
8 Information Bulletin

- Purpose of Report

The purpose of this report is to provide information and updates for the Board on a number of matters not requiring decision.

- Railway stations win Awards

Two Aberdeenshire stations – Stonehaven and Huntly – have each achieved Gold status in Keep Scotland Beautiful's first-ever railway awards. The environmental charity visited all 346 stations in Scotland to assess their performance on issues ranging from clearing litter to recycling, waste management and community links. Stonehaven station was recognised for its civic volunteers through the Horizon Project as well as the support of businesses including funding from Deeside Timberframes, while Huntly Development Trust helps maintain Huntly station and pay for its train-shaped planter.

Inverurie railway station was commended in the scheme, having benefited from floral hanging baskets, provided by Inverurie Environmental Improvement Group.

- Draft Civil Aviation Bill: An Effective Regulatory Framework for UK Aviation

On the 19 January 2012 the Government announced a new Bill for the effective regulation of UK Aviation. This is a regulatory Bill amending powers of Ministers and the Civil Aviation Authority and is different from the Government's proposed UK Aviation Policy due to be published in Spring 2012. The news release with the announcement was as follows:

"New powers which will put passengers at the heart of how the UK's major airports are run have begun their passage through Parliament.

The Civil Aviation Bill - which had its first reading in Parliament today - will replace the current economic regulation duties of the aviation regulator, the Civil Aviation Authority (CAA), with a single primary duty to promote the interests of passengers.

The Bill will also give the CAA more flexibility to set performance measures at major airports, encourage investment in improvements and provide passengers and other airport users - such as those sending cargo by air - with more information about airline and airport performance.

Aviation Minister Theresa Villiers said:

"The powers in this Bill will put the needs of passengers clearly and unambiguously at the heart of how our major airports are run. They will help promote better public information about airline and airport performance and give the CAA more power to tackle the issues which matter to passengers. Under the new rules, the CAA will be able to intervene much more quickly when an airport is failing passengers, for example on winter preparedness.

"The end result of these reforms will be a modern regulatory regime for our airports which is flexible, proportionate, targeted and effective, while unnecessary regulation and unnecessary intervention by central Government will be removed."

Much of the legislation surrounding aviation dates back to the 1980s; airlines and airports have welcomed the Government's intent to update it. The Bill is designed to modernise the key elements of how the industry is regulated and contribute to economic growth.

The Bill also proposes that the costs of regulating aviation security should be covered by the aviation industry as happens with safety regulation. This will involve conferring certain aviation security functions, such as monitoring and enforcement, on the CAA which charges the industry for its activities. However, the responsibility for setting aviation security policy and making aviation security directions to the industry will remain with the Secretary of State for Transport. It is estimated that this move could save UK taxpayers over £4m a year.

The Bill also includes proposed changes to the holiday scheme ATOL. The CAA currently has four duties for the purposes of economic regulation, they are:

To further the reasonable interests of users of airports within the UK, users being defined (in section 82 of the Airports Act) as airlines, passengers and other user of air transport services at the airport; to promote the efficient, economic and profitable operation of such airports ; to encourage investment in new facilities at airports in time to satisfy anticipated demands by the users of such airports; and to impose the minimum restrictions that are consistent with the performance by the CAA of its functions under those sections.

In addition, the CAA is also required to take account of international obligations.

The proposals set out in the new bill will replace these with a single primary duty and a limited number of further duties. These are:

Primary duty

To further the interest of consumers (that is passengers and owners of cargo both present and future), wherever appropriate by promoting competition

Further duties

To ensure that licence holders are able to finance the activities which are subject to the relevant licence obligations; to secure that all reasonable demands for airport services are met; to promote economy and efficiency on the part of licence holders in its provisions of airport services at regulated airports; to have regard to guidance issued by the Secretary of State; to have regard to any international obligation of the UK; to have regard to principles of better regulation

The UK Parliament's Transport Select Committee has published its report on the Civil Aviation Bill which was published in draft in November 2011. They have found *"general support from the aviation industry and the regulator for the measures proposed in the draft Bill."*

Further information on the Civil Aviation Bill including documents and progress may be found at: <http://serVICES.parliament.uk/bills/2010-11/civilaviation.html>

- HS2 – High Speed Rail

Members will be aware that the UK Government's proposals for a second High Speed Rail line (HS2) are being progressed. The Government announced, on 10 January 2012, their decision, following the major consultation exercise, to progress with the project between London and Birmingham including a link to HS1 (the continental connection) and to make further progress on developing proposals for a second phase to Manchester/ Leeds with connections to the East & West Coast Main Lines including a spur to Heathrow.

