

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Strategic Planning and Infrastructure
DATE	04 th September 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Strategic and Local Transportation Projects Update Report
REPORT NUMBER	ESPI/14/213
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;
- b) Agree the draft Active Travel Action Plan, including the comments and additional actions suggested by officers and instruct officers to advise Nestrans of this Committee's decision with any further comments Members may have; and
- c) Instruct officers to advise Members in due course of the final Active Travel Action Plan, following consideration of the Nestrans Board on all the stakeholder contributions.

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 Draft Active Travel Action Plan

1.1 At its Board meeting on 18th June 2014, NESTRANS approved the draft Active Travel Action Plan for wider consultation with stakeholders and the public. The Plan, which is appended to this report as Appendix C, was prepared in discussion with officers of Aberdeen City and Aberdeenshire Councils and its objectives and actions will be subject to further discussion at the North East Transport Consultative Forum meeting in September 2014, with the final version going to the NESTRANS Board in October 2014.

1.2 The role of the Active Travel Action Plan is fairly self-explanatory; it sets out a number of over-arching policies to deliver improvements and enhancements to active travel routes across the region, including the development of a strategic network linking Aberdeen City and the main towns in Aberdeenshire. The Action Plan contains a long term vision for active travel and covers the period to 2035 with a review to be carried out every five years in line with the Regional Transport Strategy (RTS).

Vision: To create an environment and culture in which walking and cycling are convenient, safe, comfortable, healthy and attractive choices of travel for everyday journeys.

Objective 1: To increase active travel mode share and work towards achieving the National vision for cycling.

Objective 2: To improve safety for pedestrians and cyclists by reducing the total number of casualties and the percentage of total accidents.

1.6 The document also sets out policy context, key trends and the benefits of increasing the levels of active travel in relation to health, obesity, air quality, environment, climate change, congestion, social exclusion, etc. The draft strategy makes clear that the purpose of identifying and developing a strategic active travel network is not to divert attention away from local improvements but to provide a long term strategic vision for a connected network of active travel routes that link to both the National Cycle Network and local networks and connect regionally important employment, education, leisure, health and service destinations. Such a network should provide opportunities for both short trips along parts of the network and also for longer distance journeys.

1.7 As well as identifying a strategic network, the draft action plan aims to ensure that:

- The needs of pedestrians and cyclists are considered first and integrated into the planning and design of all new developments and infrastructure;
- Businesses and other organisations, including schools and public sector organisations, do their part to support and encourage cycling and walking;
- Provision of new cycle and pedestrian infrastructure meets desired standards;
- Cycle training is available to all children across the region; and

- New infrastructure and initiatives are supported by appropriate information and promotion to encourage a change in attitudes and behaviour.

1.8 It therefore sets out a number of over-arching policies to support these aims and which it is envisaged should apply to the development of all active travel routes and policies across the region, including the development of a strategic network.

1.9 As well as asking for support for the draft Action Plan, NESTRANS have specifically asked the two Councils to suggest any further actions that could be taken forward to achieve the objectives. The table below has been populated with some suggestions.

Action	Responsibility	Timeframe
Development of a strategic network		
A cohesive, direct, safe, attractive and comfortable network of routes will link the city centre, residential areas and places of employment	Aberdeen City	
Ensure the National Cycle Network is facilitated through Aberdeen.		
New infrastructure		
New infrastructure will be designed in accordance with best practice – Cycling By Design 2011, Sustrans Guidance 2014	Aberdeen City	
Cycle parking will be rolled out to key locations where required		
New developments		
New developments must be accessible by a range of transport modes, with an emphasis on active and sustainable transport, and the internal layout of developments must prioritise walking, cycling and public transport penetration	Aberdeen City	
Links between residential, employment, recreation and other facilities must be protected or improved for non-motorised transport users, making it quick, convenient and safe for people to travel by walking and cycling.	Aberdeen City	
Street layouts will reflect the principles of Designing Streets and meet the minimum distances to services as set out in the Transport and Accessibility Supplementary Guidance.	Aberdeen City	
Existing access rights, including core paths, rights of way and paths within the wider network will be protected and enhanced. Where development proposals impact on the	Aberdeen City	

Action	Responsibility	Timeframe
access network, the principle of the access must be maintained through provision of suitable alternative routes.		
Schools and cycle training		
All schools are supported to undertake Bikeability training	Aberdeen City	
All schools that require/ request cycle parking are accommodated	Aberdeen City	
All schools are able to access support and assistance to develop a school travel plan	Aberdeen City	
All schools have a local environment that encourages them to access the school by active and sustainable transport (20mph zones, safer routes to school, crossing facilities)	Aberdeen City	
Safety		
A safety audit of junctions, in identified areas of high demand that are not already covered by the strategic network, should be carried out to assess safety for cyclists and pedestrians.	Aberdeen City	
A review of bye-laws in parks and other local authority owned spaces should be encouraged to ensure that policies do not discriminate against safe and responsible cycling.	Aberdeen City	
Information, marketing and publicity		
Nestrans and the two Local Authorities will publish maps and information indicating cycle routes and cycle facilities including cycle parking.	Aberdeen City	
Nestrans and the two Councils will continue to support the Getabout brand to promote active travel.	Aberdeen City	
Nestrans and the two Councils, along with the wider Getabout partners will continue to develop a programme of events and promotional activities to promote active travel.	Aberdeen City	
Nestrans and the two Councils will actively engage with stakeholders and partners to support and encourage the development of active travel measures, promotional events and activities.	Aberdeen City	

2.0 Other key stakeholders will also be asked to contribute to the final version of this Action Plan and the full response to consultation on this draft Plan will be considered by the Nestrans Board in October 2014 with a view to informing the final version.

- 2.1 It is therefore recommended that Members agree the draft Active Travel Action Plan, including the comments and additional actions suggested by officers at this time and any further comments Members may have.

B) Issues for Information

3 City Centre Wayfinding

- 3.1 The pilot scheme is being funded by jointly by Aberdeen City Council and Aberdeen Inspired. The Council's contribution will be 50% up to a maximum of £50,000 from the Non Housing Capital City Centre Regeneration Fund. Aberdeen Inspired is also making a 50% contribution to the pilot scheme.
- 3.2 A contractor has now been appointed to manufacture and install the pilot signs at 4 locations within the City Centre.
- 3.3 It is anticipated that these works will be completed in November which will enable monitoring and evaluation of the signs to be reported back to the appropriate Committee in Spring 2015.

4 Bikeability

- 4.1 During the 2013/14 school year, 29 of the Council's 47 primary schools participated in the Bikeability Scotland cycle training scheme. 27 of these offered Bikeability Level 2 on-road training, with 777 pupils successfully completing the programme.
- 4.2 In 2012/13, equivalent figures were 21 schools participating, 15 offering Level 2 on-road training and 440 pupils completing the programme. The significant increase in participation is due, in part, to a grant of £35,000 received from Cycling Scotland's Bikeability Support Plus Fund 2013/14, which enabled Adventure Aberdeen to take over the management and co-ordination of training during the last school year. In addition, 28 members of staff from Planning and Sustainable Development and Economic and Business Development volunteered to assist with this initiative as part of their corporate social responsibility as the lack of volunteers had previously been cited as a barrier to delivering this training.
- 4.3 Officers have now submitted a similar proposal to the 2014/15 fund to allow this arrangement to continue and to allow Adventure Aberdeen to work with schools who did not take up the offer of assistance with training last year and are currently awaiting the outcome of this application. Next year, as with future years, volunteers from within the schools and wider community will be vital to the successful and sustainable delivery of this training year on year.

5 Hands Up Survey 2013

- 5.1 On 31st May 2014 Sustrans published the results of the 2013 Hands Up Scotland school travel survey as Official Statistics. The purpose of the survey is to find out how children in Scotland regularly travel to and from school.

- 5.2 The survey is co-ordinated nationally by Sustrans Scotland, with individual local authority officers responsible for encouraging schools to take part, gathering data from schools and passing this information to Sustrans's Research and Monitoring Unit.
- 5.3 All playgroup, nursery, primary, secondary, SEN (Special Educational Needs) and independent schools in Aberdeen are invited and encouraged to take part in the survey each year. The 2013 survey took place during the 9th and 13th of September, with results, both national and local-authority specific, released in May 2014.
- 5.4 In 2013, 35% of playgroup/nurseries, 83% of primary schools, 67% of secondary schools, 60% of SEN schools and 38% of independent schools participated in the survey. This translated into 73.3% of the primary school roll and 46% of the secondary school roll in Aberdeen taking part.
- 5.5 Table 1 shows the proportion of children travelling to 'All Schools' in Aberdeen by each mode of transport in 2013 compared to 2012.

	2013	2012
Walk	49.4%	49.7%
Cycle	2.2%	2.5%
Scooter/Skate	2.4%	1.4%
Park and Stride	6.8%	7.3%
Driven	23.2%	22.7%
Bus	13.5%	14.3%
Taxi	2.0%	1.3%
Other	0.5%	0.8%

Table 1

- 5.6 Table 2 compares figures for Aberdeen with those of other large Scottish Cities and the national average, for "All Schools" by each mode of transport in 2013.

	Aberdeen	Dundee	Edinburgh	Glasgow	Scotland
Walk	49.4%	50.1%	54.0%	50.8%	44.1%
Cycle	2.2%	2.8%	5.0%	2.7%	3.5%
Scooter/Skate	2.4%	3.5%	6.0%	1.9%	2.8%
Park and Stride	6.8%	8.8%	5.8%	4.9%	7.5%
Driven	23.2%	25.7%	18.1%	27.2%	21.4%
Bus	13.5%	6.9%	10.0%	9.3%	18.8%
Taxi	2.0%	2.1%	0.6%	1.2%	1.6%
Other	0.5%	0.1%	0.6%	2.0%	0.4%

Table 2

- 5.7 Taking the 'All School' figures into account, results are mixed in terms of Aberdeen's position compared to other local authorities. Aberdeen has the sixth-highest walk to school rate in the country but the fourth-poorest cycle to

school rate. In terms of overall active travel (walking, cycling and scooting/skating), Aberdeen currently sits 8th out of the 32 local authorities.

5.8 Table 3 shows the 'All state school' figures for Aberdeen in 2012 and 2013.

	2013	2012
Walk	53.4%	57.8%
Cycle	2.4%	2.8%
Scooter/Skate	2.6%	1.7%
Park and Stride	6.2%	5.9%
Driven	21.0%	19.4%
Bus	12.2%	10.6%
Taxi	2.1%	1.5%
Other	0.1%	0.4%

Table 3

5.9 Patterns are similar to those observed for 'All Schools', however the decline in walking rates is more marked amongst state school pupils, and is certainly greater than the decline observed amongst the majority of other local authorities.

5.10 Table 4 shows how Aberdeen state schools compare with those in other major Scottish Cities.

	Aberdeen	Dundee	Edinburgh	Glasgow	Scotland
Walk	53.4%	50.1%	56.8%	50.8%	44.1%
Cycle	2.4%	2.8%	5.1%	2.7%	3.5%
Scooter/ Skate	2.6%	3.5%	6.1%	1.9%	2.8%
Park & Stride	6.2%	8.8%	5.6%	4.9%	7.5%
Driven	21.0%	25.7%	16.3%	27.2%	21.1%
Bus	12.2%	6.9%	9.0%	9.3%	18.7%
Taxi	2.1%	2.1%	0.6%	1.2%	1.6%
Other	0.1%	0.1%	0.4%	2.0%	0.4%

Table 4

5.11 Taking state schools only into account therefore, Aberdeen compares favourably to other Cities in terms of walking and further analysis shows that Aberdeen state schools have the second highest walk to school rate in the country, behind only Edinburgh. Again, however, and possibly as a consequence of our higher than average walking rates, cycling to school levels are disappointingly low compared to other Cities and are lower than the average for Scotland. In fact, Aberdeen City state schools have the sixth-lowest cycle to school rate of all 32 local authorities. Despite this, they have the fourth-highest active travel to school figures in the country, behind only East Lothian, Edinburgh and Midlothian.

5.12 Walking and cycling to school levels have declined between 2012 and 2013, the walking rate quite significantly when only state schools are taken into account (from 57.8% to 53.4%), and there has been a slight growth in the number of pupils being driven to school. At the same time, scoot/skate to

school levels have seen a small increase. Although declining walk to school rates are noticeable throughout the country, the decline in Aberdeen's state schools has been more marked than that observed in other areas. Despite this, walk to school levels are, on the whole, healthy, and amongst the best in Scotland. This may partly explain why cycle to school levels in Aberdeen are fairly poor although, as noted, Aberdeen is one of only a handful of Scottish local authorities to note a decline in cycling to school between 2012 and 2013.

