nestrans

The Transport Partnership for Aberdeen City and Shire

Corporate Plan

WELCOME TO NESTRANS' CORPORATE PLAN. THE ESTABLISHMENT OF NESTRANS AS A STATUTORY REGIONAL TRANSPORT PARTNERSHIP IN APRIL 2006 REPRESENTS A REAL MILESTONE IN THE PLANNING AND DELIVERY OF TRANSPORT IN ABERDEEN CITY AND SHIRE. IT IS ALSO A CLEAR VOTE OF CONFIDENCE BY THE SCOTTISH EXECUTIVE IN WHAT HAS BEEN ACHIEVED THROUGH VOLUNTARY JOINT-WORKING IN THE NORTH EAST OVER THE PAST FIVE YEARS.

It has been a privilege to have been part of Nestrans since its inception as a voluntary partnership and to become the first Chair of the new statutory transport partnership.

While there is continuity in terms of what we want to achieve for the north east, there are also significant changes. We are now a statutory body, with clear responsibilities and accountabilities. We also have new Board members, drawn from both Aberdeenshire and Aberdeen City Councils as well as the wider north east community. We have been given increased funding - £3 million for infrastructure projects in the current year - but also recognise there is greater expectation for delivery.

We have some exciting challenges ahead in extending our regional transport strategy to 2021 and taking forward our major priorities: securing commitment and delivery of Aberdeen Crossrail, reopening Laurencekirk station, providing more opportunities for Park and Ride, enhancing aviation and maritime links, encouraging more environmentally sustainable travel choices and supporting the delivery of the Aberdeen Western Peripheral Route.

We recognise that transport does not exist for its own sake – it is about providing access to jobs and public services, enabling goods to reach their markets and providing the links that promote social inclusion and support our quality of life. One in four households in the north east do not have access to a car, which means it is essential that high quality public and community transport options exist to enable everyone to access jobs, services and leisure opportunities. We will continue to work in partnership to ensure that our transport priorities support wider goals for the north east. I hope that this corporate plan gives you a flavour of our commitment and enthusiasm for meeting the challenges we face and improving transport in Aberdeen City and Shire.

Councillor Alison McInnes
Chair
Nestrans

September 2006

Nestrans is the regional transport partnership for the north east of Scotland. Our purpose is to develop and deliver a long-term regional transport strategy and take forward strategic transport improvements that support and improve the economy, environment and quality of life across Aberdeen City and Shire.

Constituted as the North East of Scotland Transport Partnership under the Transport (Scotland) Act 2005, Nestrans began work as a statutory Transport Partnership on 1 April 2006. It is one of seven Transport Partnerships set up across Scotland to provide a co-ordinated approach to transport planning and delivery between different local authority areas.

Nestrans' area covers both the City of Aberdeen and the wider Aberdeenshire area. Its Board is made up of Councillors from Aberdeen City and Aberdeenshire Councils, as well as non-councillor members appointed by the Minister for Transport (full details of the Board are on page 23).

The new Partnership builds on five years of voluntary partnership working between Aberdeen City and Aberdeenshire Councils, Scottish Enterprise Grampian and Aberdeen and Grampian Chamber of Commerce. These bodies came together to form the 'original' Nestrans in 2002 as a means of working together to tackle the transport challenges in the north east.

This resulted in the publication of the Modern Transport System – a 14 strand integrated strategy for improving transport in the region – which was endorsed by the Scottish Executive in 2003. The focus since then has been on progressing the key projects which comprise the themes of the strategy. In recognition of the approach taken to successfully develop the Modern Transport System, Nestrans was named "Regional Transport Partnership of the Year" at the 2003 Scottish Transport Awards.

Nestrans' new status as a statutory body strengthens our capacity to take forward and develop what was achieved through the previous voluntary arrangements. This corporate plan sets out how Nestrans will operate and our priorities and programme for delivery.