This will reduce the journey time from London to Edinburgh/ Glasgow by half an hour for phase 1 a further half an hour for phase 2 to a journey time of 3hrs 39 mins/ 3hrs 37 mins.

On 11 January 2012, the Secretary of State wrote to HS2 with their latest instructions following the decision. This letter included: *“In order to inform the development of the Y-shaped network, HS2 Ltd should also continue to undertake strategic work on the longer term options for serving Scotland.....as agreed from time to time with my Department.”*

The Scottish Minister for Transport, Keith Brown MSP has also had a meeting with Mike Panning MP, Parliamentary Under Secretary of State for Transport at the Department for Transport and is reported as saying *“The company involved in developing the routes so far is now going to be talking about coming to Scotland.....”*

- Aviation consultation update

Nestrans along with Hitrans have appointed MVA/ Northpoint Aviation to produce an “Evidence Note”. The Department of Transport has indicated that such supplementary evidence will be permitted as part of their Aviation consideration.

This note will pull together the detailed evidence of the case for permitting peripheral airports to have secured access to London and the hub at Heathrow. It will be supplementary evidence in support of the submissions made by Nestrans, Hitrans and the northern Scotland RTP’s as well as other representations from the north and north east on this issue.

The note should be available for the end of February 2012 and will be able to advise our press campaign whilst also providing a useful information note for our MP’s and MSP’s in their lobbying of the UK and Scottish Parliaments.

In reply to a question from Malcolm Bruce MP: *“British Airways has announced that it has reached an agreement to take over British Midland International. Although this is being challenged under competition rules, what assurances can the Prime Minister give that the landing slots at Heathrow from regional airports such as Aberdeen will be protected if it is allowed to go ahead?”*

The prime minister said *“The right hon. Gentleman makes an important point, and I am sure that it is important to his constituents as well. I will look into the issue of landing slots—I know how important it is for regional airports—and get back to him.”*

The BMI takeover by BA is currently being considered by the competition authorities and we have been advised by the Minister for Aviation that the Office for Fair Trade is in correspondence with the European Union Directorate for Competition on this issue.

A number of our MP’s and MSP’s have also been lobbying on this issue making sure that North East interests are known to the appropriate authorities.

Motions have been placed in both the UK and Scottish Parliaments. These are:

- Session: 2010-12
- Date tabled: 01.02.2012
- Primary sponsor: [MacNeil, Angus](#)

That this House has serious concerns about the impact on competition and passenger choice of the sale of British Midland International to the owner of its principal competitor; recognises the

importance of services to Heathrow Airport because of the connectivity provided by the airport to the rest of the world; notes that competition in the air travel market is good for Scottish passengers, businesses and the economy, as well as the other nations of the UK; is concerned that this sale risks creating a monopoly for any airline which could lead to higher prices and poorer services; and given the vast majority of affected passengers will be UK citizens, calls on the UK competition authorities to scrutinise the deal to ensure that any competition issues are fully understood and addressed.

and

[Motion S4M-01926: Colin Keir, Edinburgh Western, Scottish National Party, Date Lodged: 03/02/2012](#)

Sale of BMI to International Airline Group

That the Parliament expresses serious concerns about the impact on competition and passenger choice of the sale of British Midland International (BMI) to International Airline Group (IAG), the owner of its principal competitor, British Airways; recognises the importance of services provided by BMI from Scotland's airports and the connectivity that they provide to the rest of the world; believes that the IAG deal would create a British Airways monopoly on what it considers to be the vital Edinburgh-Heathrow route and that this would choke competition for connecting feeds to services to the rest of the world; understands that 1.27 million people flew between Edinburgh and Heathrow in 2011, of which 30% travelled on to international destinations; believes that competition in the air travel market is good for Scotland's passengers, businesses and the economy; is concerned that creating a monopoly for any airline risks higher prices and poorer services; notes that the vast majority of affected passengers will be Scottish, and calls on the UK competition authorities to scrutinise the deal to ensure that any competition issues are fully addressed and understood.