- 5.13 In terms of active travel, the best-performing school was Bramble Brae, where 90% of pupils travelled all the way to school by an active mode of transport, with only 2% of pupils transported all the way by car.
- 5.14 The 2014 survey will take place during the week beginning 8th September and full results will be available in Spring 2015.
- 5.15 In June 2014, NHS Grampian published a report entitled 'Child Healthy Weight (Schools and Communities)'. This was based on an audit of current practice in schools and aimed to identify potential gaps in child healthy weight education and encouragement. A range of issues were considered in the audit, with active travel a key consideration. Hands Up survey figures were used in the analysis, with a number of additional questions asked to schools.
- 5.16 With regards to active travel, the report concludes that *the majority of respondents did not have an Active Travel Policy (63.2%). The schools that had a policy all had activities to promote active travel, however a number of schools (4) who did not have a policy had no activities to encourage active travel at all. However, the schools who didn't have a policy had more activities (in terms of quantity) than those with a policy. Therefore, it seems unclear if having a policy in place means it is more likely that there will be activities in place to encourage active travel. A more in-depth analysis on the impact of an active travel policy is required.*
- 5.17 In 2010 the Active Travel Co-ordinator post within Aberdeen City was removed as part of cost efficiencies. As a result there has been less done on a citywide basis to promote active travel to school. It is unclear if this has contributed to the decline in numbers participating in active travel, as there is also a decline nationally. Further analysis to the reasons is recommended.
- 5.18 To explore this further and help identify strategies for reversing this decline, transportation officers will discuss these surveys in more detail with colleagues in Educational, Cultural and Sports and NHS Grampian, and Members will be kept up to date on progress.

6 UK Bikeweek

- 6.1 Aberdeen City Council participated in UK Bikeweek, an annual event which ran from 14th to 21st June 2014.
- 6.2 In Aberdeen, Officers in the Planning and Sustainable Development service organised a series of bike roadshow events, as part of its involvement in the

Getabout Partnership, the Sustainable Transport Group for the North East of Scotland.

- 6.3 These road shows included two school events at Dyce Primary and St Joseph's Primary as well as two free public events in Hazlehead and Seaton Parks for all ages. The events allowed people to try a range of bikes including giant tricycles, disability bikes, hand-pedalled bikes, recumbants and a clown bike with the intention of raising the profile of cycling as a cheap and fun way to travel.
- 6.4 The road shows were run by Adventure Aberdeen with staff from Planning and Sustainable Development assisting and talking to participants about sustainable transport. Head of Planning and Sustainable Development Margaret Bochel also helped at the Dyce Primary Event.
- 6.5 At both schools, feedback to the event was very favourable. All class members actively participated in the day while the number of smiles was a great indicator that the children enjoyed the opportunity to try such a wide range of bikes. At the end of each class session, the children were told why the roadshow was there and asked to come up with reasons why cycling was a good. Classes were quick to identify the fun, health and independence benefits that it brought. Further feedback via the Getabout Facebook page reaffirmed that a good time had been had by all at the events.

7 Commonwealth Games Legacy 2014 Cycle Rack Award

- 7.1 Aberdeen City Council have been awarded Legacy 2014 Cycle Racks from the Commonwealth Games. A total of eighty racks were available to organisations throughout Scotland and Aberdeen City Council has been successful in bidding for two; one for the Albury Sports Centre and the other a City Center location.
- 7.2 The racks will be installed after the Games subject to further discussion on exact location at a City Center location. Aberdeen City Council will be contributing £100 towards the Legacy 2014 Cycle Rack towards the fabrication, delivery and installation of the Rack. This will be funded from the Bus Lane Enforcement programme. Further information on the racks is available at <http://www.sustrans.org.uk/scotland/what-we-do/workplaces/legacy-cycle-parking>.

8 Sustrans Scotland School Cycle Parking Find 2014

- 8.1 A total of £3,568 has been successfully applied for from Sustrans Scotland's annual school cycle parking fund to match-fund, with the Council, various cycle and scooter parking facilities at schools throughout Aberdeen. The funding which will be matched by the Council's Cycling, Walking and Safer Streets (CWSS) allocation, will be used to purchase and install:
 - A cycle shelter (with capacity for 10 bicycles) and 3 scooter racks (for 60 scooters) at Kingsford School;

- A cycle shelter at Sunnybank School, capable of accommodating 10 bicycles;
- 10 Sheffield stands at Dyce School to accommodate a further 20 bicycles;
- 2 scooter racks and 2 scooterpods at Danestone School, with a combined capacity of 64 scooters for the school and nursery; and
- 4 scooterpods for Hazlehead Primary School, able to accommodate 48 scooters.

8.2 In addition, Kittybrewster School will benefit from the installation of a 10-cycle rack, fully funded by CWSS. It is anticipated that these facilities will be installed in the autumn.

9 Council Travel Plan

9.1 The Council Travel Survey ran from the 21st April to the 16th May 2014 and is undertaken every two years. The aim of the survey is to find out about staff travel to work habits and investigate how the Council might help improve travel options to our various sites.

9.2 The results have now been gathered and a comparison with the figures of the previous survey in 2012 has been undertaken. A summary of the main results is presented below:

- 1112 staff responded when compared to 1072 last year
- Walking rates have increased from 14% to 17%
- Cycling rates have increased from 2.7% to 4.1%
- Car solo driving has fallen from 45.6% to 42.6%
- Awareness of the Council's car share scheme has increased from 43% to 52.6%
- Awareness of the bike salary sacrifice has increased from 59% to 78.7%
- Awareness of the bus salary sacrifice scheme has increased from 47% to 59.5%
- Awareness of the Co-wheels car club has increased from 57% to 73%
- Numbers of staff who have used the Co-wheels car club up from 4% to 15.5%
- 54% of staff who use the car club had tried the electric vehicles

9.3 The increases in walking, cycling and awareness of the salary sacrifice schemes demonstrate a growing commitment from staff to use sustainable transport methods for travel to from and during work with the number of journeys undertaken by solo car drivers reporting a corresponding fall.

9.4 The growing popularity of the Co-wheels car club shows an increasing willingness amongst staff to seek alternatives to using their own car for Council business. Given the car club's desire to use low carbon vehicles and

the increasing number of electric vehicles they are introducing to Aberdeen, it is encouraging to see that staff are happy to use alternative fuelled cars and are not shying away from them.

10 Electric Vehicle Charging Infrastructure

- 10.1 Community Planning Aberdeen, the Community Planning Partnership, have secured a further £44,000 from Transport Scotland to install additional electric vehicle charge points as part of the Scottish Government “Rollout of Electric Vehicle Charging Infrastructure Project Across Scotland”.
- 10.2 The grant will fund a further four double electric vehicle “Fast charge” points, capable of recharging a vehicle in 2-4 hours. As part of the Grant Funding Conditions, these must be installed on Community Planning Partnership-owned land, must be outside manned government buildings and must be fully operational by 31st March 2015. There is also an aspiration that these should be publicly available where possible.
- 10.3 Officers in the Planning and Sustainable Development Service are working with Co-wheels car club and the NHS to find four suitable sites that could also support future electric car club vehicles.

11 Scottish Transport Awards 2014

- 11.1 Two Aberdeen City Council transport projects were shortlisted at the 2014 Scottish Transport Awards, held in Glasgow on the 19th June 2014. These are shown below.

Category	Nominated Project
Contribution to Sustainable Transport	Aberdeen City Council and Co-wheels for the Aberdeen Car Club
Transport Team/ Partnership of the Year	Aberdeen City Council and Getabout for “In Town Without my Car Day” 2013

- 11.2 Although neither were winners, the Aberdeen Car Club was “Highly Commended” in its category. “Highly Commended” was an honour only handed out in four of the sixteen categories at the Scottish Transport Awards and certification will be sent in recognition of this.
- 11.3 Representing Aberdeen City Council at the ceremony were Councillor Crockett and an Officer from the Planning and Sustainable Development Service.

Public Transport

12 Local Authority Bus Operator Forum

- 12.1 The LABOF Steering Group last met on 26th June 2014 and the minute of this meeting is included as Appendix A to this report.

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

- The levels of Bus Passenger satisfaction survey remain high, although it has been noted that there was some concern that the sample contained a higher proportion of non-regular bus users rather than regular bus users which may have influenced the results. It has been agreed that this will be addressed with the survey company in 2015 survey.
- Stagecoach highlighted that bus operators are at risk of having to build in significant excess running times to meet punctuality targets with the impact that this will reduce passenger numbers and require additional resource.
- Improvements will not be made for the real time bus website given that other sources of information already include the Traveline website and that a website with real time information will be created by Aberdeenshire as part of the expansion of real time information and is anticipated that this will be launched late 2014. The current realtimebus.com website will instead be linked to these sites which will cover all operators.
- A website with real time information will be created by Aberdeenshire and is anticipated to be launched late 2014.
- First Bus and Stagecoach confirmed that there will be no impact on local services as a result of staff going down to work at the Commonwealth Games.
- Grasshopper bus ticket sales for the first month from the 9th - 31st May 2014 were 17 day tickets and 6 weekly tickets. The uptake to date has been higher than expected and it is anticipated that the sales in the coming months will be higher. Further publicity about this scheme will be taking place with events in Ellon, Stonehaven and hopefully Union Square; and
- As previous years a budget of £23,020 under the general Bus Action Plan will be used to cover the Bus Satisfaction Survey and the pre-Christmas promotion campaign as well as other promotional leaflets as relevant such as the ARI bus leaflet.

13 Statutory Quality Partnership for Public Transport

13.1 With reference to the January 2014 ESP & I Committee *“to 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”*, an update on the development of a statutory Quality Partnership (sQP) is as follows:

13.2 Aberdeen City Council, Aberdeenshire Council, Nestrans, First Aberdeen and Stagecoach Bluebird are involved in a voluntary Quality Partnership (vQP) to improve the quality standards of Public Transport. The main objectives include: increasing bus usage, reducing traffic levels and congestion, and increasing social inclusion by improving accessibility of the bus network.

- 13.3 The LABOF Steering Group agreed the A944 and Queens Road as the first corridor for the development and implementation of a statutory Quality Partnership. Since that meeting a consultation meeting has been held with drivers of both bus operators to identify key problem areas along the route and these issues were mapped and used to inform discussions with traffic management representatives of the City Council. Most of the pinch points identified are within the City boundary, however issues were also identified within Westhill and these are being considered by Aberdeenshire colleagues.
- 13.4 Short-term actions such as rationalisation of bus stops and introducing a live camera on the bus gate at Lang Stracht on a rotational basis, which were raised from the initial discussions, are now progressing.
- 13.5 Other things currently being reviewed are:
- Hazlehead roundabout to Groats Road – this section of route has been identified as benefitting from significant review to better understand the progression of traffic along this section. This will require to be tested on the Paramics model to examine the impacts on all traffic and officers are currently working on the costs and timescales to undertake this study.
 - Holburn Junction – consideration of a right turn ban from Alford Place into Holburn Street could create more priority for the straight ahead movement and enable more room to pass buses stopped at the Alford Place westbound stop. This will require to be tested on the Paramics model to examine the impacts on all traffic.
- 13.6 At its meeting on 26th June, the Labof Steering Group instructed the Executive Group to get a better understanding of the cost and resource implications of taking forward the actions identified in the points above.
- 13.7 Nestrans will also be speaking with the bus operators independently regarding their commitments to service improvements as part of this SQP. Discussions will also be held with local Councillors along the corridor to get a better understanding of the current problems and any potential improvements.

14 Guild Street - Proposed prohibition of right turn movement

- 14.1 Following discussions with Stagecoach the opportunity to rationalise traffic signals, increase road space and improve traffic flow along the Guild Street corridor has been identified. For these improvements to the network to be delivered the right turn movement from the bus station onto Guild Street and vice versa will require to be prohibited. It is therefore proposed to implement a prohibition of right turn movements, and to close the central reserve at this location. This is now going through a Traffic Regulation Order process.

15 Great Northern Road – Bus Lane operation:

- 15.1 Consideration was given to extend the hours of operation of bus lanes on Great Northern Road. Currently public transport is getting stuck with the traffic and unable to provide a reliable service on this corridor. To increase the reliability of bus services and improve journey times various tests were done through Paramics modelling software to identify the impacts on other traffic by extending the bus lane timings. It is anticipated that full results of the survey will be provided to November committee.

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 has been awarded to Balfor Beatty; start construction – summer 2014; opening - end 2015;
- A96 Park and Choose: design and contract documentation currently underway; start construction – early 2015; opening - mid 2016;
- Dyce Drive Link Road: design and contract documentation currently underway; start construction – early 2015; opening - end 2015 (connection to A96 subject to AWPR contract programme); and
- Aberdeen Western Peripheral Route/Balmedie - Tipperty: procurement underway and preferred bidder is now appointed. 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.
- Marischal Square - An update report will be considered by full Council in August 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 18th June 2014 and 21st August 2014. The minutes of the April and June meetings are included as Appendix B to this report. The minutes of the August board will be reported to the next meeting of the committee.

