Appraisal. This work will help inform any subsequent Environmental Impact Assessment and production of an Environmental Statement that may be required following completion of the STAG process.

Technical Development

Following further information gathering, the concepts stated above, which were taken forward from the STAG Part 1 Appraisal, will be developed to a further level of detail. Input from workshops etc. will influence the design and refine the design to align more harmoniously with transport planning objectives and the STAG Criteria.

The activities to be undertaken in 2015/2016 to complete the STAG Part 2 Appraisal include the following elements:

- Traffic Modeling;
- Safety Assessment;
- Economy Assessment;
- Integration Assessment;
- Cost to Government;
- Risk and Uncertainty; and
- Public Acceptability

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

The compilation and publication of the STAG Report and associated Appraisal Summary Tables will form the main deliverable of this commission and it is anticipated to be completed for consideration by the end of March 2016. Members will be kept up to date on progress of this study through future reports to this Committee.

Feasibility and Design Aspects of Locking in the Benefits

A study is being undertaken to identify, investigate and design improvements to the transport network to 'lock in' the benefits of the AWPR (Aberdeen Western Peripheral Route).

Wellington Road Multimodal Corridor Study

A study has commenced looking at ways of improving conditions for all transport users, particularly buses and cyclists, along Wellington Road.

Other Information

20 Scottish Transport Awards 2014

20.1 Aberdeen City Council has been shortlisted for two Scottish Transport Awards:

- Contribution to Sustainable Transport: The Aberdeen Car Club (with Co-Wheels); and
- Transport Team or Partnership of the Year: In Town Without My Car Day (with Getabout and in the In Town Without My Car Day Partnership).

Winners are due to be announced at a ceremony in Glasgow on 19th June 2014.

21 Local Transport Strategy

21.1 Officers are currently at work on refreshing the Aberdeen Local Transport Strategy (LTS) which will set out the Council's aspirations for transport in the City in the years leading up to the opening of the AWPR in 2018. Officers hope to present a draft document to this Committee in September 2014, along with a draft Strategic Environmental Assessment (SEA), Habitats Regulation Assessment (HRA) and Equalities and Human Rights Impact Assessment (EHRIA), recommending that these are then released for a period of public and stakeholder consultation. It is hoped that final Strategy documents will be presented to this Committee for adoption early in 2015.

22 2011 Census Transport Information

22.1 Figures from the 2011 National Census have been released, allowing preliminary analysis of key transport trends in Aberdeen between 2001 and 2011 to be undertaken. Analysis has thus far concentrated on travel to work figures, as these are most commonly used to assess progress towards meeting traffic reduction targets.

22.2 Changes in travel to work modal split (work from home 'mode' removed) can be seen in Table 1 below:

	2001	2011
Walk	15.2%	16.8%
Drive/taxi	57.7%	58.1%
Passenger	7.0%	5.7%
Cycle	1.8%	2.0%
Bus	14.2%	13.4%
Rail	0.5%	0.7%
Motorcycle	0.7%	0.5%
Other	3.0%	2.8%

Table 1: Aberdeen Travel to Work Statistics (16-74 year olds in employment, not working from home), National Census

Although at first glance, the majority of changes in travel to work transport mode share between 2001 and 2011 appear minor, the actual change in trip numbers has in some cases been significant.

22.3 As Aberdeen's population grew between 2001 and 2011, the number of additional work-based trips added to the network increased by 6.8% (6,471 additional trips). In terms of the number of commuting trips undertaken, this has led to, between 2001 and 2011:

- a 55.7% increase in rail journeys;
- a 21.4% increase in cycling trips;
- a 18.1% increase in walking trips;
- a 7.6% increase in car trips (including van and taxi journeys);
- and
- a 0.8% increase in bus journeys.

	Commuting Trips 2001	Commuting Trips 2011	Change in number of trips (2001-11)	Percentage Change (2001-11)
Walk	14,365	16,962	+2,597	+18.1%
Drive/taxi	54,614	58,746 (57713 excluding taxi)	+4,132	+7.6%
Passenger	6,598	5,808	-790	-12.0%
Cycle	1,662	2,018	+356	+21.4%
Bus	13,426	13,530	+104	+0.8%
Rail	451	702	+251	+55.7%
Motorcycle	696	488	-208	-29.9%
Other	2,843	2,872	-29	+1.0%
Total	94,665	101,126	+6,461	+6.8%

Table 2: Changes in the number of work-based trips, by mode, between 2001 and 2011, National Census

22.4 The figures show therefore that:

- 4132 extra car/van/taxi commuting trips were added to the network over the ten year period, equating to, on average, 413 additional vehicle trips per year. This represents the largest proportion of new trips added to the network;
- Walking constitutes the second largest proportion of new trips;
- Rail travel has experienced the greatest growth (in terms of trip number percentage increase) over the decade, although bus use has been fairly stagnant;
- The second largest percentage increase in trip number over the decade is travel by bicycle.