- Laurencekirk junctions

On the 9 January 2012 Nestrans attended a meeting in Forfar with Aberdeenshire Council, Angus Council and the local MSP to discuss furthering the case for improving the Laurencekirk junctions. On reviewing the current available case and evidence it was identified that there had been little analysis of the impact the local development plans would have on traffic through the junctions. Work to date had concentrated on expansion at Laurencekirk.

There is however further development proposed at Edzell, Marykirk, Montrose and Brechin which could impact on the Laurencekirk junctions. Nestrans has agreed to pull together an analysis of this composite impact to determine whether this changes the case. Nestrans further agreed to write to Transport Scotland regarding the temporary nature of the 50mph speed limit currently imposed on the A90. This will be carried out within current finances and will not impact on budgets.

- Strategic Transport Fund

The Strategic Development Planning Authority considered a report on the results of the consultation on the Strategic Transport Fund and the proposed amendments to the Supplementary Planning Guidance at its meeting on 15 December 2011. The SDPA approved the guidance and the proposed changes and referred it to the two Councils for formal ratification. Aberdeen City Council's Enterprise Planning & Infrastructure Committee ratified the STF at its meeting on 31st January and Aberdeenshire Council are due to consider it at their meeting in March. Following this ratification process, the supplementary guidance will be formally adopted.

- Scottish Transport Awards

This year's Scottish Transport Awards ceremony will take place on Thursday 14 June in Glasgow. Nominations for awards were to be entered by 3 February and again, Nestrans and our partners have submitted applications for the awards.

Nestrans has submitted a joint bid together with the SDPA and the two Councils on the Strategic Transport Fund work. This has been submitted in categories 4 (Integrated Transport project of the Year) and 10 (Most Innovative Project of the Year). A copy of the submission is attached as Appendix 2 for members' information.

It is understood that Aberdeen City Council will submit the Greenbrae cycling project in category 6 (Achievements in Cycling) and Aberdeenshire Council will enter in categories 1 (Local Authority of the Year), Category 3 - Road Safety, Traffic Management and Enforcement, Category 12 - Operation Zenith as Best Transport Team/Partnership and Category 12 - Best Transport Team/Partnership: Health and Transport Action Plan for Primary Way, the cycling/walking path and footbridge at Insch.

- GreCor

Members will recall from the last meeting of the Nestrans Board that a bid had been made for European InterReg IVB funding for a project entitled Green Corridors in the North Sea Region (GreCor). Aberdeenshire Council submitted a bid with Nestrans support and advice has now been received that that application has been approved by the InterReg Steering Committee.

The project will continue the previous work on the earlier StratMoS project relating to distribution issues for freight and has partners from Sweden, Norway, Denmark and the Netherlands. Nestrans will contribute half of Aberdeenshire's investment of 172,500 Euros which will be match-funded by the European Regional Development Fund over the next three years.

- Rail changes in December 2011 timetable

Members will recall from the last Information bulletin that a number of changes to services in and around the north east were implemented from 12 December 2012:

- ~ Additional carriages for the 1718 Aberdeen-Inverness service, providing 124 more seats (seven carriages will operate between Aberdeen-Inverurie, five for the rest of the journey);
- ~ Three other trains will operate with four carriages instead of two (The 09.03 Inverness-Aberdeen, 11.59 Aberdeen-Inverness, and 14.27 Inverness-Aberdeen);
- ~ the 0941 Glasgow-Aberdeen will call additionally on Saturdays at Laurencekirk and Stonehaven (it already does Mondays-Fridays); and
- ~ the 2105 Aberdeen-Edinburgh will call additionally Mondays-Saturdays at Laurencekirk, thus giving a later last train back from Aberdeen on Saturday nights.

These alterations have all contributed to improved levels of service and have been well received. ScotRail are holding a future "Meet the Managers" event on 14 March aboard the 1718 service from Aberdeen-Inverness.