THE ROLE OF TRANSPORT

Aberdeen City and Shire is a diverse region of almost 450,000 people, with the City of Aberdeen at its core and important towns such as Peterhead, Inverurie and Stonehaven acting as significant employment and population centres in the north, west and south of the region respectively. The varied natural environment of Aberdeen City and Shire, from the North Sea coast to the Cairngorms National Park, makes it a major tourism and leisure destination. Internationally recognised as Europe's oil and gas capital, the region is diversifying as a centre for renewable energy and maintains a strong position as a major food and drink producer.

The accessibility of Aberdeen City and Shire to the rest of Scotland, the UK and the wider world is essential to achieving sustainable economic growth and a high quality of life. Transport connects people to jobs, healthcare, education and other public services. It also enables people to access retail and leisure facilities, meet with friends and family and promotes social inclusion across the region. The availability of accessible public and community transport is particularly important in providing older and disabled people, as well as those living in rural or disadvantaged communities, with travel opportunities and choice.

The quality, reliability and speed of the transport infrastructure are fundamental to business competitiveness. Our road and rail network, airport and port facilities are vital elements of the infrastructure of the region - important for getting goods to market, encouraging tourism and enabling business travel. The north east economy has consistently outperformed the Scottish average, but this has been in the face of considerable disadvantages in terms of the north east's distance from key markets and constrained transport infrastructure. Nestrans' transport priorities support the work of the Aberdeen City and Shire Economic Forum (ACSEF), which brings together the two Councils and a range of public and private sector bodies to steer the economic development of the region.

Aberdeen City and Shire has always been an outward looking region, with established trade links to Scandinavia and the Baltic, and more recently with international energy centres, such as Houston, Texas. Our connections to Europe and the rest of the world are therefore key elements in enabling firms to trade internationally, and in attracting people to come to the north east of Scotland.

We recognise the linkages between transport and the economy, environment, health and social inclusion in the north east. Transport can play a key role in supporting wider regional objectives and as a statutory body Nestrans has a duty to participate in community planning, which brings together the main public sector bodies to co-ordinate the delivery of public services.

The Scottish Executive is developing a National Transport Strategy, to be published this autumn, which will set out the Executive's long-term approach to transport in Scotland. This was recently the subject of a major consultation exercise, which Nestrans responded to. The National Transport Strategy will set the context for the regional transport strategies being developed by Nestrans and the other regional transport partnerships and will also provide a framework within which Transport Scotland will undertake a Strategic Projects Review in 2007, looking at Scotland's transport infrastructure requirements over the next decade.

Challenges

The 14 strands of the transport strategy to 2011 – the Modern Transport System – are intended to address the challenges of improving connectivity, improving public transport and encouraging more sustainable travel choices.

Although the economy of Aberdeen City and Shire has experienced major growth over the last 30 years the transport network has not kept pace. While there is continuous dual carriageway south of Aberdeen, the

A90 and A96 trunk roads to the north and west of the City are largely single carriageway, with implications for journey times, reliability and safety.

Central to improving the connectivity and accessibility of the north east is the Aberdeen Western Peripheral Route. Nestrans was successful in securing Scottish Executive commitment in 2003 to building the Aberdeen Western Peripheral Route, which will provide a new strategic link around the city, taking traffic away from Aberdeen city centre and unsuitable rural roads, cutting journey times and enabling better access to the main centres of employment. The Aberdeen Western Peripheral Route is critical to improving the accessibility of Aberdeen City and Shire and supporting the continuing economic growth of the region, however the strategy also recognises that this needs to be complemented by major improvements in public transport and encouragement of travel behaviour change.

Major pinchpoints exist on the strategic road network through Aberdeen, at the Haudagain roundabout and Bridge of Dee in particular. We have funded studies to investigate how these could be improved. In 2005, Nestrans secured Scottish Executive commitment to the dualling of the 'missing link' of dual carriageway on the A90 between Balmedie and Tipperty. With the Scottish Executive and HITRANS, we are also funding a multi-modal study of the Aberdeen-Inverness (A96) corridor which will look at how journeys between the two cities can be improved. The outputs from this initial study will feed into the Executive's wider Strategic Projects Review.

