

## Appendix 2: NPF2 ACTION PROGRAMME (NAMED ACTIONS)

Ref	Action	Milestones	Lead Partner(s) / Delivery bodies	Current Progress	Future Plans
<b>NATIONAL DEVELOPMENTS</b>					
6	<b>Deliver enhanced facilities at Aberdeen Airport and supporting improvements in surface transport and other infrastructure.</b>	<p>2009 onwards - Reflect policy objectives of Air Transport White Paper and airport masterplan in development plans and associated action programmes, regional transport strategy and development management decisions. Consider need for further environmental assessment, appropriate assessment and detailed scheme level mitigation including design, protection of biodiversity, measures to reduce effects on health, air quality, noise, water, soils, landscape and cultural heritage and long term assessment of carbon impacts. Work with air transport operators to minimise emissions by deploying operational and technological measures.</p> <p>2009 onwards – Submission of planning application(s) for airport enhancements not subject to Permitted Development rights (as indicated within airport masterplan.)</p>	<p><b>Airport Operator;</b> North East Scotland Transport Partnership (Nestrans), Aberdeen City Council, Aberdeenshire Council, Aberdeen City and Shire Strategic Development Planning Authority (ACSSDPA), business groups, environmental and transport groups, community groups, Scottish Government - Transport Directorate.</p>	<p>The Structure plan promotes the Implementation of the Aberdeen airport master plan. The airport enhancements are included as a proposal in the Structure Plan, and are key to the improvement Aberdeen City and Shire's connectivity.</p> <p>The SDPA and Nestrans have been invited to join the Aberdeen Airport Masterplan steering group, comprising of airport representatives and key stakeholders.</p> <p><i>Nestrans continues to work through the Airport Business Development Forum to support the important role of the airport in the North East.</i></p> <p><i>In December 2008, Nestrans launched the Service 80 Dyce Shuttle bus which connects Dyce rail station with the airport terminal.</i></p>	<p>The SDPA and Nestrans will engage with the Aberdeen Airport Masterplan steering group in the review and implementation of the masterplan.</p> <p>The Regional Transport Strategy supports plans to extend the runway at Aberdeen Airport. In addition, Nestrans will continue to explore the most appropriate means for ensuring routes which are critical to the economic and social well-being of the north east are retained.</p> <p><i>Nestrans and partners to implement Bus Action Plan actions to improve public transport including fares, ticketing, information provision and bus priority. Improvements in access to the airport will be incorporated in such measures.</i></p>
	<b>UPDATE at June 2011</b>	<p>Two meetings of the Aberdeen Airport Masterplan Steering Group took place in August 2009 and May 2010, with the SDPA and Nestrans being represented at both. A revised masterplan is being prepared by BAA and it is anticipated that this will be subject to consultation within the next year.</p> <p>An enhanced car park was opened in September 2009 and improved cycling facilities and motorcycling facilities implemented with financial support from Nestrans. Enhancements to the road network were identified in a joint Nestrans/BAA study and Aberdeen City Council and BAA have now implemented traffic management changes identified through that report, including a bus/taxi lane to ease egress from the airport.</p> <p>The Nestrans/BAA supported Dyce shuttle bus was retendered in 2011 and a new operator took over the service in April 2011. A ScotRail commissioned study to investigate opportunities for the further development of Dyce station identified opportunities for enhancements. Work started in March 2011 on a £10million 124 metre extension of Aberdeen Airport's main runway, which is scheduled for completion by May 2012.</p>			