It is understood that the next Customer Forum is likely to be held in Stonehaven, possibly in May.

- Nestrans Press Releases

Since the last meeting of the Board in October, there have been press releases on the following (more details can be accessed by clicking on the title):

26/01/2012 [New walking and cycling path opens in Insch](#)

A new shared foot and cycle path called Primary Lane was officially opened on Wednesday 25 January 2012 by Councillor Peter Argyle, Chairman of Aberdeenshire Council's Infrastructure Services Committee and Member of the Nestrans Board. ...

22/12/2011 [Festive Newsletter 2011](#)

The Nestrans Chair looks back upon 2011 within the festive newsletter and identifies areas of priority for 2012. He gives thanks to everyone who has worked with Nestrans over the past twelve months to help us realise our ambitions and looks forward to continuing those many and diverse relationships into the new year. On behalf of everyone at Nestrans, he also takes the opportunity to wish everyone a Merry Christmas and best wishes for 2012. ...

5/12/2011 [Airports back campaign to protect landing slots](#)

The campaign undertaken by Nestrans, the statutory regional transport partnership for the North-east of Scotland, to urge the European Union to exert powers to protect the current level of slots to and from Aberdeen at London's Heathrow Terminal 5 has received the support from the airports concerned. ...

15/12/2011 [Nestrans welcomes business case for HSR](#)

The Chair of Nestrans, the statutory Regional Transport Partnership for the North East of Scotland, has welcomed today's announcement (Wednesday) by the Scottish Transport Minister Keith Brown, confirming the Scottish business case for high speed rail. ...

15/12/2011 [Regional Transport Partnerships welcome business case for HSR](#)

The three statutory Regional Transport Partnerships covering the northern half of mainland Scotland, Hitrans, Nestrans and Tactran, have joined together to welcome today's announcement (Wednesday) by the Scottish Transport Minister Keith Brown, confirming there is a strong Scottish business case for High Speed Rail. ...

09/12/2011 [Woodhill House Christmas Weekends Park & Ride](#)

A special Park & Ride facility will operate at Aberdeenshire Council's Woodhill House Headquarters, adjacent to Anderson Drive, for the remaining 3 weekends in the run up to Christmas. ...

01/12/2011 [Nestrans set to contribute to Rail franchise consultation](#)

Following a positive meeting with members of the North East Transport Consultative Forum (NETCF), as part of Transport Scotland's 'Rail 2014 consultation programme', Nestrans, the statutory regional transport partnership for the North-east, will be writing to the government regarding a number of topics raised. ...

- Getabout events

The focus for Getabout over the winter months has been planning the events and campaigns for 2012. However, recent and forthcoming activities have included the following:

- Advertising campaign for the new Aberdeen City Car Club, which is scheduled to launch in the spring;
- Co-ordinating a cycling event on 25 January to complement the opening of Primary Lane, a footbridge and path in Inch, developed to support the Health & Transport Action Plan and opened by Councillor Argyle with the Events Kit in use and a celebration cake to mark the occasion;
- Working on the ABC challenge from Peterhead to Aden Country Park as part of the Peterhead Cycling Demonstration Town scheduled to take place on Sunday 18 March.

- Performance Indicators

Members will be aware that Nestrans compile and report annually on a number of performance Indicators, including environmental performance.

The indicators for 2011 are included as Appendix 1 to this report and indicate that:

- The Partnership office's full complement of six staff have lost 5 days through sickness or other absence. This represents less than 0.4% of staff time lost.
- Of some 594 letters and other correspondence requiring a response, 98% were dealt with within the target of 10 working days (20 days for Freedom of Information requests).
- 89% of surface travel was undertaken by public transport.
- Nestrans staff mode of travel to work indicates a good split between walking, cycling, public transport and driving.