Compared to UK and European comparators, the north east's rail network is limited. A single track railway connects Aberdeen and Inverness, resulting in infrequent and relatively slow services. The mainline south, while offering regular services to Edinburgh and Glasgow and three direct services a day to London, is affected by slow line-speeds and rail congestion in Fife and the central belt and also a single track section outside Montrose.

In 2005 Nestrans secured funding to take forward detailed feasibility studies for Aberdeen Crossrail, which aims to increase rail services between Inverurie, Aberdeen and Stonehaven and enable the opening of new stations. It could also deliver improved services to Inverness. However significant parts of the north east are not served by rail, and buses will remain the primary mode of public transport in much of the region.

Improving public transport is central to tackling congestion, promoting more sustainable travel and a more equal society through creating opportunities for all. Levels of car-commuting in the north east are high compared with other parts of the country, however a quarter of households in the north east do not have access to a car. An important challenge is to ensure there are realistic alternatives to the car, both to provide an incentive for people to use their cars less but also to provide opportunities for people who rely on public transport to access jobs and services. It is also important to have high quality transport interchanges, both in Aberdeen and Aberdeenshire, to enable integrated journeys and encourage public transport use.

The quality of the transport infrastructure is of vital importance to freight transport. Funding commitment was secured in October 2005 for a rail upgrade to enable a larger range of rail freight containers to access the north east from late 2007. Road will remain the dominant mode for freight, but good interchange with rail and port facilities is important. The north east's ports, principally located in Aberdeen, Peterhead and Fraserburgh play an important role in the oil and gas and fishing industries.

The north east's peripheral location in relation to the rest of the UK, makes air travel an essential component of our transport system. Aberdeen Airport provides direct connections to a growing range of direct UK and European destinations, as well as important links to hub airports. It is important that these routes continue to develop to underline the competitiveness of the region as a global location.

2 THE REDLINE
£2.70
Something to shout about
10157
First
SV05 DXE

ORGANISATION

Nestrans is governed by its Board, including four Councillors from Aberdeenshire Council and four Councillors from Aberdeen City Council. The Board's membership comprises Councillors with lead responsibilities in their Councils for planning, the environment and economic development, as well as transport. They are joined by four non-councillor members appointed by the Minister for Transport on the basis of the skills and expertise they bring to the Partnership.

The Chair of Nestrans is Councillor Alison McInnes, who is also Chair of the Infrastructure Services Committee on Aberdeenshire Council. Councillor Kate Dean, Leader of Aberdeen City Council is Deputy Chair. The Board usually meets every two months and its meetings are open to the public. Details of Board meetings, including minutes of previous meetings, are available on the Nestrans website www.nestrans.org.uk.

The Board is supported by the Partnership Executive team of five, led by its Director Peter Cockhead, who are responsible for developing and implementing the regional transport strategy and taking forward the delivery programme agreed by the Board. The Board has also appointed the lead transport officers from the two Councils as Professional Advisers. Nestrans and officers from the two Councils meet on a monthly basis to co-ordinate activities and share information.

Nestrans' status as a statutory regional transport partnership strengthens its capacity for delivery and enhances its accountability. Nestrans is now able to directly employ staff and has the power to requisition contributions towards its revenue costs from the constituent local authorities, which provides more certainty in financial planning.

It is also subject to similar responsibilities as local authorities, such as the requirement to hold meetings in public, provide information under the Freedom of Information Act and operate in a transparent and accountable manner.

Currently Nestrans' only statutory function is the development of a regional transport strategy, which must be submitted to Ministers in March 2007. However the Transport (Scotland) Act 2005 creates the potential for regional transport partnerships, such as Nestrans, to take on additional transport functions over time from its constituent local authorities or the Scottish Executive. However any transfer of functions needs to be linked to the regional transport strategy and must be fully endorsed by the body from which functions are transferring.