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<b>ACTIONS FOR THE EAST COAST</b>					
58	<b>Strengthen East Coast Corridor connectivity and collaboration.</b>	2009-2012 – Engagement between delivery bodies to realise vision in the preparation of strategic development plans for the Aberdeen, Dundee and Edinburgh City Regions, local development plans and associated action programmes, partners plans and programmes and in the consideration of planning applications.	North East Scotland Transport Partnership (Nestrans), South - East Scotland Transport Partnership (Sestrans), Network Rail, Aberdeenshire Council, Aberdeen City Council, Aberdeen City and Shire Strategic Development Planning Authority (ACSSDPA), Angus Council, City of Edinburgh Council, Dundee City Council, Fife Council, SESplan, Perth Council, Stirling Council, North East Assembly, Northumberland County Council, Scottish Borders Council, Transport Scotland.	<p>The strategies from the NPF2 and other documents such as the Strategic Transport Projects Review underpin the Aberdeen City and Shire Structure Plan and so place an emphasis on strengthening the connectivity and collaboration along the northeast corridor.</p> <p>A key element of the Regional Transport Strategy is to work with the rail industry, Transport Scotland and others to promote and support measures to cut journey times, including addressing pinch points in Angus and Fife and at Edinburgh Waverley and Glasgow Queen Street Stations. Some of this is addressed in the Strategic Projects Review and some improvements made to journey times to Edinburgh have already been delivered.</p>	<p>Continue to work with partners to strengthen and sustain the Northeast's connectivity. Development of a Strategic development plan for the city region, building on the engagement and partnership working carried out in the preparation of the structure plan.</p> <p><i>Nestrans will continue to work with key stakeholders to promote improvements to the east coast rail line.</i></p>
	<b>UPDATE at June 2011</b>	<p>The SDPA and Nestrans raised issues of East Coast Corridor connectivity at a cross-boundary meeting with TAYplan in late 2009 and have responded to the TAYPlan MIR in relation to interventions on the road and rail network in their area which impact on Aberdeen City &amp; Shire. This has been followed up with a meeting in advance of publication of the proposed plan. Issues relating to improved access on the east coast corridor, including improved transport around Dundee and improved rail corridor are included in STPR.</p> <p>After a Nestrans campaign, the UK Government announced new trains for the East Coast mainline, which will secure continued through-running between Aberdeen and London in the long term.</p>			

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59	<b>Strengthen the role of Aberdeen City and Shire as Scotland's Northern Gateway and sustain vibrant economic growth.</b>	2009-2015 – Reflect Aberdeen City and Shire Economic Forum (ACSEF) Action Plan 'Delivering the Vision for 2025' and the objectives of the regional transport strategy in the preparation of development plans and associated action programmes, masterplans, development briefs and development management decisions. Consider the need for environmental assessment, appropriate assessment and detailed scheme level mitigation at plan or project level.	<b><u>ACSEF; Aberdeen City and Shire Strategic Development Planning Authority; Aberdeenshire Council; Aberdeen City Council;</u></b> Scottish Enterprise, Airport operator, Port operators, Rail operators, North East Scotland Transport Partnership (Nestrans), Scottish Enterprise.	<p>The structure plan was influenced by regional strategies and plans, including the North East Scotland Transport Partnership's (Nestrans) Regional Transport Strategy and Aberdeen City and Shire Economic Future's Economic Manifesto. Delivery of ACSEF's vision is integrated into the structure plan.</p> <p><i>Nestrans are a key stakeholder in the development of both Aberdeen City and Aberdeenshire Council's new Local Development Plans. Nestrans are also taking the lead in ensuring that the regional transport impacts of the proposed scale of development are fully assessed and taken into account.</i></p>	<p>Continue to work with partners to strengthen and sustain Aberdeen City and Shire's role as Scotland's Northern Gateway. Continued dialogue in the integration of partners objectives into action programmes, master plans and future development plans.</p> <p>Statutory timescales would indicate that it should be possible to integrate the preparation of the area's first strategic development plan and the next regional transport strategy. This will be worked up in more detail by March 2010.</p>
	<b>UPDATE at June 2011</b>	<p>The structure plan was approved by Scottish Ministers in August 2009 and this was widely welcomed by the business community.</p> <p>Nestrans continues to work with port and airport operators to promote the opportunities for direct links to/from the region. In particular, Aberdeen Airport is actively promoting opportunities for further direct flight links to key destinations in the UK, Scandinavia and continental Europe.</p> <p>It is proposed to refresh the Regional Transport Strategy in parallel with the preparation of a Strategic Development Plan to better link timeframes and ensure compatibility in policy terms.</p> <p>Nestrans, the SDPA and both councils commissioned work on the cumulative impacts of new development and are producing supplementary guidance to deliver a package of interventions to facilitate development proposals in the local development plans. Transport Scotland are also involved in discussions and the guidance will be consulted on in September 2011, subject to approval by the SDPA.</p> <p>In May 2011, Aberdeen Harbour Board announced the start of major works to widen and deepen the navigable channel into Aberdeen Harbour to ensure reliability and improve access particularly during bad weather and heavy swells.</p> <p>Nestrans and other regional transport partnerships are campaigning to secure commitment for landing slots to be retained at London airports.</p>			