22.5 Some ward analysis has also taken place. It has been difficult to compare 2001 and 2011 data because of presentational issues with the different datasets, and as such only 2011 information for both Travel to Work and Study is presented and includes work from home data. The information in some areas does change quite dramatically if travel to education is removed.

- George Street/Harbour, Ferryhill/Torry and Midsocket/Rosemount all have high public transport and active travel rates with over 40% of residents choosing to walk, cycle or take the bus;
- Tillydrone/Seaton has the highest bus use (21%), Hazlehead/Ashley/ Queens Cross the lowest (7%);
- Lower Deeside and Midsocket/Rosemount have the highest cycling rates at 3% and;
- Lower Deeside also has the lowest active and public transport rates at just 13% and the highest drive to work by car with 68% of residents driving.

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

LABOF STEERING GROUP

**Minutes of Meeting
Thursday 13th February 2014**

Nestrans Board Room, 29 King Street, Aberdeen

In Attendance: Derick Murray, Nestrans (DM), Kirsty Chalmers, Nestrans (KC), Steve Walker, Stagecoach Bluebird (SW), Stephie Barber, Stagecoach (SB), Chris Cormack, Aberdeen City Council (CC), Ewan Wallace, Aberdeenshire Council (EW), Richard McKenzie, Aberdeenshire Council (RMck); Duncan Cameron, First (DC).

Apologies: Maggie Bochel, Aberdeen City Council

1. Minutes of Meeting of LABOF Steering Group, 25th October 2013

The minute was agreed.

2. Matters Arising

Auchmill Road bus lane – action rolled forward from previous meetings.
Action: ACC to provide cost estimates, further detail on potential for a bus lane and extract detail from the traffic model indicating the impacts, both at implementation and after construction of committed schemes.

Pinch points action list - KC to chase ACC traffic management to get an indication of timescales for progressing the actions identified at the meeting on 31st October regarding pinch points for buses in the city. **Action: KC**

Multi-operator ticketing – the new multi-operator ticket will be launched on 28th February 2014 with the first tickets going on sale on 1st March. The ticket covers Stagecoach zone 3 services into the city and allows travel on First buses within the city. The ticket will be available as a daily ticket (£10.50) and a weekly ticket (£34).

3. Labof role and remit

The reason for including this on the agenda was to consider how the two groups are functioning and to make sure they are delivering effectively. It was agreed that the Steering Group (SG) needs to provide a greater steer to the Executive Group (EG) in terms of priorities and what it wants the EG to progress. It was agreed that there is no point in asking the EG to look at something that isn't going to come to fruition and that the groups need to focus on what can be achieved.

It was agreed that the SG should map out the next steps in terms of progressing projects in the short, medium and long term and be able to identify any resource issues within each of the partner organisations. If there are fundamental obstacles, these should be discussed at the SG level in order to avoid wasted time further down the line and ensure that discussions are more focussed. More detailed timescales should be added to actions at the EG level.

The operators voiced concerns at the delays in progressing consideration of the bus lane hours of operation in particular and questioned whether the Executive had been given a clear enough steer in terms of the further evidence that is required to support this. SW noted that minutes of the Executive meeting show that questions on what additional evidence may be required have been on-going for over 3 months.

Both bus operators have approached Members directly and it was agreed that a continuation of this dialogue between bus operators and Councillors would be beneficial.

DM agreed to raise with Maggie Bochel the frustrations regarding progress and the speed at which things are taken forward and will consider setting up a special meeting to report back to the SG as it was felt that the next SG in June 2014 was too far away to report back on this. **Action: DM**

It was also agreed the Nestrans would consider the format of the information that is presented to the SG to try and facilitate the points raised above. **Action: KC**

In terms of the paper that was circulated DC requested that the fourth bullet point under the Executive heading should be expanded upon to give the Executive more focus on implementation and a direct influence in moving things forward. **Action: KC**

The reporting and visibility of minutes of this meeting was also discussed. Currently the SG minutes are reported to the Nestrans Board and the minutes of the Nestrans Board are then reported to the relevant council committees. This perhaps does not give a great deal of visibility to the issues discussed in this forum and both councils to consider how this could be enhanced either through formal or informal reporting within their own authorities. **Action: EW & MB**

4. Statutory Quality Partnerships and strategy going forward

DC highlighted that from First's point of view quicker journey times and improved reliability are the essential elements of a sQP with all other elements being secondary. He would like to see the importance of improving journey time and reliability emphasised in the bullet points of section 3 of the paper. **Action: KC to update paper**

It was agreed that benefits delivered through the sQP should be invested back into the network in a way that creates future growth.