HROSSEY
www.northlinkferries.co.uk

WORKING IN PARTNERSHIP

Partnership is fundamental to Nestrans' way of working – and is an essential component of developing and delivering transport improvements. Nestrans works closely with its constituent local authorities – Aberdeen City Council and Aberdeenshire Council as well as transport operators, the Scottish Executive and wider stakeholders. It also has a duty to participate in Community Planning and through the North East Transport Consultative Forum engages with transport operators, other public sector bodies and a wide range of stakeholders involved with transport.

Local authorities are responsible for transport at a local level, including the management and maintenance of local roads, co-ordination and support for local bus services and the operation of transport facilities, such as Park and Ride sites and some harbours.

Both local authorities are currently developing local transport strategies, which cover a period between three and five years and set out transport priorities and plans at a local level. Through joint-working with Nestrans it is intended that these strategies complement each other and fit with the existing and developing regional transport strategies. Local transport strategies are being developed in the context of community planning and will involve full consultation with local communities and stakeholders.

In view of the fact that much of the transport network is privately operated, Nestrans has also been working with private sector partners to help deliver its strategy. This involves being a founder member of the Aberdeen Airport Business Development Forum, which has been successful in assisting the opening of new air routes to Aberdeen.

Nestrans has also worked with the maritime sector and helped to facilitate joint-working in the freight industry. Through its support of the North East Scotland Rail Freight Development Group, Nestrans has engaged with public and private sectors to secure commitment to rail infrastructure improvement, which will enhance potential for rail freight to travel to and from the north east.

While some aspects of transport are reserved to Westminster, the Scottish Executive exercises most government responsibilities for transport. Its functions are split between the core Scottish Executive department, based in Edinburgh and Transport Scotland, the new executive agency, based in Glasgow. Transport Scotland has specific responsibility for Scotland's trunk roads and rail network, including delivery of major infrastructure projects, such as the Aberdeen Western Peripheral Route. It also manages the national concessionary travel scheme.

Nestrans maintains strong contacts with the Scottish Executive and Transport Scotland, which include meetings between the Chair and the Minister for Transport, regular liaison with senior officials and day-to-day joint-working on transport projects.

OUR WORK PROGRAMME

Nestrans' vision is:

A transport system for the north east of Scotland which enables a more economically competitive, sustainable and socially inclusive society.

To achieve this vision, our priorities are to:

- Develop a regional transport strategy to 2021 which builds on our current strategy, sets clear objectives and contains a detailed plan of action.
- Take forward major infrastructure projects within our current strategy to 2011.
- Promote travel planning and more sustainable travel, to help tackle congestion and encourage a shift away from single-occupancy car use.
- Deliver a programme of direct investment in capital projects to improve public transport, walking and cycling facilities.

Developing a regional transport strategy from 2006-2021 is Nestrans' principal responsibility under the Transport (Scotland) Act 2005, but it is equally important that progress is maintained on key projects under the 2011 strategy. This includes promoting travel behaviour change, for which we have received additional Scottish Executive funding.

Nestrans has also been awarded £3 million of capital funding from the Scottish Executive to spend on transport projects of regional significance. This is funding a range of measures, particularly to improve public transport facilities and to encourage walking and cycling.

Throughout all these four areas runs a theme of joint-working. As a small organisation, a key role for Nestrans is working with others to achieve mutual goals. This is done through a range of groups and forums, as well as regular informal liaison and joint working on specific projects.

REGIONAL TRANSPORT STRATEGY

Developing a regional transport strategy to 2021 is a major focus for Nestrans in the current year. The Transport (Scotland) Act 2005 and subsequent guidance requires that the completed strategy is submitted to Scottish Ministers by the end of March 2007 – just a year after the statutory partnership started work. This strategy will set out transport priorities to 2021 and include a detailed investment plan. The strategy is also a means by which the partnership can set out whether it will seek additional functions to help deliver its objectives.

Nestrans is fortunate in having an existing transport strategy and experience of joint working with its constituent local authorities. The regional transport strategy to 2021 builds on the existing regional strategy to 2011, referred to as the Modern Transport System or MTS, integrating the existing strategy, updating it where necessary and setting out our vision and plans for the next decade.