**NATIONAL DEVELOPMENTS**

3	<b>Develop High Speed Rail Link to London.</b>	2009-2012 - Discussions between Scottish Government with the UK Government on the development of a high speed link to reduce journey times between Central Scotland and London to under 3 hours and provide direct services to the Continent. Requirement for identification of route options, environmental assessment, appropriate assessment, and a supporting business case.	<b><u>Transport Scotland; High Speed 2; Regional Transport Authorities; Department for Transport (DfT).</u></b>	Nestrans are representing the interests of the North East on the High Speed Rail Stakeholders Group.	Nestrans aim is to ensure that as part of any High Speed Rail link to Scotland, that rail connections from the North East to the central belt are enhanced to allow improved connections to a HSR route and that airport landing slots in London are maintained for Aberdeen flights - air travel to London will remain vital, particularly for businesses in the North East.
	<b>UPDATE at June 2011</b>	<p>Nestrans represents interests outwith the Central Belt on the Scottish Group promoting High Speed Rail to Scotland. The group has emphasised the importance of HSR to Scotland, but also the important contribution that Scotland makes to making the business case for HSR.</p> <p>Nestrans has also emphasised the importance of connectivity within Scotland to ensure that the whole country can benefit from investment in HSR and made the links to other aspects of national planning, including the potential for reducing short-haul domestic flights from areas such as Manchester and central Scotland with the potential that this provides for available slots at Heathrow then being made available for priority destinations within the UK such as Aberdeen, Inverness and Belfast which will not have competitively-timed alternatives through HSR.</p> <p>Nestrans Board approved a paper outlining its policy relating to HSR and links to Heathrow at its meeting on 16 June 2010, following the coalition Government policy statements on these issues. Nestrans continues its involvement in promoting the concept of High Speed Rail, the need for it to extend to Scotland, the case for developing the entire length of the line rather than developing in phases and the linkages to aviation policy in ensuring benefits throughout the country.</p>			

**Transport**

13	<p><b>Develop, Design and Deliver recommendations of the Strategic Transport Projects Review (STPR) for the 20 years post 2012.</b></p>	<p>Post 2009 – Continue to develop, design and deliver projects.</p> <p>Post 2012 – 2022 - Develop, Design, Deliver Strategic Transport Projects in line with the recommendations from the Strategic Transport Projects Review (STPR), taking forward the mitigation measures identified within its Strategic Environmental Assessment and Appropriate Assessment. Continue to invest in the national strategic transport networks to support sustainable economic growth.</p>	<p><b>Transport Scotland,</b> Planning Authorities, Strategic Development Planning Authorities, Regional Transport Partnerships.</p>	<p>The regional strategies and plans such as, the North East Scotland Transport Partnership’s (Nestrans) Regional Transport Strategy and the STPR have a key influence on structure plan.</p> <p><i>The projects relevant to the North East that are contained within the STPR are aligned with the objectives of the Regional Transport Strategy. Discussions have been initiated with Transport Scotland on how these projects can be progressed.</i></p>	<p><i>To work with all partners on the development, design and deliver recommendations of the Strategic Transport Projects Review (STPR)</i></p>
	<p><b>UPDATE at June 2011</b></p>	<p>Nestrans and partners have met with the relevant officers with Transport Scotland on a number of occasions to offer to help advance the STPR projects within the north east. In particular, the strategic Park &amp; Ride sites are being taken forward with planning permission secured for the A96 site and design being progressed for the A90 (south) site, including pre-application consultations. These are likely to be constructed as part of the AWPR contract to secure efficiencies.</p> <p>In 2010, Transport Scotland commissioned Network Rail to undertake a major study into the Aberdeen-Inverness railway line. This has now been published, confirming that a two-hour journey time with hourly frequency is feasible, including a new station at Kintore and additional passing loops. The study also confirmed that improvements to Inveramsay Bridge would not impact on the line and this project has now been passed to trunk roads division to progress – they have appointed consultants to develop a preferred option for removing the restriction at this location. Again, Nestrans has offered any support required to progress these issues.</p>			