DM was happy with the paper as it had been presented. EW is supportive of this corridor and the inclusion of Westhill.

There was agreement from all partners to progress a sQP on the A944 corridor taking in the whole of Westhill and extending along the Lang Stracht and Queens Road into Union Street and the bus station.

It was agreed that it would be worth consulting local members along this corridor to understand what they would like to see with regard improvements. **Action: Nestrans to arrange consultation with local members, in conjunction with the two Councils.**

EW suggested that he could include this paper as part of Aberdeenshire's strategic update report to members. It was agreed that this would be a good idea and that DM would ask Joanna to do this same at the City. **Action: DM Action: KC to update paper and re-circulate.**

5. Labof Executive Progress

The Executive update was noted.

The Steering Group requested that the Executive consider the format of this report and all reports to the Steering Group and whether it should be changed to be more focussed on requests from the EG for decisions from the SG. **Action: Executive Group**

KC asked if the SG felt that the balance of SG to EG meetings was right. At present, there are 3 EG meetings and then a SG meeting. DM agreed to discuss this with Maggie when they meet and the EG to discuss whether they need as many meetings or whether it should be changed to 2 EG meetings for every SG meeting. **Action: DM and Executive Group**

EW also asked if we should involve Transport Scotland more in relation to the Trunk Road aspects of Labof discussions. DM agreed to raise this with Tom Davy as he already meets with him on a regular basis. **Action: DM**

6. AOCB

Realtimebus.com website – this was raised as currently the website only shows First bus information but with the imminent introduction of real time in Aberdeenshire it was asked how this website should change to reflect all information. Currently the site is run by VIX and First pay the ongoing hosting and maintenance costs.

SW asked if the information could be provided by a feed from Traveline instead. Traveline already provide real time information and this will include Aberdeenshire services when they are introduced. Traveline also already has

available mobile phone app in addition to the website and has recently also launched a talking app which will benefit those with visual impairments as well as visitors.

DM stated that the ultimate aim is to provide information in an easy to use place and format for passengers and agreed that Nestrans would look into this in conjunction with the operators, councils and Traveline Scotland. One option would be to link the website with the Aberdeenshire system to provide information for all operators. **Action: KC**

7. Date of Next Meeting

The next meeting of the **Steering Group** will be on **Thursday 5th June** at 10:00am in the Nestrans office.

Appendix B

NORTH EAST TRANSPORT PARTNERSHIP

Minute of Meeting of the North East Transport Partnership

Aberdeen, 10 February 2014

Present: Councillor Argyle (Chairperson); Councillor Milne and Eddie Anderson (Deputy Chairs); and Councillors Finlayson and Taylor (Aberdeen City Council), Councillors Buchan and Clark (Aberdeenshire Council); Gerry Donald and Duncan Cameron (Non Councillor Members).

In attendance: Jenny Anderson (Nestrans), Dr Bochel (Adviser to the Board), Tom Buchan (Aberdeenshire Council), Louise Calder (Marketing and Communications Officer), Rebecka Coull (Clerk to the Board), Rab Dickson (Nestrans), Derick Murray (Nestrans), and Andrew Stewart (Health and Transport Coordinator),

Apologies: Steven Archer (Adviser to the Board), Councillor Latham (Aberdeenshire Council), Councillor McCaig (Aberdeen City Council) and David Sullivan (Non Councillor Member).

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

<http://www.nestrans.org.uk/60/board-meetings.html>

WELCOME

1. The Chairperson welcomed Gerry Donald and Duncan Cameron to their first meeting of the Board, and also noted that Sandra Macdonald, who would be joining the Board as a member in April 2014, was in attendance as an observer.

MINUTE OF PREVIOUS MEETING

2. The Board had before it the minute of its previous meeting of 16 December 2013.

The Board resolved:

to approve the minute as a correct record.