17.2 Key points to be noted from the Nestrans Board meetings are:

- Aberdeen International Airport gave a presentation to members in relation to the new purpose built security search area, expansion of the departure lounge, new airline lounges and extra capacity in the international arrivals halls at the airport, which were due for completion in 2018.
- Nestrans Board noted with concern that Insh Railway Station has one platform which was not accessible for people with disabilities.
- Nestrans Board agreed to include 'Hill of Rubislaw' on the list of key trip destinations to be connected to a strategic network as part of the Nestrans Active Travel Action Plan.

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

Design works are now completed for the installation of hard surfacing along the Formartine and Buchan Way between Dyce Station and the Parkhill Bridge. The design works for drainage along this corridor is now on going and it is anticipated to be completed by the end of August. Implementation is anticipated to take place between October and November 2014.

Ellon Road Cycle Route Implementation

The tender documentation will be issued in August 2014 and the cycle route implementation expected to be completed by autumn 2014.

Ellon Road Cycle Path Feasibility

A feasibility study into a cycle route on Ellon Road between the Parkway Roundabout and the Murcar Roundabout is on going and is still expected to be completed in August 2014.

The Parkway Cycle Path Detailed Design

Consultancy support to design this path is expected to be commissioned in the autumn.

Riverside Drive Cycle Path

Work is ongoing to prepare drawings and the tender documents. The tender documents are expected to be prepared by late September 2014.

18.1.2 Public Transport

Airport Bus Turning Circle

Contract was awarded on the 8th July 2014; start construction – August 2014; opening – Early November 2014.

Kingswells Park and Ride Through Access

A planning application is anticipated to be made before end of August 2014 and it is expected that construction will start in early 2015 with completion in spring 2015.

18.1.3 Strategic Road Safety Improvements

Variable Message Signs

Design work to start in September and completed in October. Tender documents expected to go out in November 2014.

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 require of land to be purchased. It should be noted that the land negotiations still on-going.

18.1.5 Strategic Road Prioritised Maintenance

Rob Roy Bridge Reconstruction

Officers' working towards to revise the design and this is expected to be completed in end of September 2014.

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. This study will be funded from the Bus Lane Enforcement Fund and a contribution from NESTRANS. Transport Scotland have confirmed that no funding is available from them for this study. A brief is currently being prepared.

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. This is jointly funded by NESTRANS, Aberdeenshire Council and Transport Scotland and a brief is being prepared for tender for consultancy support. It is anticipated that the study will be commissioned in the next few weeks with the study expecting to be complete by October 2015.

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

Council officers are now looking to develop a School Travel Plan and to produce a road safety leaflet for the area. Moreover, officers are hoping to stage a community event in early October 2014.

Assessment for City Centre Pedestrianisation

A draft Accident Review has been produced primarily to support the Transport Economic Efficiency (TEE) assessment of the proposals. This can also be used for consideration of the Safety aspect of the proposals as the assessment moves forward.

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

North East rail forum

The first North East rail forum which includes Nestrans, Aberdeen City Council and Scot Rail met on the 2nd July 2014 to discuss the general strategy issues.

Key points to be noted from this meeting are: the Scottish Government have a budget of £30million for new and improved stations and are inviting applications; it is likely that spend will include a new station at Kintore, passenger facilities at Portlethen and updates to Inverurie, Dyce, Stonehaven and Insch stations; and, after a successful introduction of free wifi at Aberdeen station, Scotrail is now on the process of extending this service to further 20 stations across Scotland. Please follow the below link for further updates in relation to railway matters http://www.nestrans.org.uk/db_docs/File/Board_Meeting_2_April_2014/5a_Rail_Matters.pdf.

It is anticipated that this meeting will be held every 6 months and Members will be updated.

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 on-going study 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). The STAG Part 1 report, the outcomes of which were agreed by this Committee in March 2014 is available 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

As agreed by this Committee in March, Concepts 6, 6B and 7 are being progressed through the STAG Part 2 Appraisal process. The methodology is in line with the STAG Part 2 Appraisal Guidance Note (01/01/2012).

Elements of the process being progressed during 2014/15 with key milestones are indicated as follows:

Landowner / Stakeholder Consultation and Workshops – March 2015

Stakeholder engagement is on-going which includes: identifying and consulting with landowners, providing mapping, identifying public utilities potentially affected and undertaking public utility meetings as necessary.

Topographical Survey – September 2014

The topographical survey of selected areas within the study area is currently taking place to supplement the less accurate LIDAR (Light Detection and Ranging) information currently available. This will allow a more accurate design to be provided.

Ground Investigation Survey – November 2014

The initial ground investigation exercise has commenced with preliminary data gathering to identify borehole sites. This will provide 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 – November 2014

The environmental assessment is currently being undertaken based on the STAG methodology and 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.

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.

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.

20 Bus Lane Enforcement Camera Programme 2014/2015

On 14 May 2014, the Council agreed both a policy for the use of the net Bus Lane Enforcement income and a list of schemes for implementation in 2014/15. The schemes are set out below, and they will all contribute to achieving the objectives in Aberdeen City Council's Local Transport Strategy, as per the requirements of Scottish Government legislation.

Emergency Contingency Fund - £38,525

This fund is will be used to pay for the emergency repairs to Bus Lane Enforcement System. To date this budget has not been required.

Transportation Team Staff - £50,000

Additional members of staff to support, manage, promote, improve and deliver the Local Transport Strategy. Business Case to be prepared prior to the recruitment of the staff and the anticipated business case completion is by end of August 2014.

Cross City Transport Connections - £50,000

To carry out feasibility study to maximize connectivity between new developments arising from the Local Development plan, including continued discussions with Nestrans and Transport Scotland in relation to planning and funding. See paragraph 14.1.6.

Bikeability Development Project - £20,000

The above grant will be used for a project within 12 months to educate primary school children in cycling safety. This fund will be used to allow Adventure Aberdeen to manage and co-ordinate the delivery of Bikeability in Aberdeen schools, which will take place between September 2014 and June 2015.

Smart Technology Parking Officer - £40,000

A consultant is expected to be appointed in the coming months to carry out a study on Smart Technology requirements for parking in the city.

Blue Badge Enforcement Officer - £31,500

A 12 month fixed term post to investigate and prosecute those who abuse the Blue Badge Scheme. Recruitment is underway.

Core Path Kincorth Hill - £98,000

Reinstatement work to be carried out for the Core Path 79. Works includes the improvement of the drainage of this path. Measurement of the area has taken place and implementation is currently being planned.

Core Path Maintenance - £9,500

This grant will be used to undertake routine maintenance on countryside sites on core paths network. ACC is currently establishing if there is capacity 'in house' to undertake these works or to appoint an external contractor.

Core Path Manor Avenue - £35,000

To install the drainage to eradicate ponding issues along a section of this path. Tender process planned for August 2014. Works should be completed in September 2014.

Core Path Deeside Line Signage Renewal - £9,500

The above grant will be used to upgrade the existing signage along the Deeside corridor. Full audit of current signage has been undertaken recently to inform replacement signing requirements. Replacements signs should be procured in the next few weeks.

Core Path Brimmond Hill - £54,000

The above funds will be used to improve to the existing drainage system on this path and also to resurface the car park. Receipt of the completed drainage design is anticipated by September 2014.

Core Path Hazlehead Woodlands Paths - £150,000

To resurface the existing dust paths within wooded area, works to also include clearing out of existing drainage system. The strategic drainage plan for the Park and path project design is anticipated to be completed by September 2014.

Core Path Baird's Brae - £14,500

To install new drainage pipe work on core path 67. The work is well underway and it is anticipated to be completed by early August 2014.

Core Path Hazlehead Parks Road Network - £106,000

To repair roads located within Hazlehead Park boundary and also clearing out of existing drainage systems. It is anticipated to get the strategic drainage plan designs back from the contractor by early September 2014.

Cycle Infrastructure Maintenance and Cycle Event Promotions - £15,000

The above grant will be used for city wide cycling infrastructure repairs and for the promotion of cycle events city wide. Discussions are on-going with Cycling Scotland with regards to an event on the 14th September and works continue to progress on developing an In Town Without My Car Day event in September 2014.

City Centre Waiting Restrictions and Signage - £100,000

To refresh and renew waiting restrictions, school zig-zags, box junctions, parking bays and signage throughout the city centre.

Bus lane Signage and Lining Maintenance - £10,000

The above grant will be used to refresh and renew the bus lane signs and road markings throughout the city.

Bus Shelter Replacement - £50,000

Assessment of survey will be taken in August 2014 to identify what 10 shelters will be replaced this year, based on which are in most need of replacement. Anticipated that tender will be issued by the end of September 2014 for replacement of 10 shelters.

Bus Stop Carriageway Reconstruction - £15,000

The above grant will be used to reconstruct the damaged the bus stops throughout the city.

Other Information

21 Local Transport Strategy

21.1 Work is continuing on the refresh of the Local Transport Strategy (LTS) alongside a Strategic Environmental Assessment (SEA), Habitats Regulation Assessment (HRA) and Equalities and Human Rights Impact Assessment (EHRIA). It is anticipated that the draft will be now be presented to the November Enterprise Strategic Planning and Infrastructure 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

LABOF STEERING GROUP

Minutes of Meeting
Thursday 26th June 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), Maggie Bochel, Aberdeen City Council (MB).

Also in attendance: Martin Bell and Jim Cobban, Vosa

1. Minutes of Meeting of LABOF Steering Group, 13th February 2014

The minute was agreed.

2. Martin Bell (DVSA), Bus Punctuality

Martin Bell and Jim Cobban from DVSA (previously Vosa) Bus Operator Account Management (BOAM) team attended the meeting for this item.

They highlighted that there have been some complaints made direct to the Traffic Commissioner about punctuality on the Buchan corridor. In such instances, if there is a BPIP agreement already in place the Traffic Commissioner will allow the BOAM team to liaise with the partners to identify ways of improvement in the first instance. They would therefore like to start discussions with the BPIP partners about what is already being done through the BPIP, what more could be done and what the plans are following expiry of the current BPIP agreement in April 2015. A timeframe of 9 months for this was mentioned by Martin Bell.

DM provided an overview of the situation in the north east and the context within which buses are operating here, mentioning the major committed projects that are coming forward in the next 5-6 years and the level of local authority contribution to these.

It was agreed that one of the key issues is communication between Labof and the Traffic Commissioner through DVSA.

It was agreed that Nestrans should pull together a case to go to the Traffic Commissioner which provides a full understanding of the North East context, what is already being done and future plans for improving punctuality. Action: KC

Martin Bell assured that there won't be any implications for bus operators, in terms of enforcement by the Traffic Commissioner in the meantime.

EW asked what the implications of us not meeting the BPIP targets are. The Traffic Commissioner would likely to write to the local authorities if nothing is done. Martin Bell confirmed that in Scotland, the Traffic Commissioner does not have the power to take local authorities to a public inquiry although they can call bus operators to a public inquiry.

SW highlighted that bus operators are at risk of having to build in significant excess running times just to meet punctuality targets with the impact that this will reduce passenger numbers and require additional resource.

It was agreed that DM would set up a specific meeting with Martin Bell and Jim Cobban to discuss further. Action: DM

3. Matters Arising

Auchmill Road bus lane – this action had been rolled forward from previous minutes and it was agreed that, although it should remain as an option in the future, it should be removed as an action on these minutes as the costs of such a scheme at present are prohibitive, particularly when a 20% reduction in traffic on this corridor is expected once the AWPR and 3rd Don Crossing are constructed.

Visibility of Labof minutes – EW reported that he has specifically reported Labof items at the last two ISC meetings and identified that a stand alone report on sQPs will go to a future meeting. In the city they have managed to keep this in the general update report.

Real Time Bus website – KC to identify the best way forward for the real time bus website given that other sources of information already include the Traveline website and Aberdeenshire will also be creating a website with real time information through their system which is due to launch later this year. Action: KC

Trunk Road issues – in relation to the trunk road aspects of Labof discussions, EW agreed to raise this with Transport Scotland and DM will speak with Ewen Mulligan.

4. Statutory Quality Partnerships

EW questioned whether we have jumped straight to interventions and if we should be focussing on the content of the agreement at this stage which would give the context with which to go to members for support for interventions.

DC highlighted a concern that the sQP corridor covers two routes into the city (Lang Stracht and Queens Road) and that the majority of First services run on the Lang Stracht and at present don't see where the benefits for the Lang Stracht will be.

KC highlighted that four priorities had been identified on the city section of the route at the last task group meeting, but that each of these requires further modelling to

identify the likely impacts and benefits of each. Both operators need a better understanding of the likely benefits through this modelling work before they can make any commitments on improvement.