14	<b>Electrification of the Rail Network Programme.</b>	2009-2016 – Work towards creating an electrified rail network across Scotland to reduce journey times, operating costs and emissions in line with Strategic Transport Projects Review (STPR) Project 6.	<b>Transport Scotland:</b> Network Rail, Regional Transport Partnerships.	The structure plan's proposals include rail improvements to make environmentally friendly forms of transport more attractive, including reducing journey times to Edinburgh, Glasgow and beyond.	<i>Nestrans to continue to work with the rail industry, Transport Scotland and others to promote and support measures to cut journey times, operating costs and emissions and also to improve reliability and reduce overcrowding of rail services.</i>
	<b>UPDATE at June 2011</b>	Nestrans Board had agreed a Rail Action Plan for the north east, identifying medium and long-term priorities for developing rail services within and to/from the north east. Long term electrification of the network to the north east (and possibly between Aberdeen and Inverness) are included as aspiration in that document. The Scottish Government has indicated an aspiration to electrify the primary rail network in Scotland.			
37	<b>Promote active travel.</b>	2009 – 2012 – Work in partnership to promote active travel, including improving cycling and walking opportunities and the completion of a national cycle network well connected to local neighbourhood networks in the preparation of development plans, associated action programmes and development management decisions, and consider the need for environmental assessment, appropriate assessment and detailed scheme level mitigation at plan or project level.	<b>Sustrans:</b> Planning Authorities, Strategic Development Planning Authorities, developers, communities, landowners, Scottish Government.	The structure plan emphasises and promotes active travel. A key aim of the plan in support of the vision is to 'make the most efficient use of the transport network, reducing the need for people to travel and making sure that walking, cycling and public transport are attractive choices'.  <i>To achieve increased use of active travel is a key objective of the Regional Transport Strategy and much work has already been done in this area, including establishing the Getabout brand.</i>	Working with partners to further promote and provide the opportunity for active travel.
	<b>UPDATE at June 2011</b>	Nestrans and partners continue to work cooperatively through the Getabout brand and have undertaken a number of high profile activities and events during the past year. The Getabout partners have established a resource including banners, marquee, bicycles including novel vehicles and a range of promotional materials which are used for delivering promotional activities through an agreed calendar.  Promoting Active Travel is one of the key themes of the Health & Transport Action Plan and is being delivered jointly with NHS Grampian and local authority partners. A sub-group has been established to ensure that initiatives such as Getabout are effectively managed within the wider health and transport agenda.			