The regional transport strategy will include a comprehensive assessment of the strategic issues and transport problems facing the north east, will set clear objectives and provide a detailed strategy for meeting these objectives. The strategy will be supported by a more detailed implementation plan, spanning a 3-year period, which will be reviewed on an annual basis and an annual report on progress will be published. The strategy itself will have a horizon of 2021 and will be formally reviewed on a 4-year cycle.

The strategy is being developed in accordance with Scottish Executive guidance on Regional Transport Strategies and links to the Scottish Transport Appraisal Guidance (STAG), which requires transport strategies and projects to be assessed against the five criteria of the economy, accessibility and social inclusion, environment, safety and integration. The strategy will also include a Strategic Environmental Assessment (SEA), this is intended to ensure that the environmental impacts of plans and strategies are fully identified and considered as part of the strategy development process. An SEA scoping report has already been produced and a full environmental report on the strategy will be published for consultation at the same time as the draft strategy.

In line with usual practice in the development of plans and strategies, projects which have secured a certain level of commitment are taken as a given, this includes the Aberdeen Western Peripheral Route and the dualling of the A90 between Balmedie and Tipperty, as well as committed rail and Park and Ride schemes.

The strategy will be influenced by the National Transport Strategy being developed by the Scottish Executive and will be informed by the two local transport strategies being developed by Aberdeenshire and Aberdeen City Councils. In recognition of the wider context in which transport sits, the strategy will also link to the land use plans for the region (structure and local plans), the regional economic development strategy and the regional transport strategies being developed by neighbouring regional transport partnerships. While the planning horizons of these plans and strategies may differ, it is important to ensure that there is an integrated approach to the development of the regional transport strategy.

An initial report setting out transport issues and proposing draft objectives was issued for informal stakeholder consultation in July 2006. A further stakeholder consultation paper on draft options was issued in September. This work will inform the content of the draft regional transport strategy which is intended to be published for full public consultation in November. Following consideration of the responses to the consultation, a final strategy will be considered by the Nestrans Board prior to submission to Scottish Ministers for approval. Once approved by Ministers, the strategy is formally adopted.

F-GUAM

NESTRANS' STRATEGY FOCUSES ON IMPROVING RAIL SERVICES, REDUCING ROAD JOURNEY TIMES AND PROVIDING INFRASTRUCTURE FOR IMPROVED BUS SERVICES AND PARK AND RIDE.

PROGRESSING MAJOR INFRASTRUCTURE PROJECTS

Progressing the necessary development work for major infrastructure projects is a key part of delivering the current Nestrans strategy. This focuses on improving rail services, reducing road journey times and improving infrastructure for buses and Park and Ride services.

Aberdeen Crossrail will deliver more frequent rail services between Inverurie, Aberdeen and Stonehaven – providing a better service for commuters and enabling cross-city travel by rail. More frequent services will also enable new stations to be opened in both Aberdeen and Aberdeenshire, creating new opportunities for people to travel by train. Detailed technical and financial feasibility work is underway, which will be completed in early 2007, enabling a case to be made to Ministers to commit to funding its implementation.

Nestrans is also supporting the work of Aberdeenshire Council in promoting the reopening of Laurencekirk station. Feasibility studies have shown that reopening the station provides good value for money and, subject to securing funding, construction could begin in 2007.

The Aberdeen Western Peripheral Route will provide a dedicated strategic route for traffic travelling across the city and will particularly benefit traffic travelling to and from the north and west of the region. It is supported

by Nestrans as the cornerstone of the wider package of transport improvements in the Modern Transport System strategy. Nestrans was successful in securing commitment from the Scottish Executive in 2003 to the project, who will fund the majority of its costs.

The road is being taken forward as a national trunk road by the Scottish Executive's delivery agency, Transport Scotland. Draft road orders will be published by the end of 2006 for public consultation, and following the completion of all statutory processes, including a possible public local inquiry, the road is expected to be open to traffic in 2011.