LIAISON BETWEEN REGIONAL TRANSPORT PARTNERSHIPS, THE SCOTTISH GOVERNMENT AND OTHERS

3. With reference to article 2 of the minute of its previous meeting of 16 December 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 –

- Health and Transport Action Plan Steering Group in Aberdeen on 6 December 2013
- High Speed Rail Scotland Benefits and Vision Sub Group on Glasgow on 7 January 2014
- RUNWAYS UK Conference in London on 16 January 2014
- High Speed Rail Scotland Group in Glasgow on 27 January 2014
- UK Government/ Scottish Government on cross border travel in Edinburgh on 29 January 2014
- Laurencekirk Station Research Advisory group in Glasgow on 29 January 2014.

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.

REGIONAL TRANSPORT STRATEGY REFRESH – APPROVAL

4. With reference to article 3 of the minute of its meeting of 16 December 2013, the Board had before it a report by the Director which advised members that the Regional Transport Strategy (RTS) refresh had now been approved by the Minister for Transport and Veterans.

Members intimated their thanks to all officers involved in this piece of work.

The report recommended –

that the Board note the approval of the RTS refresh 2013 – 2035.

The Board resolved:

to approve the recommendation.

STRATEGIC TRANSPORT FUND – UPDATE

5. With reference to article 4 of the minute of its previous meeting of 16 December 2013, the Board had before it a report by the Director which

updated members on the payments received into the Strategic Transport Fund since the aforementioned meeting.

The report recommended –

that the Board:

- (a) note the update on payments into the Strategic Transport Fund; and
- (b) note the number of responses received to the consultation on the strategic transport fund prioritisation.

The Board resolved:

to approve the recommendation.

NESTRANS' APPOINTMENT COMMITTEE

6. With reference to article 5 of the minute of its previous meeting of 16 December 2013, the Board had before it a report by the clerk which advised as to the outcome of the Appointment Committee of 13 December 2013, and that Scottish Minister approval in respect of the appointments had been received on 8 January 2014.

The report recommended –

that the Board:

- (a) note that Scottish Ministers had approved the appointment of Gerry Donald and Duncan Cameron (with immediate effect) and Sandra Macdonald (as of April 2014) as non councillor members of the Nestrans' Board, as per the recommendation of the Appointment Committee of 13 December 2013; and
- (b) to approve the minute of the Appointment Committee of 13 December 2013 (as appended to the report) as a correct record.

The Board resolved:

to approve the recommendations.

POSSIBLE JOINT MEETING OF ACSEF AND NESTRANS BOARD

7. The Board had before it a report by the Director which suggested that the Board have a joint meeting with the ACSEF Board to discuss the upcoming project constructions and the new regional transportation strategy.

Members suggested that it may be beneficial for officers to produce a communications strategy to clarify the respective roles of the difference Boards.

The report recommended –

that the Board agrees to hold a joint meeting with the ACSEF Board members.

The Board resolved:

to approve the recommendation with the addition of the invitation for this joint meeting being extended to all members of the Strategic Development Planning Authority.

BRIDGE OF DEE STAG PART 1 APPRAISAL

8. With reference to article 9 of the minute of its previous meeting of 18 April 2012, the Board had before it a report by the Director which advised as to the content of the draft Scottish Transport Appraisal Guidance (STAG) Part 1 report that had been submitted by consultants.

The report recommended –

That the Board:

- (a) consider the draft STAG Part 1 Appraisal for the Bridge of Dee, and approve a final version for publication on the Bridge of Dee project pages that are held on the Aberdeen City Council website, with a link to be provided from the Nestrans' website;
- (b) refer the report to Aberdeen City Council for consideration, and Aberdeenshire Council for information, along with a recommendation that concepts 6 and 7 as detailed within the report be progressed to STAG Part 2; and
- (c) subject to the agreement of the recommendation of Aberdeen City Council, approve the immediate commissioning of the STAG Part 2 Appraisal.

At this juncture it was clarified that recommendation (c) above meant that no action would be taken on this matter until Aberdeen City Council had taken a decision in this regard.

The Board resolved:

to approve the recommendations subject to Concept 6B as detailed within the report also being progressed to STAG Part 2 Appraisal.

RAIL MATTERS

9. With reference to article 7 of the minute of its previous meeting, the Board had before it a report by the Director which provided information on (1) rail franchises; (2) Caledonian Sleeper; (3) Scotrail; (4) Aberdeen – central belt and Aberdeen – Inverness studies; (5) Dyce railway station; (6) East coast mainline authorities; and (7) overcrowding.

The report recommended –

that the Board note the content of the report.

The Board resolved:

to approve the recommendation.