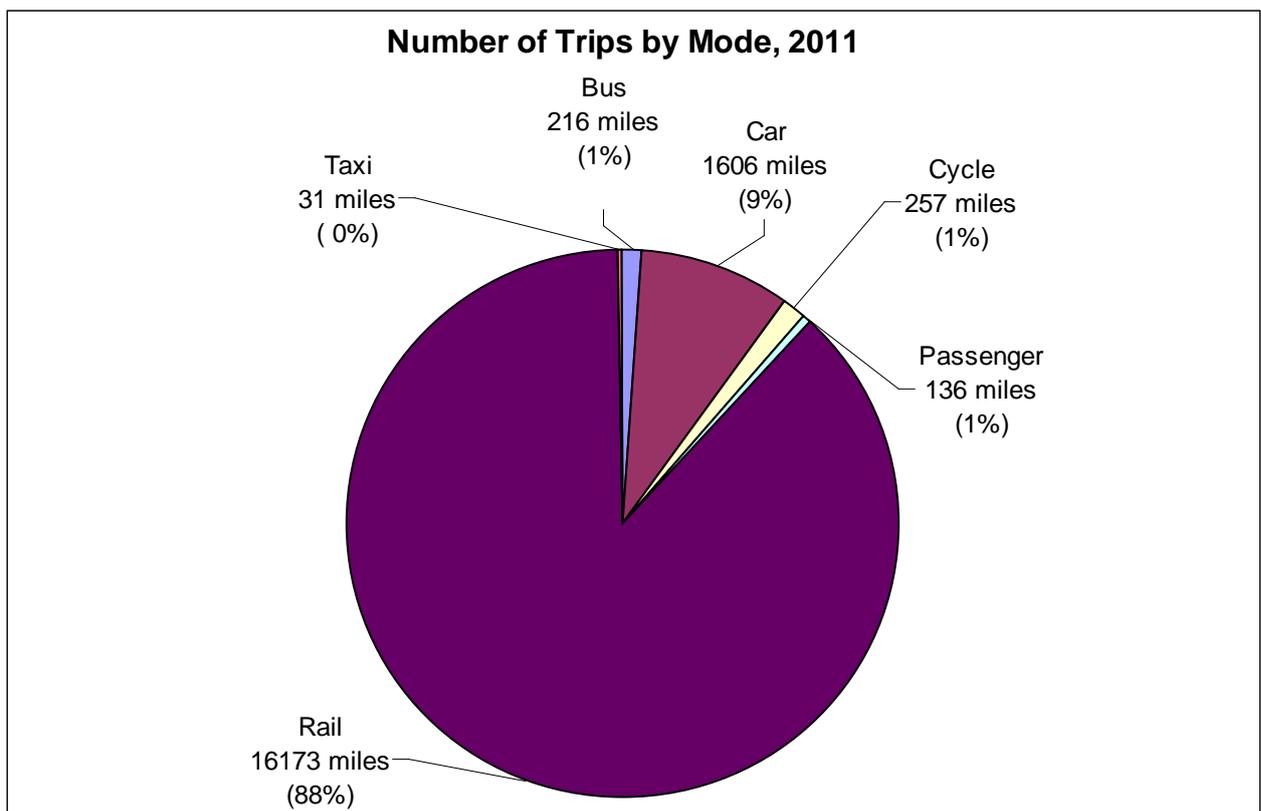
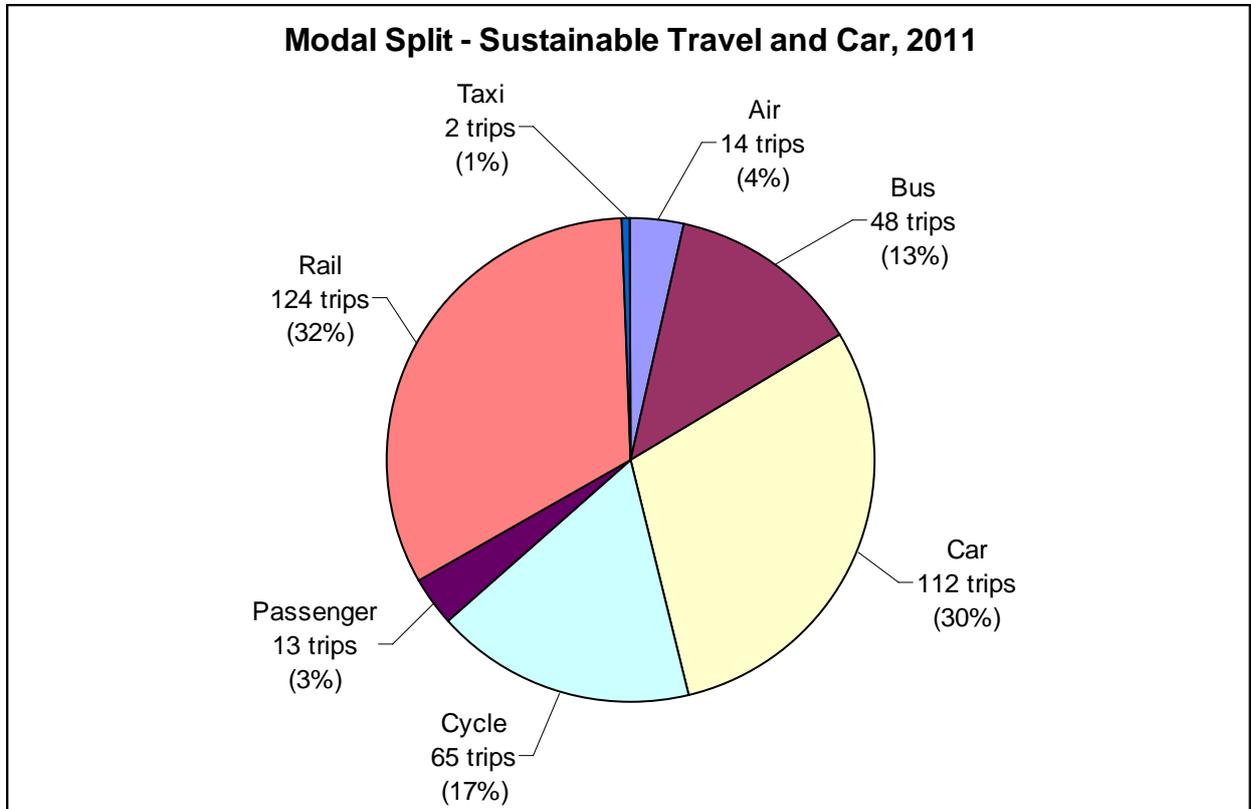
- Recommendation