Buses are the most used form of public transport and are the only option in many parts of the region. A new Quality Partnership document was recently signed between the two Councils, First and Stagecoach, which commits all parties to common goals and actions. There has been investment over a number of years in bus infrastructure such as bus priority measures, real-time information and interchanges. Raised kerbs have been installed at many bus stops, complementing operator investment in low-floor buses, to improve the accessibility of public transport for older and disabled people. Demand responsive and community transport play a vital role in filling gaps in the transport network and providing a tailored service for those unable to access public transport.

As part of the wider Modern Transport System strategy a network of new and existing Park and Ride sites will be located at major junctions of the Western Peripheral Route and roads into the city centre. These will provide opportunities for people to park outside the centre and take the bus the final part of their journey into the city, helping to reduce congestion in Aberdeen. Nestrans has commissioned research into how current and planned Park and Ride sites should develop in the future.

Nestrans will also continue to work with private sector partners to develop our aviation and maritime facilities and links. Nestrans has endorsed the outline Masterplan developed by BAA for Aberdeen Airport and works closely with the airport through the Airport Business Development Forum, to identify opportunities for new routes and to improve surface access to the airport. We also support the work of the region's port authorities in developing new routes and facilities. In partnership with Aberdeenshire Council, we are providing funding support to the Northern Maritime Corridor European project which aims to improve maritime links across the North Sea.

PROMOTING TRAVEL PLANNING AND SUSTAINABLE TRAVEL

How we travel has a big impact on the world around us and Nestrans is committed to enhancing travel awareness and supporting sustainable travel patterns. The former voluntary partnership piloted a number of measures aimed at promoting travel planning and travel awareness in north east Scotland including the introduction of a business orientated travel awareness programme with a dedicated Travel Awareness Project Leader.

Progress over the past few years included establishing a Sustainable Travel Grant Scheme, convening a North East Travel Plan Group to bring together Travel Plan Co-ordinators from the public and private sector to help share best practice and co-ordinate work, a Nestrans car share scheme and funding the establishment of the Dyce Transport Management Organisation (TMO), the first organisation of its kind in the UK, operating to reduce drive-alone commuting in the Dyce area by working with businesses and the local community to provide more travel choice for commuters.

With support and funding of £65,000 per year for the next two years from the Scottish Executive for the development of travel plans, Nestrans will build on previous work and co-ordinate the development and implementation of a Travel Planning Strategy, in close liaison with both local authorities, other local employers and stakeholders. Nestrans will focus on a number of key objectives to ensure that Aberdeen City and Shire continues to lead the way in piloting innovative travel awareness projects. To this end the Nestrans Travel Planning Strategy identifies 3 key areas; Travel Plans, Direct Interventions and Travel Awareness which Nestrans will work to develop.

In developing travel plans, Nestrans will promote the dissemination of best practice and support the continued development of both public and private sector travel plans by offering free advice and assistance. In developing direct interventions, Nestrans will continue to support the Dyce TMO and work to identify further opportunities to develop TMOs or similar organisations. Nestrans will also support and encourage travel planning and travel awareness by continuing the Sustainable Travel Grant Scheme, which provides match funding to organisations to implement sustainable travel measures, and continue to actively support and promote car sharing through the Nestrans car share scheme. In developing travel awareness Nestrans will work with other RTPs, local authorities, the Scottish Executive and other stakeholders to support efforts to promote travel awareness, encourage participation in national and international events, and when appropriate publish literature promoting sustainable travel choices.

CAPITAL PROGRAMME

Nestrans has been awarded just over £3 million in 2006-07 by the Scottish Executive to fund strategic transport improvements across the region. This funding, which must be used to fund capital infrastructure projects, rather than ongoing revenue costs, is to be spent entirely within the current financial year. A further £3 million has been allocated to Nestrans for 2007-08.

In partnership with Aberdeenshire and Aberdeen City Councils, Nestrans has compiled a programme of projects for implementation during the current year. This programme was agreed by the Nestrans Board at its meeting in May 2006 and was subsequently approved by the Minister for Transport.