The Steering Group agreed to ask the Executive to get a better understanding of the cost and resource implications of undertaking this work. Action: Executive Group

An understanding of the potential actions in Westhill is also required. Action: sQP task group to identify actions in Aberdeenshire

The Steering Group agreed that Nestrans should speak to the operators independently regarding commitments to service improvements as part of a sQP agreement. Action: Nestrans

To feed into the point above, it was also agreed that discussions should be had with councillors along the corridor to get a better understanding of the improvements that they would wish to see. This should be done through face to face meetings so that they can be provided with the full context and questions can be answered. Action: Nestrans to liaise with the Councils to set up consultation with councillors.

EW highlighted that there will be an opportunity through the Westhill Business Breakfast to raise this and he will make reference the sQP in these discussions.

In terms of the previously identified 10 minute saving that needs to be made on a round trip, SW highlighted that this is not necessarily all about journey time savings but can also about journey time reliability and providing more consistent journey times which can also enable efficiencies to be made and re-invested back in to the network.

5. Bus Passenger Satisfaction Survey

The report provided a summary of the key findings of the 2014 Bus Passenger Satisfaction Survey. The levels of satisfaction remain high, although RM noted that there was some concern that the sample contained a higher proportion of non-regular bus users rather than regular bus users which may have influenced the results. This will be addressed with the survey company in the 2015 survey and should just be noted when looking at the 2014 results.

EW noted that the results of the National Highways and Transport Survey are being reported to ISC on 3rd July and this targets non-bus users.

6. Bus Action Plan Progress

The bus action plan progress was note. KC highlighted that proposals to ban the right turn out of the bus station onto Guild Street and from Guild Street into the bus station and to realign the junction and extend 'at any time waiting restrictions' at Hutcheon Street to improve traffic flow were approved at Aberdeen City Council's ESP&I Committee on 3rd June. This will be updated in the table.

SW asked what the timescales were for changes to the egress from the bus station as there will be knock on effects for bus registrations and this needs to be built into the timescales. CC will check the timescales as there will be statutory processes to go through. CC also to keep Aberdeenshire Council informed. Action: CC

Review of the Buchan Corridor BPIP should also be added as an action. Action: KC

7. AOCB

Cycle friendly buses – This was raised at the Nestrans Board on 18th June by Councillor Graeme Clark who is concerned that not all vehicles operating on the Deeside route are always able to take bicycles. SW has already spoken to Cllr Clark about this and there are two options to resolve this:

- Designate specific services and times on the timetable where vehicles will be able to take cycles; or
- Install bike racks on a few of the single deck vehicles. This would incur a cost, however EW invited Stagecoach to discuss this with Aberdeenshire Council. This may also be eligible for a grant from the Nestrans Sustainable Travel Grant Scheme.

8. Date of Next Meeting

The next meeting of the Steering Group will be on Thursday 25th September at 10:00am in the Nestrans office.

Appendix B

NORTH EAST TRANSPORT PARTNERSHIP

Minute of Meeting of the North East Transport Partnership

Aberdeen, 2 April 2014

Present: Councillor Argyle (Chairperson); Eddie Anderson (Deputy Chair); and Councillors Finlayson, McCaig, Taylor and Young (as substitute for Councillor Milne) (Aberdeen City Council), Councillors Buchan, Clark and Evison (as substitute for Councillor Latham) (Aberdeenshire Council); Duncan Cameron, Gerry Donald and Sandra Macdonald (Non Councillor Members).

In attendance: Steven Archer (Adviser to the Board), Dr Bochel (Adviser to the Board), Martin Allan (Clerk to the Board), Derick Murray and Kirsty Chalmers (Nestrans) and Ewan Robertson and Tom Buchan, Aberdeenshire Council.

Apologies: Councillor Latham (Aberdeenshire Council) and Councillor Milne (Aberdeen City Council).

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

<http://www.nestrans.org.uk/61/board-meetings.html>

MINUTE OF PREVIOUS MEETING

1. The Board had before it the minute of its previous meeting of 12 February 2014.

The Board resolved:

- (i) to approve the minute as a correct record; and
- (ii) to agree that the list of acronyms be kept for future reference and not circulated with every agenda.

LIAISON BETWEEN REGIONAL TRANSPORT PARTNERSHIPS, THE SCOTTISH GOVERNMENT AND OTHERS

2. With reference to article 3 of the minute of its previous meeting of 12 February 2014, 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 –

- Local Authorities Bus Operators Forum (LABOF) in Aberdeen on 13 February 2014
- Visit to Minister for State for Transport in Westminster on 24 February 2014
- High Speed Rail Scotland Group in Glasgow on 17 February 2014
- Scottish Parliamentary Cross Party Group on Aviation in Edinburgh on 26 February 2014
- Visit of Director for Local Transport at the Department for Transport to Aberdeen on 28 February 2014
- Scottish Parliamentary Cross Party Group on Rail in Edinburgh on 4 March 2014
- Regional Transport Partnership Chairs in Glasgow on 5 March 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:

- (i) to note that the Director for Local Transport at the Department for Transport will suggest to colleagues that the “Champion within the Civil Service approach” operating in England and Wales be introduced in Scotland so that Regional Transport Partnerships will have a stronger voice in Civil Service Meetings; and
- (ii) to approve the recommendation.

STRATEGIC TRANSPORT FUND – UPDATE

4. With reference to article 5 of the minute of its previous meeting of 12 February 2014, 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.

Members were advised that the Strategic Development Plan had been approved by Ministers in the previous week.

The report recommended –
that the Board note the update on payments into the Strategic Transport Fund.

The Board resolved:
to approve the recommendation.

RAIL MATTERS

5. With reference to article 9 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) wifi, (3) over crowding, (4) the Cross Party Group on rail, (5) Transform Scotland: Inner City Express Campaign, (4) the Scottish Association for Public Transport conference, (6) open access proposal, (7) stations fund, and (8) the proposed North East Rail Forum.

The report recommended –
that the Board note the content of the report.

The Board resolved:

- (i) to note that the Director would organise a session for all members (on a voluntary basis) on how the different rail organisations operate;
- (ii) to agree that the bid for funding from the Stations Fund for upgrades to Inch Station include disabled access improvements; and
- (iii) to approve the recommendation.

DECLARATION OF INTEREST

Duncan Cameron declared an interest in the following item of business by virtue of his employment but remained in the meeting during the discussion.

BUS ISSUES UPDATE

6. The Board had before it a report by the Director which provided an update on bus issues, including (1) statutory quality partnerships, (2) the bus investment fund, (3) First M-Ticket, (4) Young Scot cards, and (5) hydrogen buses.

The report recommended –
that the Board note the content of the report.

The Board resolved:

- (i) to note that the Director will speak to Stagecoach about the possibility of them introducing a limited stops service on routes to Ellon/Inverurie/Peterhead; and
- (ii) to approve the recommendation.

PROGRESS REPORT

7. With reference to article 11 of the minute of its previous meeting of 12 February 2014, the Board had before it a progress chart summarising the work in the three sub strategies of the Regional Transport Strategy as at 25 March 2014.

The Board resolved:
to note the content of the progress chart.

PUBLICATIONS AND CONSULTATIONS

8. With reference to article 12 of the minute of its previous meeting of 12 February 2014, 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 –

- Newhills expansion area development plan
- Countesswells development framework and phase 1 masterplan.

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.

NESTRANS' PERFORMANCE INDICATORS 2013

9. The Board had before it a report by the Director which presented the performance against agreed indicators for 2013.

The report recommended –
that the Board note the content of the report.

The Board resolved:
to approve the recommendation.

NESTRANS' CODE OF CONDUCT

10. The Board had before it a report by the Director which requested that members adopt the new Code of Conduct, the model code of which had been approved by the Scottish Parliament on 4 December 2013.

The report recommended –
that the Board:

- (a) adopt the revised Code of Conduct as appended to the report; and
- (b) consider whether it would like any further information or training.

The Board resolved:

- (i) to approve recommendation (a); and
- (ii) to agree that all members be requested to sign a form stating that they will undertake the requirements of the Code of Conduct in the performance of their functions as members of Nestrans.

BUDGET MATTERS

11. With reference to article 13 of the minute its previous meeting of 12 February 2014, 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.

The report recommended –
that the Board note the monitoring position and forecast as at 28 February 2014.

The Board resolved:
to approve the recommendations.

INFORMATION BULLETIN

12. With reference to article 15 of the minute of its previous meeting of 12 February 2014, 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
- National Planning Framework 3 – Scottish Parliament Committee’s consideration
- Energetica corridor and Rapid Transit studies
- Inverurie Interchange
- North east business week
- 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:
to approve the recommendation.

CONFERENCES AND PRESENTATIONS

13. With reference to article 16 of the minute of its previous meeting of 12 February 2014, 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

14. With reference to article 17 of the minute of its previous meeting of 12 February 2014, 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

NORTH EAST TRANSPORT PARTNERSHIP

Minute of Meeting of the North East Transport Partnership

Aberdeen International Airport
Wednesday, 18 June 2014

Present: Councillor Peter Argyle (Chairperson); and Councillors Ramsay Milne (Deputy Chair), Andrew Finlayson, Callum McCaig and Angela Taylor (Aberdeen City Council); Councillors Graeme Clark and John Latham (Aberdeenshire Council); Duncan Cameron, Sandra MacDonald (Non Councillor Members), Stephen Archer (Adviser to the Board), Dr Maggie Bochel (Adviser to the Board),

In Attendance: Rab Dickson (Nestrans), Andrew Stewart (HTAP); Tom Buchan and Louise Calder (Aberdeenshire Council); Mark Masson (Clerk to the Board), Derick Murray and Kirsty Chalmers (Nestrans)

Apologies: Councillors Alan Buchan, Eddie Anderson (Deputy Chair) and Gerry Donald.

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

<http://www.nestrans.org.uk/62/board-meetings.html>

MINUTE OF PREVIOUS MEETING

1. The Board had before it the minute of its previous meeting of 2 April 2014.

The Board resolved:
to approve the minute as a correct record.

PRESENTATION BY CAROL BENZIE OF ABERDEEN INTERNATIONAL AIRPORT ON AIRPORT IMPROVEMENTS

2. The Board received a presentation from Carol Benzie in relation to the redevelopments at Aberdeen International Airport, which were due for completion in 2018.

The Board resolved:

- (i) to thank Carol Benzie for her informative presentation; and
- (ii) to thank Aberdeen International Airport for hosting the Board Meeting.

LIAISON BETWEEN REGIONAL TRANSPORT PARTNERSHIPS, THE SCOTTISH GOVERNMENT AND OTHERS

3. With reference to article 2 of the minute of the previous meeting of 2 April 2014, the Board had before it a report by the Director which provided an update on

liaison between Regional Transport Partnerships (RTPs), the Scottish Government and other organisations.

The meetings included:

- Health and Transport Steering Group in Aberdeen on 28 March 2014;
- Institution of Civil Engineers meeting with Department of Transport Permanent Secretary in Glasgow on 3 April 2014;
- Network Rail Scottish Stations Fund in Glasgow on 28 April 2014;
- North East Business Week in Aberdeen on 28 April to 2 May 2014;
- RTPs/Transform Scotland in Perth on 7 May 2014;
- RTP Lead Officers in Edinburgh on 14 May 2014;
- RTP Chairs in Edinburgh on 4 June 2014;
- Aberdeen and Grampian Chamber of Commerce Transport Network in Aberdeen;
- Cycling Action Plan Scotland Delivery Forum;
- SCDI Event with Sir Howard Davies, Chair of South East Airports Commission in Aberdeen on 9 June 2014;
- ACSEF Meeting with Scottish Government Directors in Aberdeen on 9 June 2014; and
- Scottish Government and RTP Delegation, Strategic Development Plan Review in Glasgow on 10 June 2014.

The report recommended -

That the Board note progress on arrangements with other RTPs the Scottish Government and others and the arrangements for future meetings.

The Board resolved:

- (i) to approve the recommendation; and
- (ii) to note with concern, that Insh Railway Station has one platform which was not accessible for people with disabilities.

STRATEGIC TRANSPORT FUND - UPDATE

4. With reference to article 4 of the minute of the previous meeting of 2 April 2014, 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 note the update on payments into the Strategic Transport Fund.

The Board resolved:

to approve the recommendation.

RTS REFRESH - SEA POST- ADOPTION STATEMENT

5. The Board had before it a report by the Director which provided details on the Strategic Environmental Assessment Post Adoption Statement for the recently approved Regional Transport Strategy Refresh.

The report recommended -

That the Board approve the SEA Post Adoption Statement and agree to submit it to the SEA Gateway.

The Board resolved:

to approve the recommendation.

AIR QUALITY ISSUES REPORT

6. The Board had before it a report by the Director which provided information in relation to pollution, air quality and the relevance to transport policy.