ACTIVE TRAVEL ACTION PLAN – UPDATE

10. With reference to article 8 of the minute of its previous meeting of 16 December 2014, the Board had before it a report by the Director which advised members of progress in relation to developing an Active Travel Plan.

The report recommended –

that the Board:

- (a) note the content of the report;
- (b) agree the broad outline and focus of the strategy; and
- (c) agree to consider the financial implications outlined above in deliberations of the budget in 2014/15 and 2015/16.

The Board resolved:

to approve the recommendations.

PROGRESS REPORT

11. With reference to article 9 of the minute of its previous meeting of 16 December 2013, the Board had before it a progress chart summarising the work in the three sub strategies of the Regional Transport Strategy as at 5 February 2013.

The Board resolved:

- (i) to note the content of the progress chart;
- (ii) to request that Aberdeen City Council's Air Quality Action Plan be reported to a future meeting; and
- (iii) to request that officers write to Aberdeen International Airport to raise concerns around the lack of shelter at the disabled drop off point.

PUBLICATIONS AND CONSULTATIONS

12. With reference to article 10 of the minute of its previous meeting of 16 December 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 –

- Aberdeen City Council local development plan main issues report
- National planning framework 3

The report recommended –

that the Board note the content of the report and the documents referred to therein and approve the suggested responses to the consultation.

The Board resolved:

to approve the recommendation.

BUDGET MATTERS

13. With reference to article 11 of the minute its previous meeting of 16 December 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 one proposed virement to the budget.

The report recommended –

that the Board:

- (a) note the monitoring position and forecast as at 31 December 2013; and
- (b) approve the virements detailed below:

Project	Current Budget	Proposed Virement	Revised Budget
Kintore Railway Station	£300,000	(£300,000)	nil
Ellon Park & Ride	£65,000	(£30,000)	£35,000
A90 Schoolhill Park & Choose	£30,000	(£10,000)	£20,000
Fraserburgh Bus Station (increased contribution)	£76,000	£144,000	£220,000
A947 Towie Turner House	nil	£24,000	£24,000

Project	Current Budget	Proposed Virement	Revised Budget
A944/A97 Junction at Deskry	nil	£39,000	£39,000
A98 Longmanhill – Headition to Roadman's Cottage	nil	£103,000	£103,000
A920 Colpy to Potts Rayne	£195,000	£24,000	£219,000
A952 North of Shanna's Cottages to Wester Pettymarcus	£90,000	£5,000	£95,000
A944 Tillyfourie Westwards	£122,000	£1,000	£123,000
Airport Bus Turning Circle	£426,000	(£394,000)	£32,000
A96 Great Northern Rd approach to Haudagain resurfacing	nil	£63,000	£63,000
A96 Great Northern Rd from St Machar Dr to Printfield Walk resurfacing	nil	£116,000	£116,000
A944 Skene Rd westbound from Kingswells roundabout to Little Brodiach Cottage resurfacing	nil	£117,000	£117,000
A944 Lang Stracht bus gate to A944 Skene Road roundabout resurfacing	nil	£98,000	£98,000

The Board resolved:

to approve the recommendations.

2014/15 BUDGET PROPOSALS

14. The Board had before it a report by the Treasurer which presented the capital and revenue budgets for 2014/15, subject to available funding being confirmed.

The report recommended –

that the Board approve the 2014/15 revenue and capital budgets of £1,026,350 and £2,467,000 with programmes as detailed in appendices 2 and 3, subject to anticipated funding levels being confirmed and making any appropriate adjustments following the Board's consideration.

The Board resolved:

to approve the 2014/15 revenue and capital budgets of £1, 026, 350 and £2,467,000 with programmes etc as detailed in appendices 2 and 3, subject to anticipated funding levels being confirmed.

INFORMATION BULLETIN

15. With reference to article 13 of the minute of its previous meeting of 16 December 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 –

- Access to Laurencekirk study
- Traveline Scotland talking phone app
- Edinburgh to Glasgow rail improvement programme
- Airports Commission interim report
- Guidance on the protection of regional air access to London
- Aberdeen Health Village
- Strategic Development Plan reporter's findings
- Scottish Transport Awards
- Nestrans' press releases
- Getabout events and communications.

The report recommended –

that the Board note the content of the report.

The Board resolved:

- (i) to approve the recommendation; and
- (ii) to request that officers write to the Scottish Government to express the Board's concern around the cost associated with the Glasgow to Edinburgh rail improvements.

CONFERENCES AND PRESENTATIONS

16. With reference to article 14 of the minute of its previous meeting of 16 December 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

17. With reference to article 15 of the minute of its previous meeting of 16 December 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**