It is recommended that the Board note the contents of this report.

RGM/RD/DK/30 January 2012

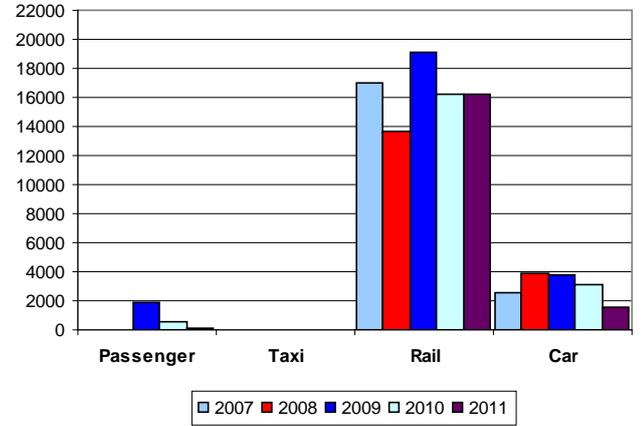
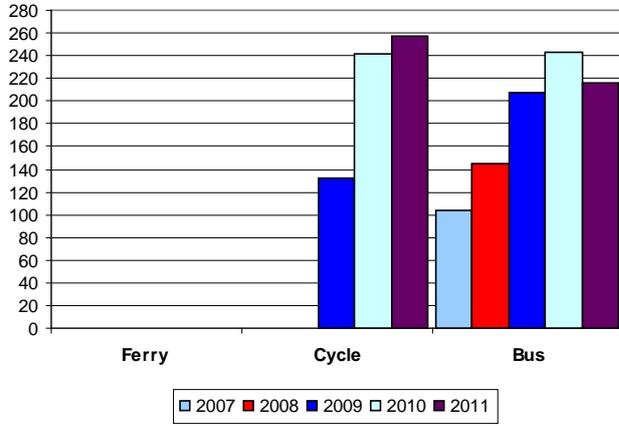
Performance Indicator Graphs