The report recommended -

that the Board note the contents of the report.

The Board resolved:

- (i) to approve the recommendation; and
- (ii) to note that Dr Bochel would liaise with appropriate officers in terms of enforcing the current parking restrictions on Market Street, Aberdeen.

FREIGHT ACTION PLAN 2

7. The Board had before it a report by the Director which sought approval of a final Freight Action Plan refresh.

The report recommended -

that the Board approve the Freight Action Plan refresh for publication both in hard copy and through the Nestrans website.

The Board resolved:

- (i) to delete the wording 'are believed to' from section 2.23 of the Action Plan; and
- (ii) to otherwise approve the recommendation subject to the above amendment.

DRAFT ACTIVE TRAVEL ACTION PLAN

8. The Board had before it for consideration, a report by the Director which outlined the Draft Active Travel Action Plan and sought approval to consult with stakeholders and the public on the draft plan.

The report recommended -

that the Board approve the draft Active Travel Action Plan for formal consultation.

The Board resolved:

- (i) to include 'Hill of Rubislaw' on the list of key trip destinations to be connected to a strategic network;
- (ii) that the link to the research details relating to value for money of active travel projects be issued to all members of the Board; and
- (iii) that any further amendments to the draft action plan be submitted to Rab Dickson.

HEALTH AND TRANSPORT ACTION PLAN REFRESH

9. The Board had before it for consideration, a report by Andrew Stewart which provided information of the progress on the Health and Transport Action Plan refresh (HTAP2).

The report recommended -
that the Board note the report on the progress made on the Health and Transport Action Plan refresh; endorse the draft HTAP2 and approve the mult-organisational sign off being proposed.

The Board resolved:

- (i) to approve the recommendations; and
- (ii) to request that the Community Planning Partnership (CCP) adopt the plan as equal partners and use the CCP as a reporting mechanism to monitor and take forward the action plan.

PROGRESS REPORT

10. With reference to article 7 of the minute of its previous meeting of 2 April 2014, the Board had before it a progress chart summarising the work in three sub strategies of the Regional Transport Strategy as at 11 June 2014.

The Board resolved:
to note the content of the progress chart

PUBLICATIONS AND CONSULTATIONS

11. With reference to article 8 of the minute of its previous meeting of 2 April 2014, 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:

- Tactran RTS Refresh

The report recommended -
that the Board –

- (a) note the content of the report and the documents referred to above; and
- (b) approve the suggested responses to the consultations.

The Board resolved:
to approve the recommendations.

NESTRANS ANNUAL MONITORING REPORT 2014

12. The Board had before it a report by the Director which provided information on the progress in monitoring against the agreed targets and indicators contained in the Regional Transport Strategy (RTS) monitoring report which will be published as part of the Annual Report.

The report recommended -
that the Board note the positive trends emerging against many of the targets and note those that are not performing well.

The Board resolved:
to approve the recommendation.

MONITORING REPORT: REVIEW OF TARGETS

13. The Board had before it for consideration, a report by the Director which outlined the revised targets for future reporting of Regional Transport Strategy and the annual monitoring thereof.

The report recommended -
that the Board approve the list of revised targets, which will form the basis for future Annual Monitoring Reports

The Board resolved:
to approve the recommendation.

BUDGET MATTERS

14. With reference to article 11 of the minute of the previous meeting of 2 April 2014, 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.

The report recommended -
That the Board –
(a) note the monitoring position and forecast;
(b) note managers' intention to bring to the Board meeting in August, proposals to utilise the prior year's contributions from Partner Councils; and
(c) agree the carry forward of the £13,415 unspent budget from 2013/14 for the Laurencekirk Junction project, to provide a revised budget of £88,415 in 2014/15.

The Board resolved:

to approve the recommendations.

STATEMENT OF UNAUDITED ACCOUNTS 2013-14

15. The Board had before it a report by the Treasurer which outlined the unaudited Statement of Accounts for 2013/14.

The report recommended –
that the Board -

- (a) consider the unaudited Financial Statements for 2013/14 and approves their issue to the external Auditor and the Controller of Audit; and
- (b) note the underspend on the Laurencekirk Junction project and the requirement to carry forward the unspent budget of £13,415 into 2014/15.

The Board resolved:
to approve the recommendations.

TREASURY MANAGEMENT STRATEGY 2014-15

16. The Board had before it a report by the Treasurer which sought agreement from the Board to the proposed Treasury Management Strategy Statement for 2014/15.

The report recommended -
that the Board approve the revised Treasury Management Strategy as set out in appendices A and B to the report.

The Board resolved:
to approve the recommendation.

INFORMATION BULLETIN

17. With reference to article 12 of its previous meeting of 2 April 2014, 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;
- Energetica Corridor Study;
- Scottish Transport Awards;
- Getabout;
- Nestrans Press Release; and
- Nestrans/Getabout Communications Update.

Dr Bochel took the opportunity to highlight the commendation that Aberdeen City Council had received for Car Club at the Transport Awards.

The report recommended –
that the Board note the contents of the report.

The Board resolved:
to approve the recommendation.

CONFERENCES AND PRESENTATIONS

18. With reference to article 13 of the minute of its previous meeting of 2 April 2014, 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 provided.

PENDING BUSINESS AND REPORTS FOR FUTURE MEETINGS

19. With reference to article 14 of the minute of its previous meeting of 2 April 2014, 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.

TOUR OF THE AIRPORT

20. The Board undertook a tour of the Aberdeen International Airport.
- PETER ARGYLE, Chairperson

Appendix C

Draft Nestrans Active Travel Action Plan (AcTrAP) 2014-2035

Introduction

- 1.1. The Nestrans Regional Transport Strategy (published in 2008 and refreshed in 2013) states that *'increasing the proportion of journeys undertaken on foot and by bicycle will make a significant contribution to achieving the strategy's accessibility, health and environmental objectives'*.
- 1.2. A commitment to develop an Active Travel Action Plan was included in the 2013 refresh of the RTS with the aim of encouraging increased levels of active travel across the region. This action plan contains a long term vision for active travel in the north east and covers the period to 2035 with a review to be carried out every five years in line with the RTS.

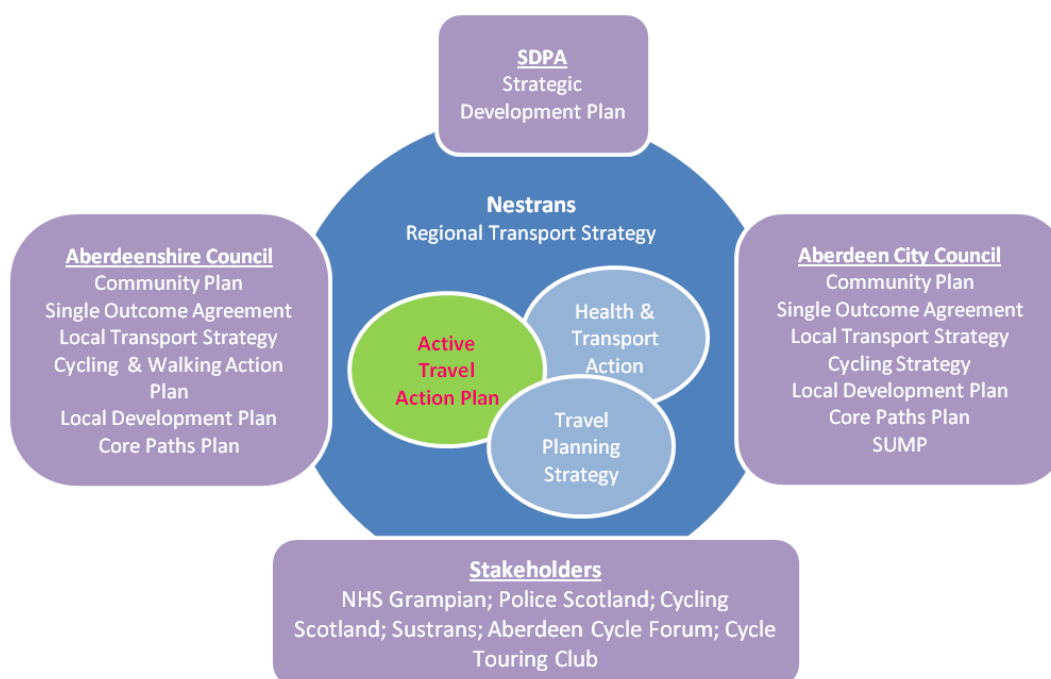
1. Policy Context

- 1.3. The need to develop an Active Travel Action Plan was identified in the 2013 refresh of the Nestrans Regional Transport Strategy (RTS). This action plan will sit alongside and complement action plans already developed for bus; rail; freight; health and transport; and the Nestrans travel planning strategy.
- 1.4. As well as contributing to achieving the objectives of the RTS, the Active Travel Action Plan also needs to take account of, and work alongside, a number of other partners and policies in the north east of Scotland and nationally. Of particular relevance is Cycling Scotland's Cycling Action Plan for Scotland (CAPS) which sets the vision that, by 2020, 10% of all trips in Scotland will be by bike and the National Walking Strategy.
- 1.5. The RTS contains a range of policies and actions to work towards achieving this vision and, along with the Aberdeen City and Shire Strategic Development Plan, identifies the need to develop a connected network of strategic cycle routes across the region. The importance of cycling and walking connections at a local level is also emphasised through the Local Development Plans and Local Transport Strategies of Aberdeen City and Aberdeenshire Councils.
- 1.6. The diagram below illustrates how this action plan sits in relation to these wider policies and the relevant stakeholders.

Case study – Copenhagen

40 years ago Copenhagen was just as congested as many other major cities, but now 36% of the population arriving at work or education do so on bicycles, travelling from all over the Metro area on over 1,000km of cycle lanes.

Figure 1: Policy Context



- 1.7. A number of key stakeholders are identified in the diagram above and these all have a key role to play in the development and delivery of this action plan.
- 1.8. NHS Grampian is already a key partner in the Health and Transport Action Plan which identifies 'promoting active travel' as one of its key strands, recognising the significant health benefits that can result. The development of the National Walking Strategy has also been led by the Scottish Government's Health Directorate showing the strong links between the transport and health sectors. Whilst the Health and Transport Action Plan focuses on promoting active travel, this active travel action plan will provide the framework for improving the infrastructure to facilitate this.
- 1.9. Police Scotland, as well as the local authorities will be key partners in terms of improving safety and the Aberdeen City, Aberdeenshire and Moray Joint Road Safety Plan identifies a number of actions specifically aimed at reducing pedestrian and cycle casualties.
- 1.10. Sustrans and Cycling Scotland provide the national context on active travel as well as guidelines on infrastructure and design. Sustrans are also being a major funder of improvements and in 2014 awarded over £1m of match funding to 12 projects in the North East over the next two years as part of its Community Links Projects. The North East also has a number of local cycle representative groups with a great deal of combined knowledge on the current network and areas for improvement. Consultation and liaison with these groups will be key to identifying actions.

2. Trends

- 3.1 There has been a marked decline in physical activity over the last 50 years, with an increasing dependency on motorised transport.

<<Graph to be inserted>>

- 3.2 These changes in activity levels are intrinsically linked to the widespread adoption of motorised transport. Increasing car ownership and development of the road network has, over a number of decades, resulted in rising traffic levels. The ability to travel further afield has resulted in the dispersion of both settlements and destinations, exacerbating car dependency and making travel by active modes unsuitable for many trips due to distance. Greater mobility subsequently impacts on car users themselves as journeys take longer, become more unreliable and lead to increasing levels of congestion. Impacts are also felt on other travellers; a worsening environment and poor road safety, with associated perceptions of danger, also result in fewer people choosing to walk and cycle.
- 3.3 The use of bus services has also seen a decline in favour of the private car and reducing levels of patronage can lead to some services becoming unviable, particularly those in rural and edge of city locations. The continued decline of active and public transport results in further dependency on car travel and can lead to social exclusion for those who do not have access to a car (25% of the population live in households with no access to a car¹). Noise and community severance created by high levels of traffic can also act as a deterrent to active travel.
- 3.4 Reductions in physical activity brought about by many of the issues identified above have, over time, contributed to an increasing set of health problems linked to inactivity, in particular obesity, diabetes, cardiovascular problems, cancer, mental health problems and neurological conditions like dementia.
- 3.5 Far fewer people walk or cycle in Scotland compared to 30 years ago and obesity levels are high with many people taking little or no exercise (in Grampian, 61% of adults fail to meet recommended guidelines for physical activity with nearly a third of all adults getting less than 30 minutes exercise per week²). Walking and cycling as a mode of transport is widely seen as a convenient way to integrate exercise into daily life. In the North East, cycling accounts for 3% of trips to work in Aberdeen and 1% in Aberdeenshire and walking accounts for around 21% of trips to work in Aberdeen City and 10% in Aberdeenshire³.