The key objectives for the programme are improving the quality and attractiveness of public transport on key routes across the north east, encouraging more walking and cycling and improving accessibility and integration.

Funding is being allocated to:

Quality bus corridors and associated improvements - £1,936,000

Upgrading of bus stops and shelters on key bus routes between Aberdeen and Aberdeenshire as well as a major route within the City, serving Foresterhill hospital. It is also funding a programme of improvements to traffic signals in Aberdeen, which will enable them to link with bus running data to give late-running buses priority at signals – helping them to keep to timetable.

Strategic cycle routes - £720,000

The development of segregated off-road cycle routes for both commuter and leisure use. These will provide safer, dedicated routes for cyclists particularly on key corridors from Aberdeenshire into Aberdeen, making cycling a more attractive option.

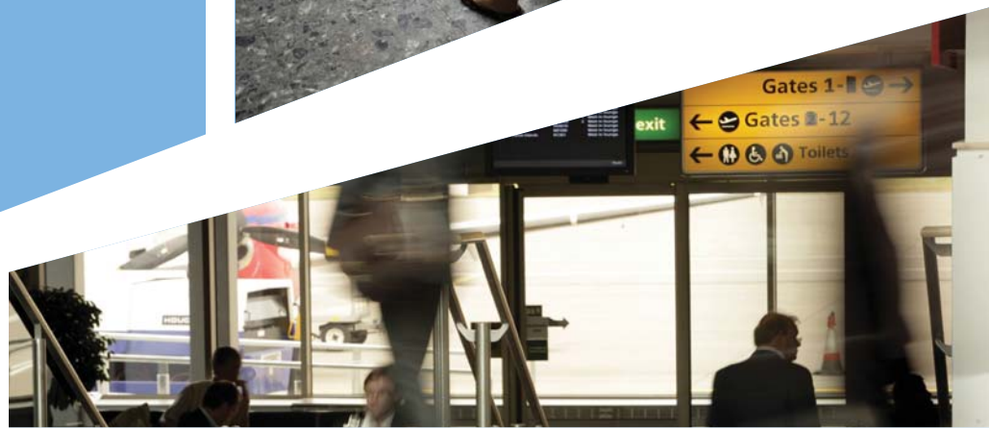
Railway station facilities - £155,000

Includes funding for work to extend the car parks at Stonehaven and Insch stations to provide more capacity for park and ride.

Demand responsive transport – £200,000

Funding the purchase of additional ‘Dial-a-bus’ vehicles to enable extension of the existing schemes in both Aberdeenshire and Aberdeen City. These services fill a gap in the transport system and have proved very successful. Funding is for three new buses – one for use in Aberdeen and two for Aberdeenshire.

The capital programme is managed by the Nestrans Executive team, with the projects being delivered by officers in the two councils. Progress reports on the delivery of the programme are made to the Nestrans Board at regular intervals.



NESTRANS HAS BEEN AWARDED £3 MILLION IN 2006-07 BY THE SCOTTISH EXECUTIVE TO FUND STRATEGIC TRANSPORT IMPROVEMENTS ACROSS THE REGION.

RESOURCING

Nestrans' core revenue funding – for staff and operational costs, project development and travel awareness – comes from an annual grant from Aberdeenshire and Aberdeen City Councils, which is matched by funding from the Scottish Executive. This is augmented by a specific allocation from the Executive for travel awareness projects.

In 2006-07, Nestrans core revenue budget totals £915,000 which is divided under the sub-headings shown below.