- Business Travel

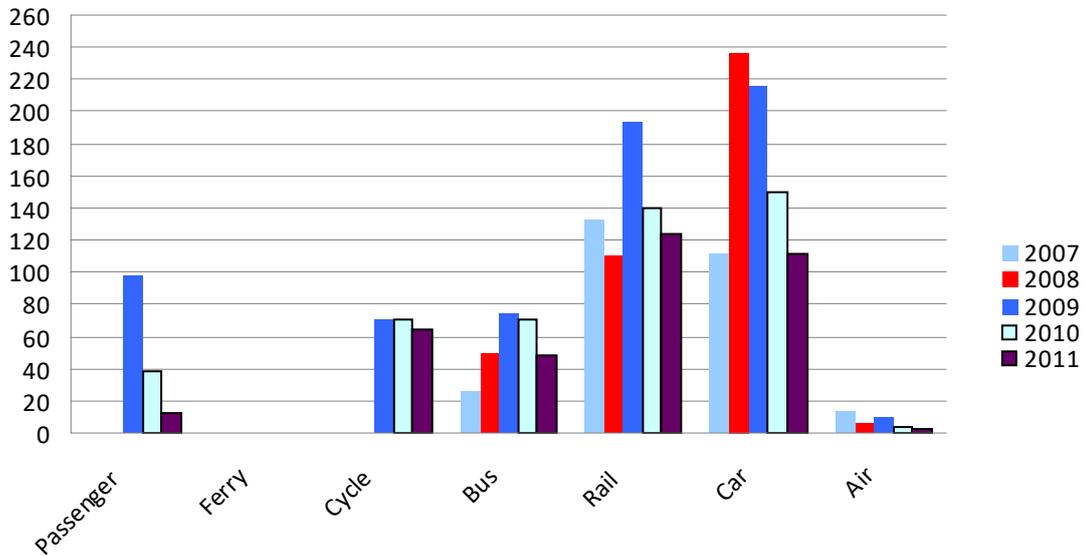


Business Travel Trend over Time, 2007-2011

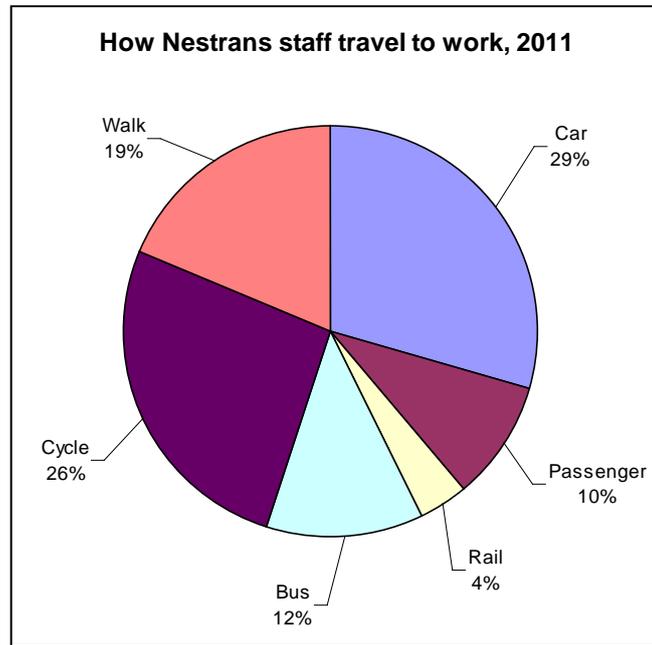
Modal Split - Sustainable Travel and Car by Miles