¹ Scottish Household Survey

² Scottish Health Survey 2008-2011 data combined

³ Scottish Household Survey 2012

3.6 Since 2007, Nestrans has spent approximately 30% of its budget on cycle routes, totalling around £5 million. Targeted investment by the two Councils and Nestrans in projects such as the Peterhead Cycle Demonstration Town Programme in Aberdeenshire and the Greenbrae Cycle Project in Aberdeen, have shown that there is potential to significantly increase levels of cycling through targeted initiatives.

3. Benefits of increasing levels of active travel

3.1. The benefits of increasing levels of active travel and reducing the proportion of trips undertaken by private car are widespread and are well documented in existing national, regional and local policy.

3.2. In summary, increasing active travel can make significant contributions to:

- Health: reducing the risk of developing major chronic diseases, the risk of premature death and improving mental well-being through increasing levels of physical activity.
- Local environment: increasing levels of active travel matched with reducing levels of motorised trips will contribute to reductions in harmful emissions, improvements in local air quality, reductions in noise from traffic and improved health.
- Global environment: replacing motorised trips with increasing levels of active travel will contribute to reducing carbon emissions and slowing the effects of climate change.
- Economic Benefits: investment in active travel can provide high returns in terms of economic benefits through improved productivity of the workforce, reduced congestion and more efficient and effective use of land and transport networks.

Case Study - City of Seville 2011

Seville increased its cycling share from 0.2% of all trips to 6.6% in just 6 years. This was achieved by creating:

1. A thoroughly researched masterplan that develops cycling as an integrated part of the entire transport system;
2. A fully linked network of routes;
3. Cycle lanes parallel to main routes that are safe and mostly segregated from traffic.

Outcome

€32m was invested in cycling measures, a fraction of the €600m cost of the city's metro. Yet more than 66,000 cyclists benefit compared to 40,000 metro users daily.

Target groups

The main demands were from commuters, schoolchildren and students. Seville is working with employers, trade unions and universities focusing on the city's 60,000 students and schoolchildren. The aim is to increase cycling's share of traffic from 6.6% now to 15% by 2015.

- Reducing social exclusion: improving facilities for cyclists, pedestrians and public transport will benefit those who do not have access to a car. Public transport trips can also involve elements of active travel.
- Improving safety: creating a critical mass and improving infrastructure and facilities through which both the actual and perceived safety of both cyclists and pedestrians can be improved.

3.3. Generally, the aim is to generate a virtuous cycle, whereby increasing the numbers of people opting to walk and cycle leads to improved safety through critical mass and a better environment, which in turn results in even greater demand for active travel and an improved quality of life for all.

4. Vision

4.1. In line with national, regional and local policy the vision of this action plan is:

To create an environment and culture in which walking and cycling are convenient, safe, comfortable, healthy and attractive choices of travel for everyday journeys.

5. Objectives

5.1. To contribute to the overarching objectives of the Regional Transport Strategy and the national vision of 10% of all trips by bicycle by 2020 as set by the Cycling Action Plan for Scotland, the following objectives have been set:

1. To increase active travel mode share and work towards achieving the National vision for cycling.
2. To improve safety for pedestrians and cyclists by reducing the total number of casualties and the percentage of total accidents.

6. Strategic active travel network

Outcome: To develop a strategic network of active travel routes linking Aberdeen City and the main towns in Aberdeenshire and seek to develop this as an attractive network of links which can be promoted and prioritised over the period of AcTrAP.

6.1. Sustrans promotes, develops and maintains the National Cycle Network which, in the North East, currently consists of National Cycle Route 1. Nestrans already works closely with Sustrans and the two Local Authorities to develop local cycling networks which are primarily focussed in Aberdeen City and Aberdeenshire towns and since 2006, we have invested over £5 million on walking and cycling improvements across the region. Networks in Aberdeen City and Aberdeenshire towns remain a key focus as these provide the greatest

concentrations of people, employment and services and provide the greatest opportunity to encourage cycling and walking for everyday journeys.

- 6.2. The purpose of identifying and developing a strategic active travel network is not to divert attention away from such local improvements but to provide a long term strategic vision for a connected network of active travel routes that link to both the National Cycle Network and local networks and connect regionally important employment, education, leisure, health and service destinations. Such a network should provide opportunities for both short trips along parts of the network and also for longer distance journeys.
- 6.3. This policy fits with the Strategic Development Plan, adopted in April 2014, which states that:

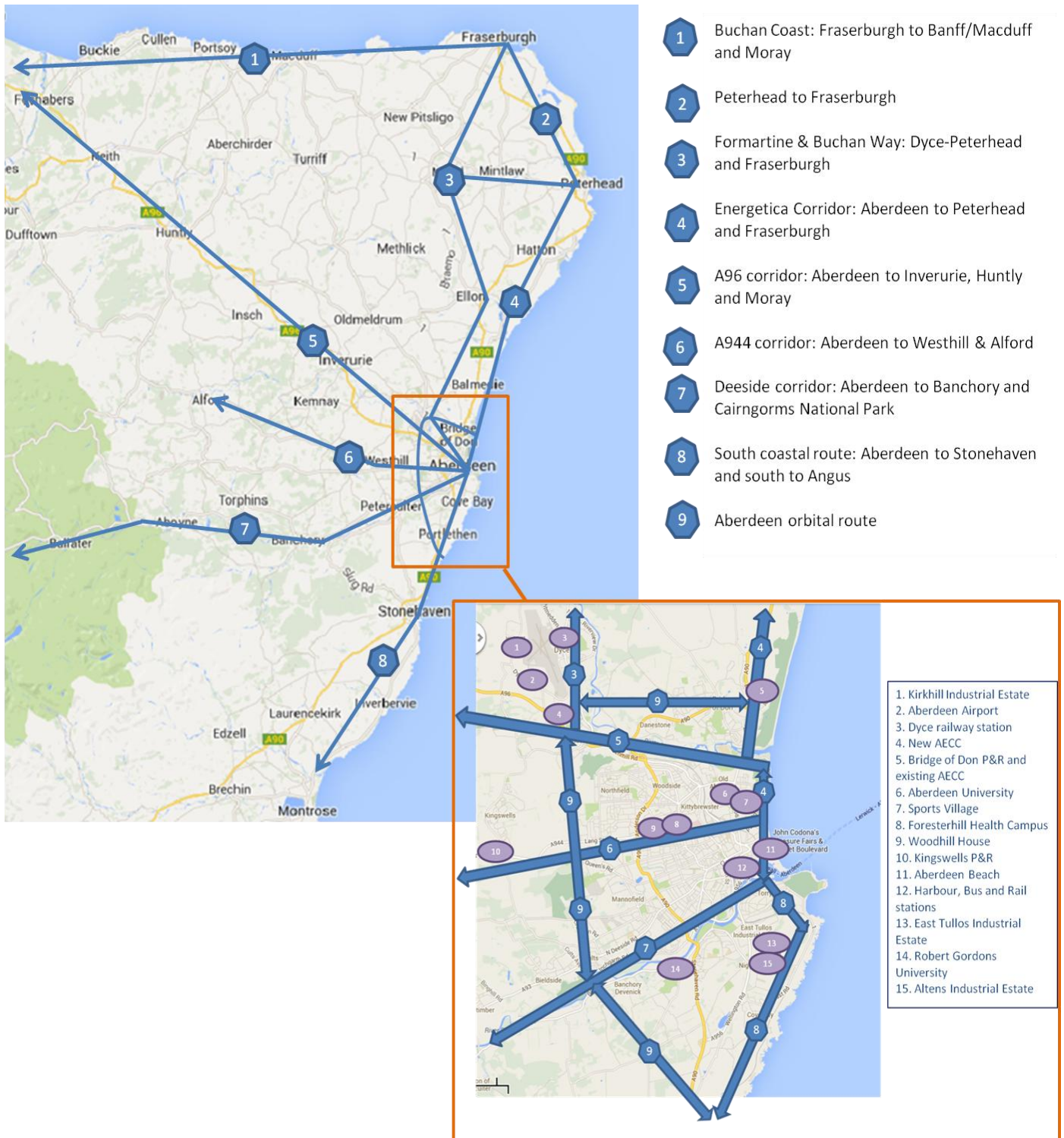
“as an integral part of planning for the strategic growth areas, we should explore opportunities to put in place a strategic walking and cycle network which builds on the current networks being developed in Aberdeen City and Aberdeenshire towns by linking these together. We should do this in a way which creates opportunities for improvements to the natural environment by linking habitats, species and open space in green networks.”
- 6.4. By identifying a strategic active travel network, we can also ensure that appropriate connections to new developments are made that ensure that cycling and walking provision links to longer term plans for the region as a whole.
- 6.5. The purpose of this network is to provide attractive and safe routes for cyclists and pedestrians for both long and short distance trips and to cater for a wide range of journey purposes from commuting trips, travel to school, tourism and leisure journeys.
- 6.6. Along each of the strategic corridors identified, appropriate links into the local network of key settlements will also be developed. This should include links to Aberdeenshire Council’s Integrated Travel Towns project which aims to create hubs for walking, cycling and public transport initially in Peterhead, Huntly, Portlethen, Fraserburgh and Inverurie.
- 6.7. In Aberdeen City and the surrounding area, the following key trip destinations have been identified as key points that should also be connected to a strategic network:
 - Kirkhill Industrial Estate, Dyce
 - Arnhall Industrial Estate, Westhill
 - Badentoy Industrial Estate, Portlethen
 - Aberdeen Airport
 - Dyce Railway Station
 - The new Aberdeen Exhibition and Conference Centre
 - Bridge of Don Park & Ride and the existing Aberdeen Exhibition and Conference Centre
 - Aberdeen University
 - Aberdeen Sports Village

- Foresterhill Health Campus
- Woodhill House
- Kingswells Park & Ride and Prime Four Business Park
- Aberdeen Beach
- Aberdeen City Centre including Harbour, Bus and Rail stations
- The proposed new harbour in Nigg Bay
- East Tullos Industrial Estate
- Altens Industrial Estate
- Robert Gordon's University campus at Garthdee
- Areas of significant new development including Chapelton, Countesswells, Maidencraig, Craibstone / Rowett and Grandhome.

6.8. There are wider benefits to the creation of a strategic active travel network that will contribute to other policy areas, including opportunities to improve the natural environment by the creation of green corridors linking habitats, species and areas of open space and improving access to open space.

6.9. Nine strategic routes have been identified at a high level as making up a strategic active travel network and these are illustrated in Figure 2 below. In many cases, good levels of pedestrian and cycle provision are already in place and improvements continue to be made, for example the Deeside Way, the Formartine & Buchan Way and the Aberdeen to Westhill cycle route which was constructed in 2012. In areas where there is more limited provision, no attempt has been made at this stage to identify precise routes rather, for each strategic route Nestrans will, in partnership with the two councils and key stakeholders (including the relevant cycle forums), conduct an active travel audit, identifying existing standards, gaps in the network areas of safety concern and links to local networks. The results of this audit will be used to inform a prioritisation of improvements required to develop and improve facilities for pedestrians and cyclists across the region.

Figure 2 North East Strategic Active Travel Network



- 1 Buchanan Coast: Fraserburgh to Banff/Macduff and Moray
- 2 Peterhead to Fraserburgh
- 3 Formartine & Buchan Way: Dyce-Peterhead and Fraserburgh
- 4 Energetica Corridor: Aberdeen to Peterhead and Fraserburgh
- 5 A96 corridor: Aberdeen to Inverurie, Huntly and Moray
- 6 A944 corridor: Aberdeen to Westhill & Alford
- 7 Deeside corridor: Aberdeen to Banchory and Cairngorms National Park
- 8 South coastal route: Aberdeen to Stonehaven and south to Angus
- 9 Aberdeen orbital route

- 1. Kirkhill Industrial Estate
- 2. Aberdeen Airport
- 3. Dyce railway station
- 4. New AECC
- 5. Bridge of Don P&R and existing AECC
- 6. Aberdeen University
- 7. Sports Village
- 8. Foresterhill Health Campus
- 9. Woodhill House
- 10. Kingswells P&R
- 11. Aberdeen Beach
- 12. Harbour, Bus and Rail stations
- 13. East Tullos Industrial Estate
- 14. Robert Gordons University
- 15. Altens Industrial Estate

Strategic active travel routes

6.10. A summary of the existing infrastructure, key features, opportunities and aspirations for each route is provided below.