**Climate Change**

43	<b>Implement Scottish Government's policy commitments on Climate Change.</b>	2009 onwards - Reflect the Scottish Government's Climate Change targets, Climate Change Adaptation Framework and Energy Efficiency Action Plan in the preparation of development plans, associated action programmes, supplementary planning guidance and in development management application decisions.	<b><u>Scottish Government- Climate Change Directorate; Planning Authorities; Strategic Development Planning Authorities;</u></b> Scottish Natural Heritage (SNH) , Scottish Environment Protection Agency (SEPA), non-governmental organisations, business and industry, the public sector, communities, and academic / research sector.	Climate change is a main aim of the structure plan and the strategy outlined within the document clearly reflects and in many cases exceeds the targets outlined by the government.	Work with partners in the implementation of climate change commitments through future development plans, action programmes and decisions.
	<b>UPDATE at June 2011</b>	<p>The SDPA was invited to sit on a Scottish Government steering group looking at the development of a tool to assess the greenhouse gas impacts of spatial planning policy. The Phase I report was published in February 2011 and work is ongoing regarding the development of the tool to assess the greenhouse gas impacts of SPP.</p> <p>The SDPA facilitated work carried out on behalf of Scottish Enterprise to prepare greenhouse gas reduction scenarios for the area with the North East Climate Change Partnership.</p> <p>Both of these pieces of work will help inform the strategic development plan, with a Climate Change Study being prepared alongside the main issues report. This will incorporate the scenario work carried out with Scottish Enterprise and the NECCP.</p> <p>Nestrans and Aberdeen City Council are partners in CARE North, a European project aimed at reducing carbon emissions from traffic and improving air quality in Aberdeen City Centre. The project has helped develop initiatives such as a proposed car club in Aberdeen, bicycle points, and the consideration of a Low Emission Zone in the City Centre.</p> <p>The Community Planning Partnerships have successfully bid for Scottish Government funding for Low carbon Vehicles, which will be deployed to provide a shared mail service reducing the number of vehicles required by improving efficiencies, reduced mileage and utilising cleaner fuels will further reduce emissions.</p>			

**Air Quality**

44	<b>Improve Air Quality.</b>	Reflect the objectives set out in the Air Quality Strategy and the Limit Values set out in the EU Directive 2008/50/EC on ambient air quality and cleaner air for Europe in the preparation of development plans.	<b><u>Scottish Government- Environmental Quality Directorate;</u></b> Planning Authorities, Strategic Development Planning Authorities, Scottish Environment Protection Agency (SEPA), Health and Safety Executive (HSE).	<p>The structure plan promotes a sustainable transport strategy that aims to ensure new development contributes towards reducing travel and encourages sustainable transport options.</p> <p>A more sustainable pattern of transport has a wide range of benefits such as improving accessibility, air quality and provides wider transport benefits.</p> <p><i>Achieving increased use of active travel and improved air quality as part of wider strategies to improve health of north east residents is a key objective of the Regional Transport Strategy. Many of the actions being delivered through the RTS are aimed at reducing car trips and congestion and improving air quality.</i></p>	<i>Nestrans will be working in partnership with Aberdeen City Council to implement measures to improve air quality in the Air Quality Management Areas that have been designated.</i>
	<b>UPDATE at June 2011</b>	Aberdeen City Council has updated and further developed its Air Quality Management Plan, publishing a draft in 2010 with input from Nestrans and other partners.			



Noise					
45	<b>Implement Noise Action Plans.</b>	Reflect the objectives of Noise Action Plans required under the terms of EU Directive 2002/49/EC relating to the assessment and management of environmental noise in the preparation of development plans and associated action programmes, supplementary planning guidance (SPG) and development management application decisions.	<b><u>Scottish Government – Environmental Quality Directorate; Strategic Development Planning Authorities; Planning Authorities.</u></b>	None to date by the SDPA.	This issue will be considered in the context of the preparation of the first strategic development plan.
	<b>UPDATE at June 2011</b>	<p>EU legislation requires member states to produce maps of their areas showing transport related noise levels and take action to reduce levels in the worst affected areas. Maps were produced by the Scottish Government in 2008 and subsequently Candidate Noise Management Areas (CNMAs) produced identifying the potentially worst areas, including several CNMAs in the north east.</p> <p>Following further consideration of noise exposure in 2010, no CNMAs in the north east will be designated as Noise Management Areas in the near future. However, it should be noted that Aberdeen City falls within a second phase of the requirements of the EU legislation. This means that all transport networks in the City will require to be mapped by 2012 and any potential Noise Management Areas identified by Aberdeen City Council..</p>			

NOTE: The full NPF2 Action Programme can be found at:

<http://www.scotland.gov.uk/Topics/Built-Environment/planning/National-Planning-Policy/npf/action-plan>