Number of Business Trips by Mode

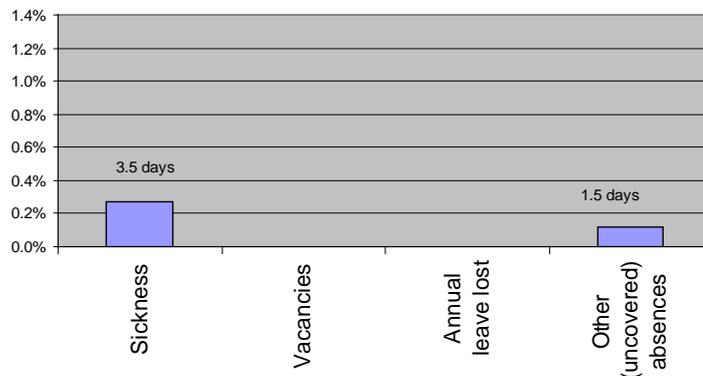


- Staff Travel To and From Work

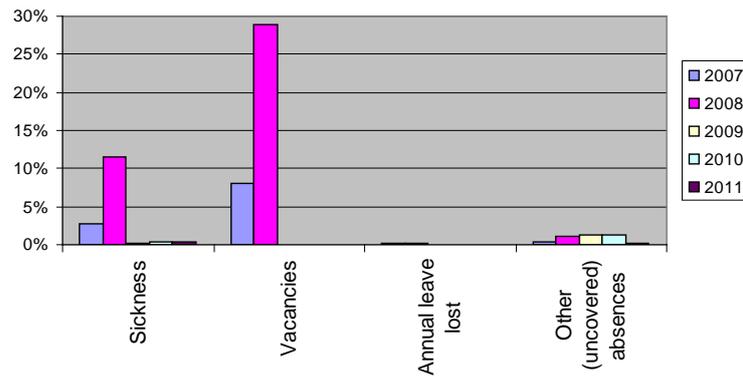


- Staffing/Personnel

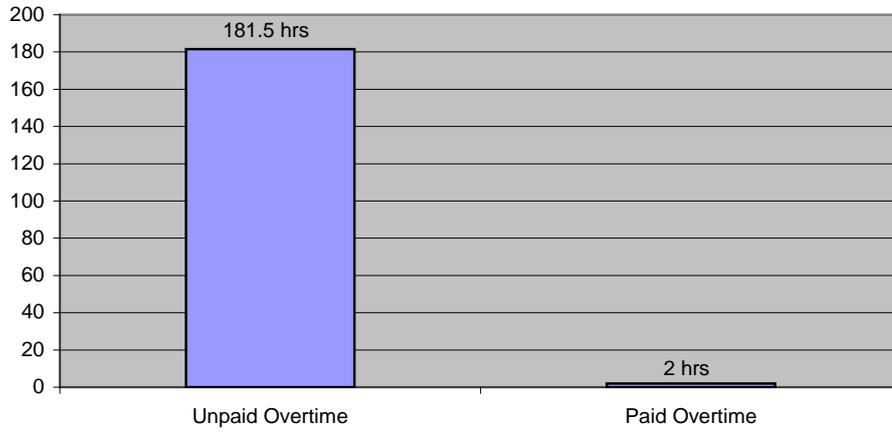
% days lost 2011



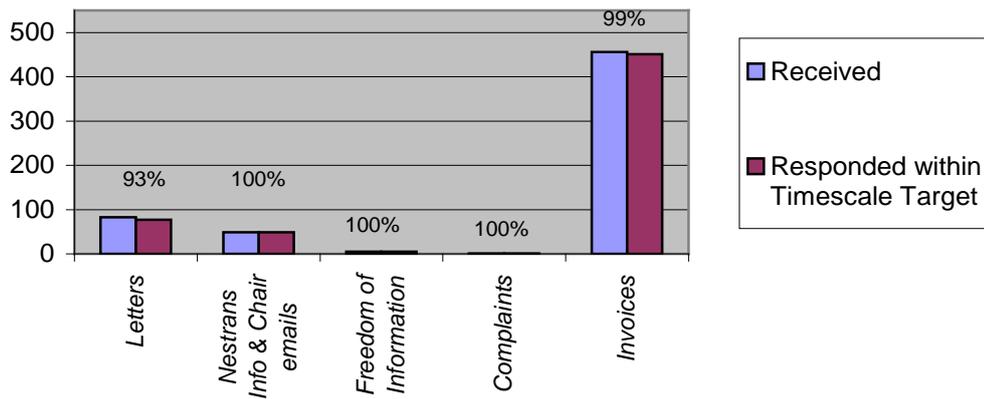
Days lost trend over time, 2007-2011



Additional Hours Worked 2011



Enquiries Received/Responded 2011



Enquiries trend over time, 2008-2011