Strategic Route 1: Buchan Coast - Fraserburgh to Banff/Macduff and Moray

6.11. The towns and villages along the Moray Firth Coast are relatively close together and form a chain from Fraserburgh to Macduff and on towards Elgin. There are also several former railway lines some of which are partially used for off-road cycling infrastructure. There are missing connections in the existing stretches of cycle path along the former railway line and considerable stretches which are now scrub or woodland. Opportunities along this route include the potential to create a new off road path from Macduff to Fraserburgh past the popular destinations of Gardenstown, Crovie and Pennan. As well as opportunities for recreation and tourism, such a connection would also provide opportunities for every day journeys connecting communities along the corridor and providing access to employment, education and other services.

Strategic Route 2: Peterhead to Fraserburgh

6.12. Opportunities exist to use parts of the disused Fraserburgh to St Coombs railway line potentially creating new paths to connect the towns to major employment sites such as the St Fergus gas terminal and tourist destinations around Rattray Head.

Strategic Route 3: Formartine and Buchan Way - Dyce to Peterhead and Fraserburgh

6.13. The Formartine & Buchan Way forms part of the Sustrans National Cycle Network Route 1 (NCR1) and is already a well established active travel corridor. Aspirations for the further development of this route include improving the surface to make it more attractive for cycling as well as signed and surfaced links to adjacent villages and developments such as Kingseat. Priorities would be the section from Aberdeen to Ellon and the areas in the immediate vicinity of Peterhead and Fraserburgh to encourage its use for utility trips and local tourism.

Strategic Route 4: Energetica Corridor - Aberdeen to Peterhead and Fraserburgh

6.14. Energetica is a 25 year vision to create an exemplar low carbon, sustainable development corridor. It covers a 30 mile stretch between Bridge of Don in Aberdeen north to Peterhead and west to Aberdeen International Airport. Providing high quality opportunities for active travel is a key component of the vision and there are opportunities to significantly improve provision through the Balmedie-Tipperty road improvement project. This strategic active travel route would link the north with key destinations in the city including Aberdeen University, Sports Village, Aberdeen Beach and the Harbour, Bus and Rail Stations and also connect into strategic routes 5, 6, 7, 8 and 9.

Strategic Route 5: A96 Corridor - Aberdeen to Inverurie, Huntly and Moray

6.15. Work has recently been completed to improve the Aberdeen to Bucksburn section of this route and a feasibility study completed for the section between Aberdeen and Blackburn. Opportunities to further extend links north from Inverurie should be explored and there are significant opportunities through the Scottish Government's commitment to dual the A96 from Aberdeen to Inverness to provide off-road cycle provision along its entire length as an integral part of the scheme.

Strategic Route 6: Queens Road and A944 corridor - Aberdeen to Westhill and Alford

6.16. This route has seen considerable investment in recent years with off-road cycle provision already in place between Aberdeen and Westhill. Opportunities to develop this route further include extending the route west beyond Westhill towards Alford. In the City, consideration should be given to the re-allocation of road space for cyclists to extend the route into the city centre and to address safety concerns at junctions, particularly at roundabouts.

Strategic Route 7: Deeside corridor - Aberdeen to Banchory and Cairngorms National Park

6.17. There is already a high quality cycle route along this corridor between Aberdeen and Ballater with the majority of it off-road along a former railway line. Future aspirations for this corridor include improving the surface of the Deeside way as far as Banchory, with reinstatement of the old rail line at selected locations to make a more continuous route. The route should also be signed and kept away from roads in particular the A93. The Deeside way in Aberdeen city is almost complete, with only a few short stretches that require some surfacing which will be completed in 2014/15. Issues associated with the road crossing at Milltimber will be partially resolved by the AWPR. From Banchory to Braemar the path takes on a more tourist orientated nature with some minor roads and off road paths currently being developed by Aberdeenshire Council.

Strategic Route 8: South - Aberdeen to Stonehaven and south to Angus

6.18. This is a key route with significant potential to be developed further to better accommodate active travel. Several key settlements form an almost continuous chain from Stonehaven to Aberdeen with limited connections for non-motorised modes between them. The priority for future development of this corridor is the short missing link between Stonehaven and Muchalls. Despite the current route being rough ground and frequently muddy, there is demand for active travel use, as evidenced by the worn path, tyre and footprints. It is a key aim of this plan to construct a quality path from Cove to Muchalls to be implemented prior to completion of housing and industrial development in the area connecting the communities along this corridor. The Chapleton development on the west side of the A90 is a significant development and should be required to link into the strategic active travel network as well as making appropriate provision for pedestrians and cyclists within the development itself. Sustrans National Cycle Network Route 1 also

runs along the coast between Portlethen and Aberdeen and this forms a key part of the network.

- 6.19. Consideration will need to be given to the impact that the future expansion of Aberdeen Harbour will have on this route and any opportunities for improvement created as a result. NCN1 enters the city via the Wellington suspension bridge which is pedestrian and cyclists only however there are safety issues as the route enters the city with high volumes of traffic including HGVs and buses.

Strategic Route 9: Aberdeen orbital routes

- 6.20. The aim of developing an orbital active travel route is to connect many of the areas of significant new development with key employment destinations and to link these in to the radial strategic routes, significantly enhancing opportunities for mode shift. Aberdeen City Council's Strategic Infrastructure Plan commits to a feasibility study to investigate ways to maximise connectivity between new developments and presents a significant opportunity to ensure that active travel connections form a key part of any proposals emerging from this work. The orbital route should connect major new developments contained within the Local Development Plans of Aberdeen City and Aberdeenshire including Chapelton, Countesswells, Maidencraig, Greenferns, Craibstone and Grandhome.
- 6.21. Detailed discussions and preliminary work will be required to identify the most appropriate routes for orbital links, which should not be restricted to one route and may include a number of orbital connections.
- 6.22. Opportunities exist to the west and south of the city through the development of the AWPR and the Fastlink to create cycle priority on routes such as the B979 and other routes that will experience significant reductions in traffic due to the AWPR. Furthermore, Anderson Drive and the Parkway already form an inner orbital route for motorised traffic within the city with limited provision for active travel, particularly cycling. Opportunities should be explored to improve orbital connections for active travel along a similar alignment as part of the Locking in the Benefits project, maximising the benefits of the AWPR which will reduce the volumes of traffic on roads within the city.

7. Policies

- 7.1. As well as identifying a strategic network, this action plan aims to ensure that:
- The needs of pedestrians and cyclists are considered first and integrated into the planning and design of all new developments and infrastructure;
 - Businesses and other organisations, including schools and public sector organisations, do their part to support and encourage cycling and walking;
 - Provision of new cycle and pedestrian infrastructure meets desired standards;

- Cycle training is available to all children across the region; and
- New infrastructure and initiatives are supported by appropriate information and promotion to encourage a change in attitudes and behaviour.

7.2. A number of over-arching policies have been developed to support these aims and apply to the development of all active travel routes and policies across the region, including the development of the strategic active travel network.

1. New infrastructure

- a) Sustrans sets out five qualitative evaluations for the design of the National Cycle Network and these criteria should also be adopted for the development of the North East strategic network⁴. They are:
 - Safety: a route that minimises danger for cyclists, pedestrians and other users, and gives a feeling of security.
 - Coherence: a continuous route, integrated with local roads and cycle paths.
 - Directness: a route that is as direct and quick as possible.
 - Attractiveness: a route that complements and enhances its environment in such a way that cycling is attractive.
 - Comfort: a route that enables a comfortable flow of cycle traffic and is easy to use.
- b) Where possible, new infrastructure should look to segregate pedestrians, cyclists and general traffic to provide maximum priority for active modes whilst also reducing conflict between different road users.
- c) Shared use footways/cycleways should be implemented where it is safe to do so, where widths permit and where existing or projected numbers cycling exceed, or are likely to exceed, numbers walking.
- d) Where space is limited and / or traffic levels are felt low enough that segregated cycle facilities are not required, consideration should be given to the allocation of road space for cyclists as a priority over general traffic.
- e) Where new road schemes are being developed, cycling and walking should be prioritised as key considerations in the design. Signalised junctions should be favoured over roundabouts and crossings when considering potential routes and upgrades and signal phasing for pedestrians and cyclists should be incorporated as appropriate.
- f) In association with the development of the Aberdeen Western Peripheral Route, cycling opportunities should be maximised on routes which experience reduced traffic as a result of the new road and the benefits "locked in" through implementation of schemes such as Cycle Friendly Roads.⁵
- g) New urban road schemes (particularly dual carriageways) should include separate cycling facilities away from the carriageway, on both sides if

⁴ **Sustrans** - The National Cycle Network – Guidelines and Practical Details Issue 2.
<http://www.sustrans.org.uk/our-services/infrastructure/route-design-resources/technical-guidelines>

⁵ See examples from Clackmannanshire and Eaglesham Moor

appropriate, and safe crossing points such as Toucan crossings should be implemented as standard within such schemes.

- h) Where there are proposals to upgrade inter-urban dual carriageways (such as the proposals for the A96), complementary off-road cycling facilities should be included as an integral part of the scheme.
- i) In association with existing inter-urban dual carriageways, Nestrans will work with Transport Scotland, local authorities and the trunk road operating company (currently Bear Scotland) to ensure that facilities are provided and safe crossings are made available where possible. Our priorities for action include the A90 Muchalls-Stonehaven, A96 Inverurie-Blackburn and A90 Blackdog-Bridge of Don.
- j) When undertaking roadworks or temporary closures, every effort should be made to enable safe walking and cycling opportunities without additional crossings or detours.
- k) Sustran's suite of technical design guidance on active travel, including the 'Handbook for cycle-friendly design' should be used, along with the principles of 'Designing Streets' in the design and delivery of all new cycle and pedestrian infrastructure.

2. New developments

- a) All major developments requiring a Transport Assessment will be expected to have a travel plan incorporating provision for active travel, including measures for walking, cycling, cycle parking and shower and changing facilities.
- b) Masterplans and major areas of development should include links to the strategic active travel network, as identified in this action plan, and ensure that new links are developed to a high standard, taking into account the standards identified in Appendix A. Developments should also include appropriate walking and cycling links through their sites as well as links to the strategic network.

3. Schools and Cycle Training

- a) Every secondary school should have a travel plan including active travel opportunities and targets based on the particular geography of the catchment.
- b) Every primary school should have a travel plan including active travel opportunities and targets based on the particular geography of the catchment.
- c) Promote the roll out of cycle training / Bikeability for both children and adults across the region.

4. Cycle parking

- a) Cycle parking should be provided at key locations including town centres and shopping centres, health facilities, parks, leisure facilities and other key trip destinations across the region, including but not limited to, the destinations identified in paragraph 7.7

5. Safety

- a) Advanced stop lines should be introduced at all signalised junctions.

- b) The introduction of traffic management measures and 20mph zones and streets should be encouraged where appropriate to improve safety for active travel users and to enhance the urban environment.
 - c) Pedestrianisation and pedestrian-priority in town and city centres will be supported.
 - d) Cycle Friendly Roads (normally with fewer than 800 vehicles per day) should be identified to link to and expand an overall regional network.
6. Information, Marketing and Publicity
- a) The Getabout brand should continue to be supported as a key tool for the promotion and marketing of active travel across the region. The Getabout partnership has now been in existence for over five years and together its partners continue to work to expand public awareness of the brand and promote active and sustainable modes.
 - b) The development of a strategic active travel network should be underpinned by a promotional campaign under the Getabout behaviour change banner incorporating events and other promotional activities, information and maps.
 - c) A programme of events and other promotional activities with a range of sectors of the population should be developed in order to change attitudes and encourage increased active travel.
 - d) Stakeholders and partner organisations should be engaged with and supported in their activities to promote active travel. NHS Grampian, in particular, has a role to play in health promotion and all partners should continue to work together to deliver health improvements through the Health and Transport Action Plan.
 - e) Local communities should be engaged with and supported to develop and sustain their own promotional activities and events.

7. Actions

7.1 The Active Travel Action Plan sets out a long term vision for the development and promotion of active travel in the north east. It sets a key outcome to develop a strategic active travel network and a identifies a range of policies under which this network and improvements to the wider cycling and walking network should align.