Nestrans Revenue Budget for 2006-07

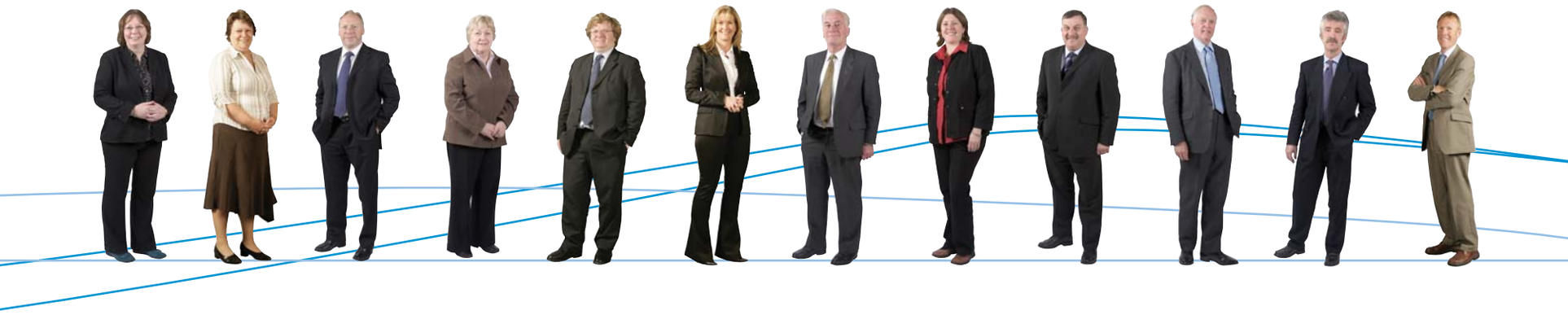
Core costs (Office and staffing)	£255,000
Core costs (Other support costs)	£160,000
Regional Transport Strategy	£200,000
Project development	£300,000
Total	£915,000

In addition to the revenue budget, Nestrans has responsibility for a capital programme totalling £3.011 million, as detailed earlier. Nestrans has also been awarded a specific grant of £400,000 to fund the necessary appraisal and development work for Aberdeen Crossrail.

EXECUTIVE TEAM

Executive Team from left to right:
Peter Cockhead (Director),
Rab Dickson (Principal Transport Executive),
Louise Smith (Office Manager/PA),
Ben Kerfoot (Transport Executive - Policy),
Matthew Eastwood (Transport Executive - Travel Plans).

THE BOARD



Board Members from left to right:
Councillor Alison McInnes (Chair),
Councillor Kate Dean (Deputy Chair),
Eddie Anderson,
Councillor Audrey Findlay,
Councillor Ian Yuill,
Jennifer Craw,
Councillor Stan Tennant,
Councillor Sandra Macdonald,
George Mair,
Councillor Marcus Humphrey,
Councillor Scott Cassie,
David Sullivan.

COMMUNICATION AND INVOLVEMENT

It is important that Nestrans both communicates what it is doing and involves the wider community in the development and implementation of its strategies. This corporate plan is a key element of communicating what Nestrans is and what it does.

As a voluntary partnership, Nestrans recognised the benefits of involving a wide range of stakeholder bodies in the development of its plans and projects and established the North East Transport Consultative Forum, which meets around twice a year. The Forum involves transport operators and representatives from the main economic, environmental and community groups as well as particular transport interest groups. Nestrans keeps in touch with the Forum more frequently through a regular electronic newsletter, which is also available on our website.

We also aim to publish a range of documents such as consultation responses, annual reports and delivery plans on our website – in line with the commitments in our Freedom of Information Publication Scheme, which is also available online. Agendas and Minutes of Nestrans Board meetings are also published on our website.

WE WOULD WELCOME ANY COMMENTS OR QUERIES YOU MAY HAVE ON THE CONTENT OF THIS CORPORATE PLAN AND ON NESTRANS MORE GENERALLY. PLEASE GET IN TOUCH USING THE CONTACT DETAILS BELOW.

Nestrans
Archibald Simpson House
27-29 King Street
Aberdeen AB24 5AA

t. 01224 625524
f. 01224 626596
info@nestrans.org.uk
www.nestrans.org.uk

Printed on environmentally friendly paper.

Design and production: www.artdepartment.co.uk

Nestrans
Archibald Simpson House
27-29 King Street
Aberdeen AB24 5AA

t. 01224 625524
f. 01224 626596
info@nestrans.org.uk
www.nestrans.org.uk