7.2 *This table will be developed further in consultation with stakeholders and the two Councils but may include the following*

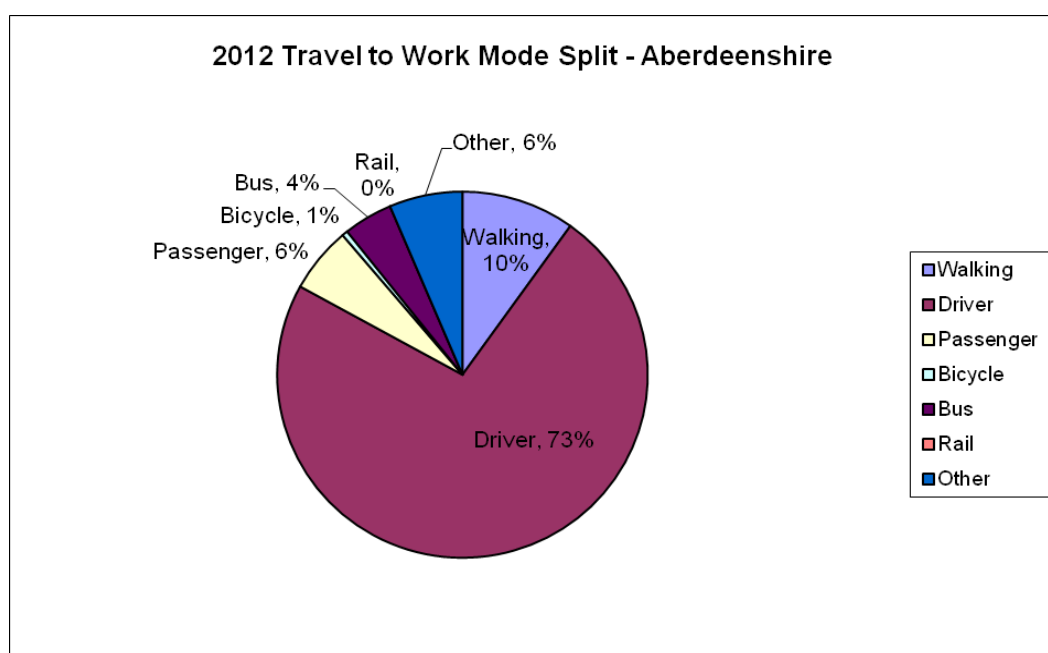
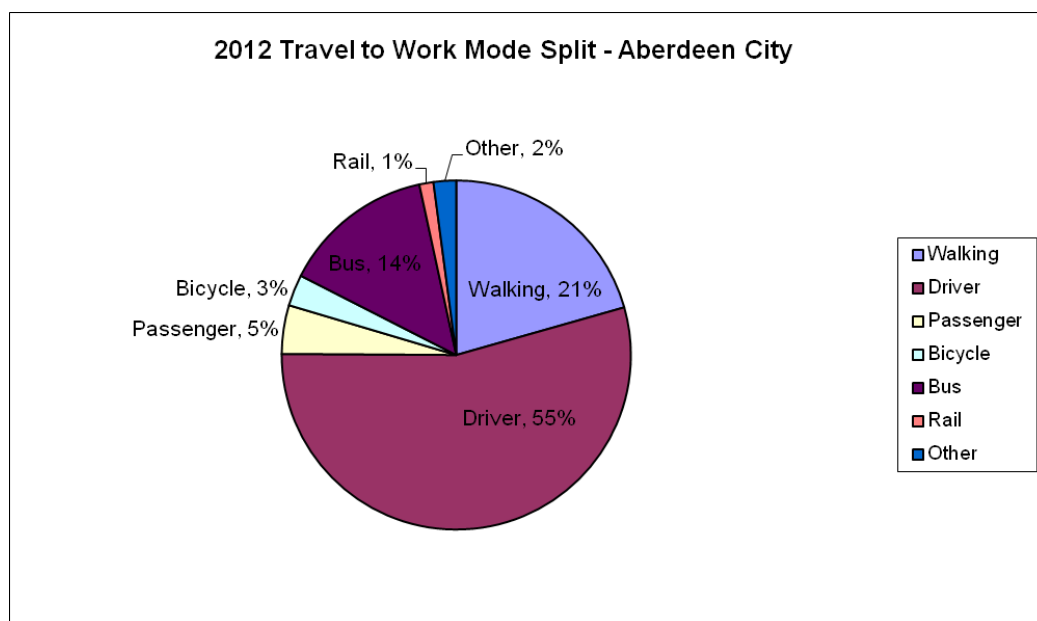
Action	Responsibility	Timeframe	
Development of a strategic network			
1	Active travel audits of the strategic routes will be carried out, including junctions and crossing points, to identify existing standards, gaps in the network, areas of safety concern and links to local networks.	Nestrans	Short term (1-5 years)
2	Develop a prioritised list of improvements resulting from this audit		

Action	Responsibility	Timeframe
New infrastructure		
New developments		
Schools and cycle training		
Safety		
	A safety audit of junctions, in identified areas of high demand that are not already covered by the strategic network, should be carried out to assess safety for cyclists and pedestrians.	
	A review of bye-laws in parks and other local authority owned spaces should be encouraged to ensure that policies do not discriminate against safe and responsible cycling.	
Information, marketing and publicity		
	Nestrans and the two Local Authorities will publish maps and information indicating cycle routes and cycle facilities including cycle parking.	
	Nestrans and the two Councils will continue to support the Getabout brand to promote active travel.	
	Nestrans and the two Councils, along with the wider Getabout partners will continue to develop a programme of events and promotional activities to promote active travel.	
	Nestrans and the two Councils will actively engage with stakeholders and partners to support and encourage the development of active travel measures, promotional events and activities.	

8 Monitoring

- 8.1 Five indicators have been selected to monitor the progress of this action plan in delivering its objectives. These indicators, along with the baseline figures are presented below and all of these will be reported through the Nestrans annual monitoring report.

Indicator 1: Mode share of active travel on journeys to work



Source: Scottish Household Survey

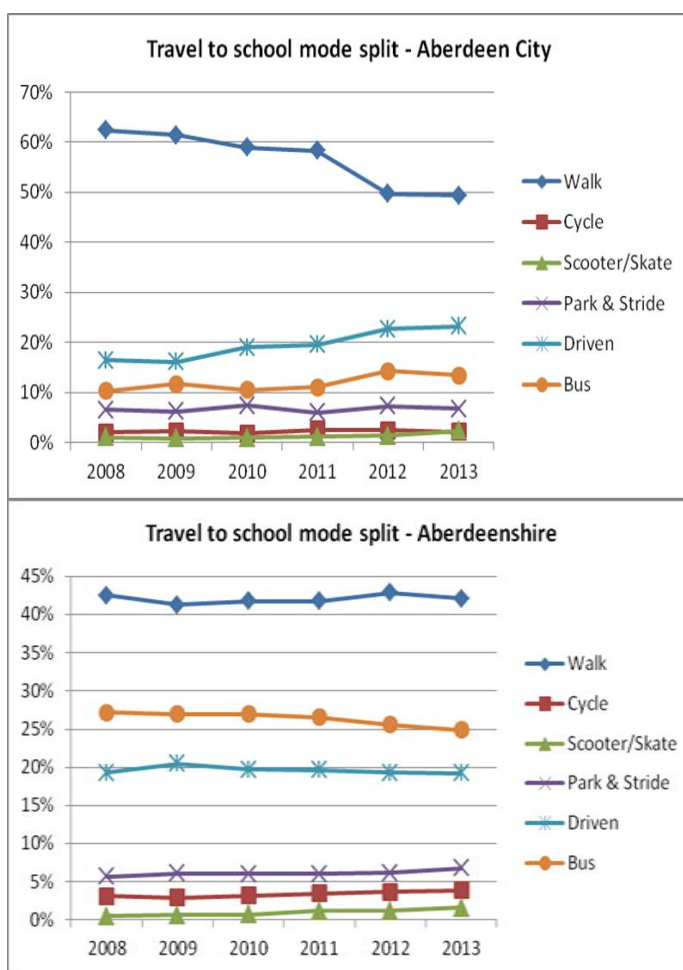
Indicator 2: Mode share of active travel on journeys to school (Hands up surveys)

The proportion of children travelling actively to school (walking or cycling).									
	Walking			Cycling			Scooter/Skate		
	City	Shire	NE	City	Shire	NE	City	Shire	NE
2008	62%	43%	53%	2%	3%	3%	1%	1%	1%
2009	61%	41%	51%	2%	3%	3%	1%	1%	1%
2010	59%	42%	50%	2%	3%	3%	1%	1%	1%

2011	58%	42%	50%	3%	3%	3%	1%	1%	1%
2012	50%	43%	46%	3%	4%	3%	1%	1%	1%
2013	49%	42%	46%	2%	4%	3%	2%	2%	2%
% point change since 2003/04 baseline	-13% points	-1% points	-7% points	=	+1% point	=	+1% point	+1% point	+1% point

Target: To increase the proportion of children walking and cycling to school to at least 60% by 2021.

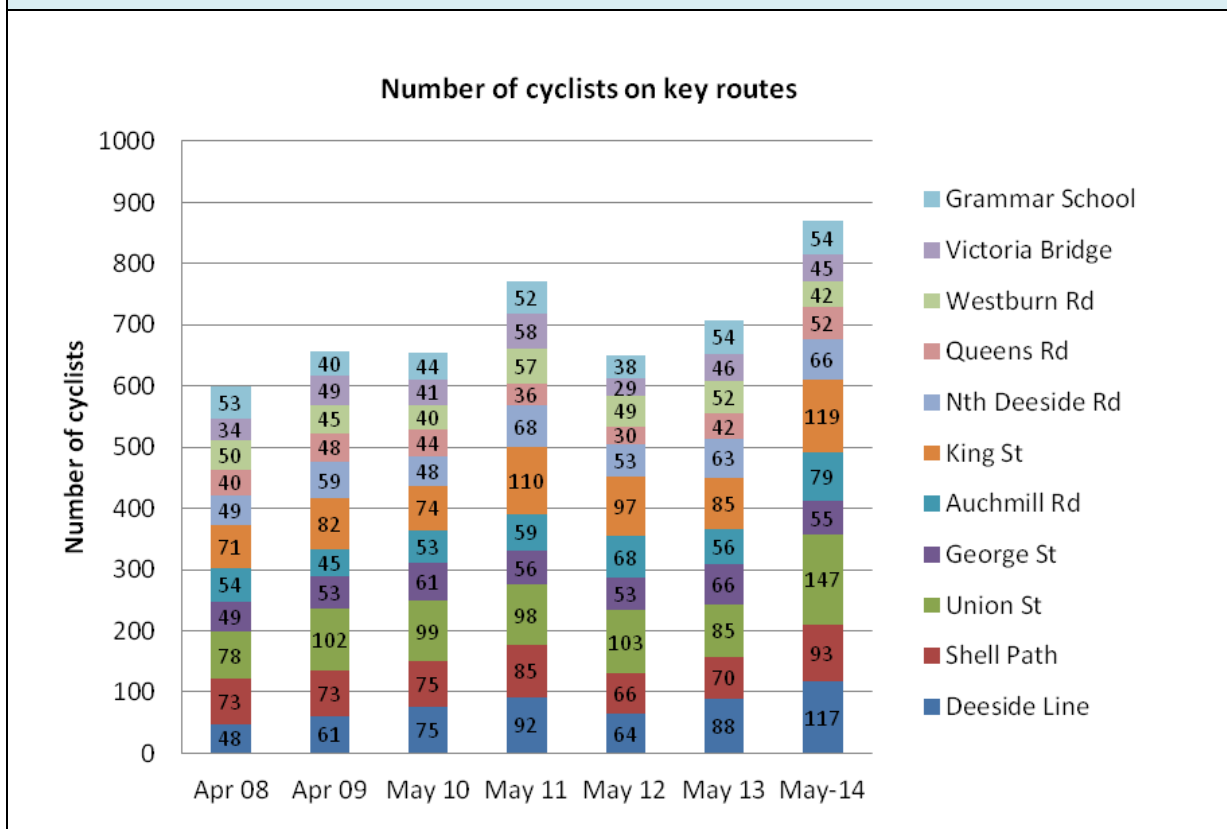
Source: Sustrans Hands Up Surveys



Indicator 3: Numbers cycling on strategic routes

8.2 Aberdeen Cycle Forum undertake an annual cycle count survey at 11 points across the city. This has shown a 38% increase in the number of people cycling during the AM peak since 2008. The most significant increases have been seen on the Deeside line which has seen significant investment and improvement in recent years and on Union Street.

Number of cyclists on key routes in morning peak – Aberdeen City (7:30-9:00am).



Percentage change since 2008

+38%

Target: To increase the number of cyclists on key routes in the morning peak by at least 10% by 2021.

Source: Aberdeen Cycle Forum

Total number of cyclists recorded on key routes - Aberdeenshire.

	2009	2010	2011	2012	2013
Peterhead, Blackhouse	-	388	630	732	
Industrial Estate					
Insch Path	-	-	459	11,024	14,101

Target: To increase the total number of cyclists recorded on key routes by at least 10% by 2021.

Source: Aberdeenshire Council

- 8.3 Aberdeenshire Council have recently installed a number of cycle counters along various routes in Aberdeenshire which will, in future years, provide more comprehensive information for this indicator. A total of nine sites are now being monitored although a full year of data is not yet available.

Indicator 4: Number of pedestrian and cycling casualties in road traffic collisions

Data to be added

Source: Reported Road Casualties Scotland

Indicator 5: Proportion of casualties in road traffic collisions which are walking/cycling

Data to be added

Source: Reported Road Casualties Scotland.